Outline Plan of Work

NZ Transport Agency Waka Kotahi
Wellington Region Maintenance and Operations Centre

Lanes Flat – Pauatahanui

10 October 2025

Outline Plan Under Section 176A of the Resource Management Act 1991

To: Porirua City Council

From: NZ Transport Agency Waka Kotahi

Pursuant to Section 176A of the Resource Management Act 1991 (RMA), the NZ Transport Agency Waka Kotahi (NZTA), as Requiring Authority, submits an Outline Plan of work to be constructed in designation NZTA-03 alongside State Highway 58 (SH58), Lanes Flat, Pauatahanui.

A description of the proposed work is:

The NZTA, together with the Wellington Transport Alliance (WTA), propose to build, use and maintain a **Wellington Region Maintenance and Operations Centre** (WRMOC) from where maintenance, operations, and improvement activities associated with the Wellington Region highway network will occur and be carried out.

The chosen site for the WRMOC sits across three land parcels, all owned by the Crown/NZTA, and part of a wider area known generally as Lanes Flat:

- Part Lot 1 DP 76425; SO 422984, gazetted for Motorway Purposes
- Part Lot 2 DP 76425; held in title WN56A/952
- Section 1 SO 38167, gazetted for Motorway Purposes

The proposed works are:

- An operations administration office building
- An adjoining services yard and field building
- Several storage sheds
- A services yard for all service vehicles and associated activities
- A staff carpark
- Security fencing and gates
- Outdoor lighting
- Landscaping and raingardens
- Construction of a new vehicle access from SH58
- All three-waters service connections, treatment systems, and stormwater tanks

Enabling works include the following:

- Earthworks for foundations carpark/yard preparation and permitter fence

- Earthworks for landscaping solutions; creating of the wetland landscape contours and bunds
- Trenching and excavation for in ground utilities (three waters and electrical)
- Earthworks and construction work for the new SH58 access and removal of the existing temporary access

A wetland landscape plan is also included to address the long-term landscape response under the Landscape and Urban Design Management Plan (LUDMP) that was developed in response to the Transmission Gully, State Highway 1, project consents. The purpose for including the wetland landscape plan with this outline plan of works is to capture a full site response. There have been many iterations of the landscape options for this part of the Lanes Flat area, now that the spoil mounds are being removed the plan included herewith defines the approach to be taken.

The WRMOC will primarily operate business hours, and at any other times necessary to operate, respond to and attend maintenance and operations activities for the Wellington highway network. This can include emergency response; early morning starts and late finishes to align with maintenance and operation responsibilities that occur through night shifts.

The WRMOC will also be a place from where to facilitate stakeholder liaison meetings and activities (including with NZ Police, Ngāti Toa, community groups and Council); provide a place from where emergency responses to disasters can be coordinated.

Information required to be included with an Outline Plan by Section 176A(3) of the RMA is set out on following pages. The following attachments are also submitted and forms part of the Outline Plan:

1. Building, fencing and lighting designs
2. Wetland Landscape Plans
3. Design Contours and Earthworks sediment control plans
4. Three-waters report and hydrology modelling pre and post development
5. Designation conditions and LUDMP information
6. Consultation outcome with Ngāti Toa
7. New vehlce access design
8. Assessment of alternative sites

Signed by:

Kathryn St Amand
Principal Planner, Poutiaki Taiao / Environmental Planning
Transport Services

Pursuant to authority delegated by NZ Transport Agency Waka Kotahi

Insert date

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QUALITY REVIEW AND APPROVAL RECORD

Item	Name	Date
Prepared by:	Kathryn St Amand NZTA, Environmental Planning Team - Principal Planner (WTA)	1 October 2025
Reviewed by:	Ashleigh Grose, NZTA Environmental Planning Team - Transmission Gully Environmental Manager	2nd October 2025
Approved by:	Leticia Jarret, NZTA Poutiaki Taiao / Environmental Planning Team Principal Planner	9th October 2025

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1 AUTHORITY

NZ Transport Agency Waka Kotahi (NZTA) is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 and the Government Roading Powers Act 1989.

NZTA is also a network utility operator approved as a Requiring Authority under Section 167 of the Resource Management Act 1991 (RMA).

2 DISTRICT PLAN

2.1 Designation

The existing designation which authorises the work is designation NZTA-03 in the Proposed Porirua City Proposed District Plan. The designation has been given effect, is not subject to appeal, and is therefore operative in the District Plan.

The Requiring Authority listed for the designation in the District Plan is the NZ Transport Agency.

The purpose of the designation is:

Designation	Designation Title	Purpose
NZTA-03	Transmission Gully	Purpose: To undertake construction, maintenance, operation, use, and improvement of the state highway network and associated infrastructure.

