

15 TRANSPORTATION

15.1 TRAFFIC, PARKING AND ACCESS

CONTEXT

The main emphasis in this chapter is on the provision of parking and access in association with land uses on private property. Associated public transportation facilities, such as footpaths and cycleways, are generally provided for at the time subdivision of land is approved. However this chapter also aims to encourage sustainable transportation.

The number of vehicles using a site (traffic intensity) may lead to significant adverse effects created by activities on that site; e.g. there is a direct link between vehicle numbers and noise generation. Rules and assumptions about typical traffic intensity of various activities (used as a basis for determining the application status of an activity) are located within this chapter and **Appendix 3**.

The Council will continue to make provision for new roading and roading improvements through the Annual Plan, 30 Year Infrastructure Plan and the Long Term Plan. There are also other controls on traffic, parking and access provided through other regulatory instruments such as Council Bylaws (Parking, Speed Limits) and Council's "*Engineering Standards and Guidelines*" (June 2004 – Revised 2009).

15.1.1 ISSUES

- 15.1.1.1 Activities in the District generate a significant amount of traffic and create the need for associated facilities such as parking and loading spaces, but these facilities can create or increase adverse effects on other activities.
- 15.1.1.2 Development in locations with limited space for provision of adequate car parking space can cause a significant adverse effect in popular tourist destinations, particularly in summer.
- 15.1.1.3 Traffic access to property can interfere with traffic flow and can affect public safety.
- 15.1.1.4 In terms of the environmental effects of activities, traffic is often the most obvious. Consequently controls on the effects of traffic are an important component of the sustainable management of resources.
- 15.1.1.5 Sustainable transportation options, such as cycling and buses, are limited and often used ineffectively within the District.
- 15.1.1.6 People with disabilities often have difficulty navigating safe and efficient access routes due to fragmented footpaths and inappropriate car parking layout.

15.1.2 ENVIRONMENTAL OUTCOMES EXPECTED

- 15.1.2.1 Appropriate provision of car parking and loading facilities for all activities generating vehicle trips, particularly within business areas.
- 15.1.2.2 Safe and efficient access within the District for pedestrians, cyclists and motorists, including those with disabilities while minimising disruptions to the amenities of the surrounding environment.
- 15.1.2.3 In situations where it is practicable, improvements to and effective use of sustainable transportation options.

15.1.3 OBJECTIVES

- 15.1.3.1 To minimise the adverse effects of traffic on the natural and physical environment.
- 15.1.3.2 To provide sufficient parking spaces to meet seasonal demand in tourist destinations.
- 15.1.3.3 To ensure that appropriate provision is made for on-site car parking for all activities, while considering safe cycling and pedestrian access and use of the site.
- 15.1.3.4 To ensure that appropriate and efficient provision is made for loading and access for activities.
- 15.1.3.5 To promote safe and efficient movement and circulation of vehicular, cycle and pedestrian traffic, including for those with disabilities.

15.1.4 POLICIES

- 15.1.4.1 That the traffic effects of activities be evaluated in making decisions on resource consent applications.
- 15.1.4.2 That the need to protect features of the natural and built environment be recognised in the provision of parking spaces.
- 15.1.4.3 That parking spaces be provided at a location and scale which enables the efficient use of parking spaces and handling of traffic generation by the adjacent roading network.
- 15.1.4.4 That existing parking spaces are retained or replaced with equal or better capacity where appropriate, so as to ensure the orderly movement and control of traffic.
- 15.1.4.5 That appropriate loading spaces be provided for commercial and industrial activities to assist with the pick-up and delivery of goods.
- 15.1.4.6 That the number, size, gradient and placement of vehicle access points be regulated to assist traffic safety and control, taking into consideration the requirements of both the New Zealand Transport Agency and the Far North District Council.
- 15.1.4.7 That the needs and effects of cycle and pedestrian traffic be taken into account in assessing development proposals.
- 15.1.4.8 That alternative options be considered to meeting parking requirements where this is deemed appropriate by the Far North District Council.