The designation extends from the intersection with the Kapiti Coast District Council and Upper Hutt City boundaries in the north, and to the Wellington City Council boundary in the south.

The relevant condition of the designation is included in Attachment 4, being condition no. NZTA 43. from the Board of Inquiry decision, which requires the LUDMP to be developed to implement landscape plans submitted with the application. Through the decision reporting it was anticipated the landscape form would be a wetland. Specific wetland landscape plans are included with this outline plan to give effect to this condition.

2.2 Zone and overlays

If it were not for the designation, the site would be part of the open space zone linking the Pauatahanui Stream with the Pauatahanui Inlet; there are also several District Plan overlays listed below and identified in figure 1. Together these matters inform the issues and values of the receiving environment and assist the assessment the effects of the works on the environment:

- Noise Corridor over part of the site
- Hazards and risks overlays including:
  - Flood hazard stream corridor
  - Flood hazard inundation
  - Coastal Flood Hazard – Current Inundation Risk (stormwater detention pond)
  - Coastal Flood Hazard – 1 in 100yr Storm Surge (with 1m SLR) (north end of site, adjacent portions of SH58, and parts of the stream)
  - Tsunami Hazard – 1 in 100yr Inundation (spot on Pauatahanui Stream)
- Energy Infrastructure and Transport Overlays
  - National Grid transmission lines
  - Gas Transmission Pipeline Corridor (runs through the eastern side of SH58)
  - Designation TPR-01 for national grid transmission lines managed by Transpower NZ Ltd

Figure 1: District Plan Overlays for the wider Lanes Flat area

3 DESCRIPTION OF WORK

3.1 Proposal

Work is being undertaken at Lanes Flat simultaneously by the WTA and Transmission Gully (TG) project teams. .

The proposed WTA works, the subject of this Outline Plan, include the following key phases:

1. Construction of the vehicle access at the north end of the site.
2. Enabling works to prepare the site for construction of buildings, yards, utilities and fencing. This includes trenching for underground services and the landscaping bund behind the buildings.
3. Construction of buildings, services/utilities, permitter fencing/gates, carparking areas, all hard stand areas, outdoor lighting and physical landscape features including bunds.
4. Landscape planting and establishment in the 2026/27 planting season. WTA is responsible for all landscaping within the perimeter fence and the bund surrounding that.

TG is responsible for removal of spoil mounds and recontouring of the site ready for wetland landscape establishment, that work will start in September 2025 and be completed by April 2026, followed by stabilising. These works are being carried out under other consents. Establishing a wetland and assoicated planting will follow during the 2026/27 planting season, with ongoing maintenance thereafter. The landscape plan to follow will be that included with this Outline Plan proposal.

As the requiring authority for all works described above, NZTA has commissioned one wetland landscape plan that covers the entire site area to give effect to the LUDMP and provide the necessary integration of the WRMOC. See Attachment 2.

The spoil mounds must be removed first, but the works for the WRMOC will overlap in timing during the next construction 2025/2026 season; with wetland and landscape establishment to follow during the 2026/27 planting season.

Plans and details of the proposed works can be found in Attachments 1 and 2, and finished contour plans, and earthworks and sediment control plan in Attachment 3.

Figure 2 below is an outline of the basic 12,503m^2 occupational area for the WRMOC superimposed on existing survey contours. The existing site contours include the spoil mounds that will be removed.

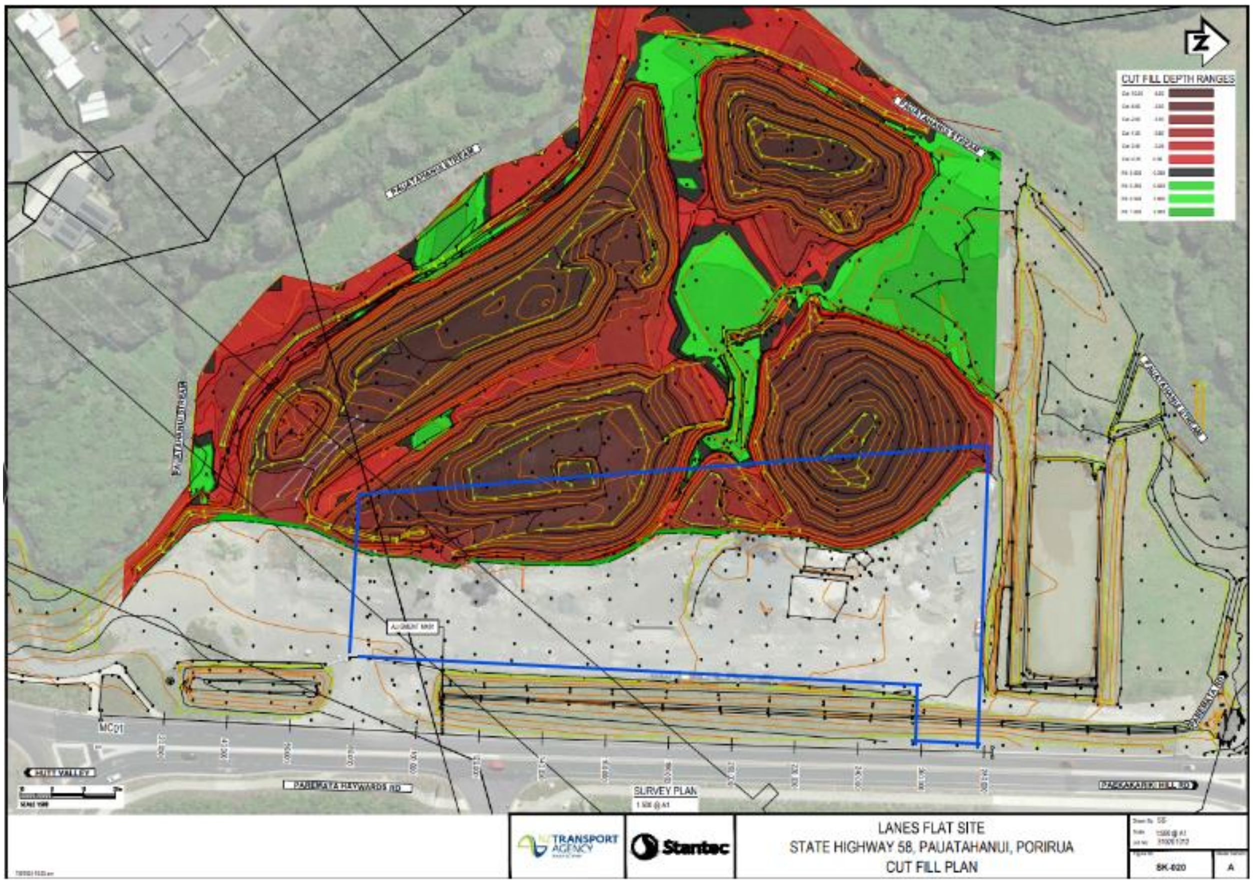

Figure 2- WRMOC occupational area and existing surveyed contours

3.2 Background:

The WRMOC is necessary because of the inefficiencies and assoicated running costs in maintaining and operating the highway network from split-location facilities between the Wellington CBD Majestic Centre, and field facilities located in the Fulton Hogan yard in Petone. The aim is to reduce overheads and operational costs by establishing a single base from where all maintenance and operations activities can be run. The WRMOC will also provide a place from where other stakeholders can interact and work with the WTA and NZTA more effectively.

Prior to settling on this site for the WRMOC, eight sites had been considered based on availability of flat land, cost to build, site access, designation extent, and centrality to the Wellington highway network. The proposed site at Lanes Flat was preferred across all factors, see Attachment 8.

Such a move presents multiple opportunities, prominent among which is the creation of an enduring, NZTA owned facility that can become the centre of maintenance and operations activities in the region regardless of the delivery model and incumbent supplier.

4 OUTLINE PLAN REQUIREMENTS

4.1 Height, shape, and bulk

The project needs to accommodate all those working for the maintenance and operations contract. Altogether these responsibilities employ between 80-100 people at any given time. The project is purposefully designed to ensure sufficient administrative and yard space ensuring the maintenance and operations activities can occur efficiently and practically.

The drawings in Attachments 1 contain building plans and elevations for the following:

- A 50m long x 11.08m wide x 6.4m high administration building
- A 26m long x 11.08m wide x 5m high yard services field building
- All buildings will be clad in colour steel Lichen, with Winsor Grey doors and window treatments.
- All glazing will be 25% tinted
- Three storage sheds of various sizes not generally exceeding 6m x 2.6m
- A vehicle yard for all service vehicles to be finished with Asphaltic Concrete surface and provision of 12 truck and 25 standard parking spaces
- A staff carpark to be finished with chip seal surface and provision of 75 parking spaces
- Chain link security fencing at 1.8m high around the yard; security fencing at 1.2m high around the staff carpark; and automated security gates at 1.8m high and 1.2m high for the yard and carparks. See fencing plan.
- Outdoor lighting on 3-4m tall poles and 1m tall bollards on the eastern side of the carpark. See lighting plan.
- Three waters services and connections including inground pipes and an above ground tank for stormwater (capable of holding sufficient for fire fighting) located on the rear western side of the main building.