15.1.5 METHODS

DISTRICT PLAN METHODS

- 15.1.5.1 Rules in the Plan impose controls on parking and vehicle access. The Rules must be read in conjunction with Appendix 3 (3A – 3F).

OTHER METHODS

- 15.1.5.2 The Council's "*Engineering Standards and Guidelines*" (June 2004 – Revised 2009) are referred to in the rules for **Chapter 15**. These standards and guidelines are applied to the provision of access, parking spaces and manoeuvring areas, and the construction of service lanes, accessways and roads.
- 15.1.5.3 Provision of signs to adequately identify public parking areas to ensure more effective and efficient use, particularly in business areas and tourist destinations.
- 15.1.5.4 Council will endeavour to increase the provision of integrated walking and cycling facilities throughout the Far North District, particularly where they will provide the greatest benefit.

COMMENTARY

Traffic is an integral part of the operation of most activities, and can be one of the more significant adverse effects of any activity arising from its traffic generating capacity. In particular, motorised vehicular traffic creates noise, visual disruption and safety issues. It also creates a need for parking and loading space, manoeuvring space and adequate access to and from public roads. In those areas of the District subject to seasonal tourism pressure, provision of adequate parking to meet peak demand is a challenge, particularly in settlements that have limited space available, such as Paihia. Pedestrian and bicycle traffic is generally less problematic but nevertheless also needs to be provided for, as do the needs of those with disabilities.

Providing proper facilities for traffic enables activities to operate in an efficient and convenient manner, while avoiding or minimising adverse effects.

All activities in all zones generate traffic however some locations, such as central business districts or town centres, have different requirements, particularly with regard to parking. It is therefore appropriate that objectives, policies and methods relating to parking and access are put together in one chapter but some exemptions are included to differentiate between varying requirements in specified areas.

The reason for the objectives, policies and methods of this chapter is that they are necessary in order to ensure that adequate provision is made for traffic, in any development proposal. Without such provision, activities could be constrained in their operation and/or adjoining activities could be adversely affected.

The methods in this chapter complement the Council's "*Engineering Standards and Guidelines*" (June 2004 – Revised 2009) that are concerned more with the technical detail of the work required to provide for traffic.

15.1.6 RULES

Activities affected by this section of the Plan must comply not only with the rules in this section, but also with the relevant standards applying to the zone in which the activity is located (refer to **Part 2 Environment Provisions**) and with other relevant standards in **Part 3 – District Wide Provisions**.

Particular attention is drawn to:

- (a) **Chapter 12 Natural and Physical Resources** (and the **District Plan Maps**);
- (b) **Chapter 13 Subdivision**;
- (c) **Chapter 14 Financial Contributions**;
- (d) **Chapter 16 Signs and Lighting**;
- (e) **Chapter 17 Designations and Utility Services** (and the **Zone Maps**).

15.1.6A TRAFFIC

Table 15.1.6A.1 MAXIMUM DAILY ONE WAY TRAFFIC MOVEMENTS

The table below provides the Traffic Intensity threshold values and relevant classes of activity for all zones in the District Plan. This table must be used in conjunction with the permitted, controlled, restricted discretionary, discretionary and non-complying Traffic Intensity rules located in **Rules 15.1.6A.2** through **15.1.6A.6**.

Zone	Permitted Activity	Controlled Activity	Restricted Discretionary Activity	Discretionary Activity	Non-Complying Activity
Urban Environment					
Residential	20	-	21 – 40	More than 40	-
Commercial	200	201 – 500	More than 500	-	-
Industrial	200	201 – 500	More than 500	-	-
Rural Environment					
Rural Production	60 or 30 if access is via a State Highway	-	61 – 200 or 31-200 if access is via a State Highway	More than 200	-
Rural Living	20	-	21 – 40	More than 40	-
Minerals	200	-	-	More than 200	-
Recreation/Conservation Environment					
Recreational Activities	200	-	201 – 400	More than 400	-
Conservation	-	-	-	-	-
Coastal Environment					
General Coastal	30	-	-	120	More than 120
Coastal Living	20	-	21 – 40	More than 40	-
Coastal Residential	20	-	21 – 40	More than 40	-
Russell Township	20	-	21 – 40	More than 40	-
South Kerikeri Inlet	20	-	21 – 40	More than 40	-
Special Areas					
Waimate North	60 or 30 if access is via a State Highway	-	61-200 or 31-200 if access is via a State Highway	More than 200	-
Horticultural Processing	200	201 - 500	More than 500	-	-
Point Veronica	20	-	21 - 40	More than 40	-
Orongo Bay Special Purpose	200	201 - 500	-	-	More than 500