The site layout is designed to cater for the onsite manoeuvring of the largest of the Temporary Traffic Maintenance (TTM) trucks and the vehicle manoeuvring is shown on the plans in Attachment 1. The number of parking spaces is adequate to accommodate all staff requirements plus field operations vehicles.

Currently there is a Wellington Electricity high voltage line running under the WRMOC site and where the buildings are to be located. This line needs to be moved to make way for the buildings, and a new electricity line alignment established. Wellington Electricity will do that work in consultation with NZTA and will require a designation consent from NZTA under s176 of the RMA to make the necessary changes. The most likely outcome will be to realign the electricity cable under the carpark area at the south end of the WMOC site, and then overhead to the existing power pole at the back west side of the wetland area. The most likely alignment and outcome is shown on the plans in Attachment 1. The landscape plan has been designed to accommodate these changes, and likewise the realignment of the electrical cable will need to work around the new landscape features.

The wetland landscape plan in Appendix 2 shows the 1.0m tall bund around the periphery (outside) of the permitter fence. The new electrical poles will sit inside this bund, and planting on the bund will need to allow for the overhead cables.

All buildings will require a building consent from Porirua City Council that will be applied for in due course.

All stormwater from the site will discharge into rain gardens for treatment, before being piped and discharged to the wetland area.

4.2 Location

The proposed location for the WRMOC is within the wider area known as Lanes Flat.

Lanes Flat is located centrally within the region with access onto SH58, and straightforward connections to SH1, SH2 and SH59; making it an ideal location from where to provide the maintenance and operations activities for the Wellington highway network.

Prior to Transmission Gully (TG) being built and SH1 being realigned, the area was farmed. The screen shot below is from the old SH1 alignment on google maps dating back to 2013.

Figure 3: Lanes Flat from old SH1 alignment 2013

The wider natural landscape is comprised of low-lying undulating hills draining to a saline wetland environment and the Pauatahanui Stream, both of which drain to the Pauatahanui Inlet. The Pauatahanui Village is situated at the head of the Inlet and just to the north of the Lanes Flat area. The SH1 interchange is situated to the immediate south of the Lanes Flat area.

The surrounding hills are residentially developed with low density housing, rural residential and rural horticulture and agriculture activities.

Other infrastructure in the immediate area includes a national grid transmission station and overhead lines running across project site; and a gas main running through and around part of the project area. Both these utilities are identified on district planning maps in figure 1 above.

During TG construction the alignment of SH1 and SH58 were reconfigured so that all the land between the old SH1 alignment west to the Pauatahanui Stream, was used for construction purposes. The resulting landscape consists of a flattened hard stand area fronting the highway and a series of large spoil mounds behind. During construction the hard stand area had been used as a vehicle yard, set down area and for a bitumen plant; and the spoil mounds are now overgrown in weed and plant species. The TG project yard (occupied by the contractor Ventia for NZTA) and office is on the east side of SH58, from where the TG maintenance and operations is carried out.

Figure 4: Lanes Flat northbound view from new SH58 alignment 2022

The SH58 has a posted 80km/h speed limit control past the site access.

At the same time as being required for the WRMOC, the area is required, as part of TG conditions, to be landscaped under condition NZTA.43 from the board of inquiry decision. That condition required a Landscape and Urban Design Management Plan (LUDMP) to guide and implement the landscape plans submitted with the Notice of Requirement by the applicant.

That mitigation is expected to achieve rehabilitation of the Lanes Flat area between the main alignment of TG and Pauatahanui village, as a major wetland. Therefore, development of the WRMOC must not prevent this from occurring and so has been designed to sit within a saline wetland landscape and a landscape plan developed in line with the LUDMP forms part of this outline plan of works to achieve both outcomes.

4.3 Likely finished contours

The likely finished contours will be achieved in two stages. Stage one involves removal of the spoil mounds by TG (under existing consents); and stage two involves the establishment works for the WRMOC and creation of the contours for the wetland landscape, including bunds and basins.

Stage one, removal of the spoil mounds, is anticipated as part of giving effect to the TG consent and is due to commence. The resulting contours will be an east to west slope across the whole site as shown on the plans in Attachment 3.

The WRMOC cannot commence construction until the spoil mounds are removed as the buildings and carpark and yard footprint overlap the mounds. Following their removal, minimal earthworks are required to construct the buildings and carparking areas due to the area already being largely flat. Some earthworks will be required for the landscape bunds, additionally some trenching will be required for buried services.

The area has been modelled for flood risk prior to removing the spoil mounds and post their removal. Those plans can be found appended in the three waters report, and the modelling outcomes are represented on the wetland landscape plan. That plan considers appropriate plant species to ensure that post a flood plants will survive under water for a time and recover.

To clarify the key in the flood extent, the levels (colour coded) are given in meters above sea level rather than flood depth. The important factor is extent of flooding which changes shape but does not expand pre and post development. Importantly the WRMOC buildings are not within a flood extent.

Behind and to the sides of the buildings, 1m tall landscape bunds will be constructed to provide a backdrop and frame to the built development and assist with restraining flood waters from the WRMOC area. The landscape bunds will be the length of the WRMOC area and formed to appear natural, with a 1m overall height. From the western side toe of the bunds, the land will form two wetland basins falling towards the Pauatahanui stream. The wetlands will drain west. Along the edge of the stream a shared path will meander and is designed to connect with the shared paths from the historic St Joesph's Church at the southern end of the Lanes Flat area with the Pauatahanui Village.

A finished contour profile for the wetland is shown on the plans Attachment 2, and attachment 3 shows the contours that will be achieved with spoil removal, which is essentially a gentle gradient from the edge of the WRMOC area down to the Pauatahanui stream. This result is generally in keeping with the low lying original ground profile before the TG project.

There will be an amount of onsite trenching and excavation to enable in ground services, foundations and fences, and landscape bunds to be formed. All earthworks will be carried out in accordance with an erosion and sediment control plan, found in Attachment 3. These works will not affect the finished contours.

4.4 Vehicular access, circulation and parking

There is an existing site access that was constructed during TG works and will be used for removal of spoil mounds. It is not proposed to use this access for the WRMOC going forward.

A new vehlce access is proposed that will meet with the required Austroads intersection standards. The design of the access has been reviewed and approved by NZTA Senior Safety Engineer. This access will be built in 2025 to provide a separate access for development of the WRMOC to simultaneously occur whilst the spoil mounds are removed using the access at the south end of the site.

To meet access separation standards, the southern site access will need to be removed following completion of the wetland construction. The WRMOC permitter fence will include a gate at the south carpark end to provide access to the southern part of the wetland for ongoing maintenance by TG, and the northern part of the wetland can then be accessed from the new vehlce access at the northern end of the site. These arrangements are shown on the wetland landscape plan.

Traffic management will need to be in place during these mass earthworks and construction periods. As the road controlling authority NZTA will oversee all traffic management matters.

The site layout and onsite parking has been designed to meet the needs of all vehicles that will frequent the site, and the vehlce manoeuvring is shown on the plans in Attachment 1.

4.5 Landscaping

Due to the requirements of the LUDMP, the wider area requires extensive landscaping to provide a saline wetland landscape to physically and visually connect the flats and stream with the wider Pauatahanui Inlet.

The landscaping components of the WRMOC include trees, rain gardens and bunds to both physically and visually connect the operations centre with its immediate surrounds and the wetland that will be developed to the west of the buildings. Water will be connected in the rain gardens where it can filter and drain to enhance the wetlands.

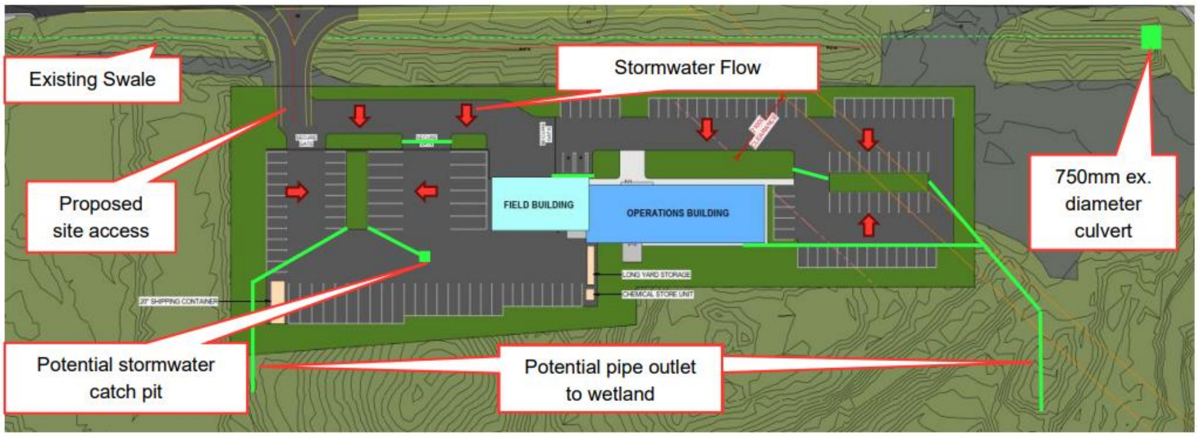

Figure 4. Potential Stormwater servicing option.

FIGURE 4 TREATED STORMWATER DISCHARGE, FROM REPORT IN ATTACHMENT 4

Low level bollard lighting will be used in the staff carpark to create a parklike setting with planted areas up to the sides of the buildings. The back of the building has outdoor landscaped areas for staff congregations that will look out over the wetlands to the stream and provide visual and physical integration of the landscaped areas. The lighting plan is appended and has been designed as low key as possible whilst providing for necessary on site health and safety.

All preparations for landscaping will occur with construction and will be planted out in the 2026 season prior to winter. The landscape plan and plant schedule can be found in Attachment 2. Prior to implementation a full detailed planting plan will be prepared by the landscape architect and implemented in accordance with NZTA specifications PS39.

The landscape plans have been designed to respond to the LUDMP and meet with condition NZTA 43 of the TG consent, see Attachment 5. Landscape plans to give effect to this condition have evolved overtime and had several iterations of possible outcomes details of which are included in the appended information, one such plan included a vehlce weight station where the WRMOC is now proposed.

Many of the original features are still proposed including wetland ponds and extension of the shared pathway connections from the southern end of Lanes Flat to the Pauatahanui Village, and a small path extension that WRMOC staff will benefit from.

4.5 Other matters

All other relevant matters are discussed below. The WRMOC and assoicated landscaping has been designed to integrate with the surrounding environment and to avoid, remedy, or mitigate any adverse effects on the environment which are directly relevant to this work, which is authorised by the designation.

Designation Conditions

The existing designation has conditions relevant to the works being undertaken by the TG project team in removing the spoil mounds and establishing a landscaped area. The proposed wetland landscape plans form part of this outline plan to give effect to the LUDMP required in the designation conditions. The WRMOC landscaping components of the works are designed to complement the locality and the conditions of the designation related to the TG outcomes.

Resource Consents

The project requires a discharge consent for stormwater which may have conditions to manage effects of that activity and authorised by that consent. That consent will be applied for to Greater Wellington Regional Council in due course.

The effects of stormwater discharge will be addressed through a separate process, therefore is not covered in this Outline Plan except to say the discharges proposed will be designed to contribute positively to the proposed wetland environment being created.

Other Statutory Approvals
Building consents will be required and applied for in due course.

NZTA abide by an Archaeological protocol should earthworks reveal any items of heritage or cultural value.

Management of Effects on the Environment
There is a noise corridor overlay for the purposes of identifying traffic noise effects on land use activities flanking the state highway. The project buildings will be designed to ensure an appropriate noise attenuated internal working environment suitable for office and field staff use.

There are flood overlays identified by the District Plan. Hydro modelling shows the building platform for the WRMOC is sufficiently elevated and bund protected such that it will not flood in the 100-year flood event, and the site access will remain available, whilst the stream and wetland areas would absorb much of the potential flooding. See appended report, modelling and plans. The landscape plan also shows the flood extent before mounds are removed and after mounds are removed.

The Outline Plan must contain an assessment of the effects of the works (s176A(3)(f)), relatively therefore the following P-DP General District-Wide Matters overlays, and Hazards and Risks overlays, are useful considerations to inform this assessment in the Outline Plan:

- Stream Hazard – Stream Corridor overlay
- Flood Hazard – Inundation overlay • Coastal Flood Hazard – 1 in 100yr Storm Surge overlay
- Coastal Flood Hazard – 1 in 100yr Storm Surge with 1m SLR overlay

Temporary construction effects and control of earthworks and sediment	Given the rural nature of the surroundings, construction noise is not anticipated being an issue. The earthworks and sediment control plan can be found in Attachment 2 and will be adhered to throughout the construction process until all construction activities are completed and sediment controls can be dismantled. The sediment pond will not be established until the TG team have removed all existing infrastructure related to what has been in place to suit the TG build. WTA will not be relying on that pond but will design and build their

	own more suitable sized and located pond that will be dismantled at the end of the build phase. No consents are required for the earthworks volumes/area however WTA acknowledges the need to ensure sediment controls work effectively and to this end has a specific management regime to ensure silt fences are regularly cleared and will be effective to avoid sediment entering waterbodies from the site.
Traffic	Traffic management plans will be in place whilst spoil mounds are removed and the temporary construction access to the south of Lanes Flat area is discontinued and closed. Traffic management will also be in place whilst the new access at the north end of the site is constructed, and throughout the construction period of the WRMOC. The RCA in this case is NZTA/WTA. All site contractors will be required to comply with a Corridor Access Request and Temporary Traffic Management. The WRMOC site layout is designed with a vehlce access that meets relevant standards and requiring the existing temporary access to be closed. The WRMOC will have a pedestrian connection to the Pauatahanui Village via the shared path system being developed alongside the TG project. That will enable workers to connect with the village for retail services without needing to drive. The site is well designed for its traffic needs and will not adversely impact the safety of SH58 for pedestrians or vehicles.
Network utilities	All network utilities will be connected underground. Building consents will be lodged where these are required for three waters connections. See the Three Waters Report in Attachment 3.

Archaeology	NZTA has an established Accidental Archaeological Discovery Specification (Minimum Standard P45) which will apply to the work. The specification sets out the standard procedure that NZTA and contractors will follow if an archaeological site, kōiwi/human remains or taonga (Māori artefacts) are accidentally discovered during the proposed work.
Ecology vegetation	Where the WRMOC stands there are no ecological and vegetation values. Following development and landscaping, site ecology and vegetation will be vastly improved both visually and physically. WTA will maintain all landscaping and ensure its success over the short, medium and long term. Staff are ideally located to ensure this outcome. TG already has consent to remove the spoil piles, and the following and resulting landscaping will significantly enhance the locality and maintain the quality of water from the site draining into the stream. Environmental benefits will result and achieve the outcomes sought in the LUDMP, with treated water connecting to the Pauatahanui Stream to protect the ecology of that waterway. During construction, sediment control will ensure no adverse effects reach to the Pauatahanui Stream. The WTA will have strict construction management plans in place to be followed throughout development. With the need for a regional discharge consent, regional council will also be monitoring on site construction.
Stormwater management and floodings – hydraulic neutrality	The Three Waters Report in Attachment 3 traverses all stormwater management, service connections and hydraulic neutrality for the wider catchment, and has been reviewed by the TG team. The modelling shows that with the spoil piles removed, and the proposed bund in place around the permitter of the WRMOC area, no flooding will occur where buildings, yards and carparking areas are proposed. Furthermore, modelling results show the presence of the bund and buildings does not worsen the flooding of the wider area during an event. All flooding issues identified by the District Plan are therefore catered for in the layout and design of both the

	WORMOC and the wetland landscape without impacting other properties nearby.
Visual and landscape	The area is largely rural with residential and rural residential in the surrounds, including about the Pauatahanui Village to the immediate north. Prior to TG build, the Lanes Flat area subject of this proposal was in pasture with power lines crossing overhead. The recreation zone underlying the designation identifies the open space and recreational values of the immediate area, particularly in the multi-modal shared path that is proposed to run around the Lanes Flat area to connect the southern side of Lanes Flat with the Pauatahanui Village. This pathway is part of the landscape response and evolution of these pathways following TG construction. The WRMOC buildings will likewise be connected with these pathways for the benefit of workers connecting to the village. The buildings are of a scale that will not detract from the wider landscape setting and being surrounded by large open spaces and specifically landscaped grounds maintaining recreational benefits with the share path. The visual impact of the development is appropriate and mitigated from every angle. The Lichen colour chosen for the cladding and 25% tinted windows will reduce building glare and assist the buildings to visually assimilate into the surroundings. Fencing has also been chosen carefully, with reduced height around the staff parking area, along with being black to blend. The taller chain link fence at the yard end will have planting behind it and on the taller bunds, planting through the yard area and in front of the yard, that will reduce any visual dominance of the fence which should visually retreat. These aspects of the development have been carefully considered to soften the appearance of the development and help the buildings and hard surfaces integrate to the landscape setting. Notably the WRMOC does not prevent the recreational use of the wider area.

	Several of the plant species chosen for the site were recommend by local iwi as original species of the area, therefore will enhance the natural character lost over decades of farming activities and infrastructure development. Whilst the WRMOC buildings take up some of the lanes flat area, by proportion they occupy relatively little, and the overall impression is likely to be parklike rather than industrial. The use of tall tree species will help with scale to reduce any potential visual impact of the buildings. The single pitch to the roof and long low profile running with the shape of the wider site also helps with reducing the overall sense of bulkiness of the buildings. The bollard lighting in the carpark area is low level and will help create that parklike setting for the southern end of the building; and the chain link fence and taller light stands of the yard at the northern end will be softened by the landscaping on the bunds behind and to the immediate north. Proportionally the landscape wetland area is much greater than the WRMOC area, and with built urban development scattered around the hillsides beyond the site and significant roading infrastructure of the locality, including the bridge over the Pauatahanui Stream to the immediate north and TG interchange to the immediate south, the WRMOC development has been sensitively placed on the road frontage, is of an appropriate scale and location, and will not appear out of context but will assimilate into the wider area as a mix of built development and landscaped areas falling to the stream.
Traffic Safety	The new access is designed in consideration of all relevant Austroads standards and requires closing of the existing site access to ensure appropriate separation distances are achieved. The access design has the consent of the regional safety engineer for NZTA and is considered appropriate in safety terms. The share path connection will provide adequately for staff to reach the Pauatahanui Village without the need to drive, and that will support traffic safety outcomes.

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<tr><td></td><td></td></tr>
<tr><td>Building location& transmission lines</td><td>
The site is traversed by high voltage transmission lines; the buildings are located beyond the required safety setbacks of 10m and 21m identified in the table below. No tall light stands will be placed underneath the lines.
TABLE 2 SAFE DISTANCES FROM CONDUCTORS WITHOUT ENGINEERING ADVICE
<table>
<tr><th>Circuit voltage</th><th>Maximum span length (m)</th><th>Minimum distance beneath conductors under normal conditions (m)</th><th>Minimum distance to the side of conductors under normal conditions (m)</th></tr>
<tr><td>Not exceeding 1 kV</td><td>50</td><td>4</td><td>3.5</td></tr>
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<tr><td>Exceeding 11 kV but not exceeding 33 kV</td><td>125</td><td>7</td><td>8.5</td></tr>
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<tr><td>Exceeding 110 kV but not exceeding 220 kV</td><td>125</td><td>8.5</td><td>11</td></tr>
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<tr><td>Exceeding 33 kV but not exceeding 110 kV</td><td>250</td><td>8.5</td><td>12.5</td></tr>
<tr><td>Exceeding 110 kV but not exceeding 220 kV</td><td>250</td><td>10</td><td>14</td></tr>
<tr><td>275 kV d.c. & 350 kV d.c.</td><td>250</td><td>10</td><td>11</td></tr>
<tr><td>Not exceeding 33 kV</td><td>375</td><td>9.5</td><td>20.5</td></tr>
<tr><td>Exceeding 33 kV but not exceeding 110 kV</td><td>375</td><td>10</td><td>21</td></tr>
<tr><td>Exceeding 110 kV but not exceeding 220 kV</td><td>375</td><td>11</td><td>22.5</td></tr>
<tr><td>275 kV d.c. & 350 kV d.c.</td><td>375</td><td>10.5</td><td>18</td></tr>
<tr><td colspan="2">For all other spans</td><td colspan="2">Engineering advice required</td></tr>
</table>
(voltages are a.c. except where specified as d.c.)
</td></tr>
<tr><td>Social and Economic</td><td>
The location of the WRMOC in Pauatahanui, neighbouring the village, will bring economic benefits to the locality due to an influx of workers.
As well, the maintenance and operations of the Wellington Region state highway network will be more efficient when conducted from this purpose built facility, also bringing economic benefits.
</td></tr>
</table>

5 CONSULTATION

Section 176A of the RMA provides for NZTA and the Council to engage in the Outline Plan process without the need for wider consultation. However, a summary of consultation undertaken during development of the Outline Plan is set out below:

Transmission Gully

The TG team has been involved throughout development of the WRMOC and have reviewed and approved this outline plan and associated wetland landscape plan that they will instruct implementation of.

NGĀTI TOA RANGATIRATANGA

This iwi was consulted about the wider landscape plan and plans for stormwater disposal. Their response is appended and the recommendations for planting taken onboard in the final detailed design of the landscape plan.

Porirua City Council

Council officers have been kept informed as to the basic concepts of this proposal and the wider landscape plan prior to lodgement. The key issues raised by Council officers relates to ensuring the TG consent conditions can continue to be achieved, and to confirm finished designed contours for the site. Both matters have been attended to in this proposal.

6 CONCLUSION

The information requirements of Section 176A of the RMA are set out in this Outline Plan. Pursuant to Section 176A (4), Council may request within 20 working days of receiving the Outline Plan, that NZTA make changes to the Outline Plan. NZTA, as the Requiring Authority, will then decide whether to make any of the requested changes.

NZTA and WTA consider all matters relevant to the WRMOC proposal are covered in the application and do not anticipate any significant changes to be recommended by Council.

The major issues of flooding and landscape have been considered and imbedded in the proposal and the operation of the WRMOC is provided for by the designation.

The outcome of the conditions of the Notice of Requirement will be achieved in that the wetland landscape connections will be maintained and enhanced, the recreational connections maintained and enhanced, all whilst the local area will benefit from the introduction of a significant regional facility from where maintenance of the regions key infrastructure will be run.