15.1.6A.2 PERMITTED ACTIVITIES

An activity is a permitted activity if:

- (a) it complies with the standards set out in **Rule 15.1.6A.2.1**; and
- (b) it complies with the relevant standards for permitted activities in the particular zone in which it is located set out in **Part 2 of the Plan – Environment Provisions**; and
- (c) it complies with all other relevant standards for permitted activities set out in **Part 3 of the Plan - District Wide Provisions**.

15.1.6A.2.1 TRAFFIC INTENSITY

The Traffic Intensity threshold value for a site shall be determined for each zone by **Table 15.1.6A.1** above. The Traffic Intensity Factor for a proposed activity (subject to the exemptions identified below) shall be determined by reference to **Appendix 3A** in **Part 4**.

This rule only applies when establishing a new activity or changing an activity on a site. However, when considering a new activity or changing an activity, the Traffic Intensity Factor for the existing uses (apart from those exempted above) on site need to be taken into account in order to address cumulative effects.

Exemptions: The first residential unit on a site, farming, forestry and construction traffic (associated with the establishment of an activity) are exempt from this rule.

15.1.6A.3 CONTROLLED ACTIVITIES

An activity is a controlled activity in the Commercial, Industrial, Horticultural Processing and Orongo Bay Special Purpose Zones if:

- (a) it does not comply with the applicable permitted activity traffic intensity threshold value set out in **Rule 15.1.6A.2.1 Traffic Intensity**; but
- (b) it complies **Rule 15.1.6A.3.1 Traffic Intensity** below; and
- (c) it complies with the relevant standards for permitted or controlled activities in the particular zone in which it is located set out in **Part 2 of the Plan - Environment Provisions**; and
- (d) it complies with the relevant standards for permitted or controlled activities set out in **Part 3 of the Plan - District Wide Provisions**.

The Council must approve an application for a land use consent for a controlled activity but it may impose conditions on that consent.

15.1.6A.3.1 TRAFFIC INTENSITY

The Traffic Intensity threshold value for a site shall be determined for each zone by **Table 15.1.6A.1** above. The Traffic Intensity Factor for a proposed activity (subject to the exemptions identified below) shall be determined by reference to **Appendix 3A** in **Part 4**.

This rule only applies when establishing a new activity or changing an activity on a site. However, when considering a new activity or changing an activity, the Traffic Intensity Factor for the existing uses (apart from those exempted below) on site need to be taken into account in order to address cumulative effects.

Exemptions: The first residential unit on a site, farming, forestry and construction traffic (associated with the establishment of an activity) are exempt from this rule.

In assessing an application for a controlled activity, the Council will restrict exercise of its control to the following matters:

- (a) the time of day when the extra vehicle movements will occur;
- (b) the distance between the location where the vehicle movements take place and any adjacent properties;
- (c) the width and capability of any street to be able to cope safely with the extra vehicle movements;
- (d) the location of any footpaths and the volume of pedestrian traffic on them;
- (e) the sight distances associated with the vehicle access onto the street;
- (f) the existing volume of traffic on the streets affected;
- (g) any existing congestion or safety problems on the streets affected;

- (h) with respect to effects in local neighbourhoods, the ability to mitigate any adverse effects through the design of the access, or the screening of vehicle movements, or limiting the times when vehicle movements occur;
- (i) with respect to the effects on through traffic on arterial roads with more than 1000 vehicle movements per day, the extent to which Council's "*Engineering Standards and Guidelines*" (June 2004 – Revised 2009) are met;
- (j) the provision of safe access for pedestrians moving within or exiting the site.

15.1.6A.4 RESTRICTED DISCRETIONARY ACTIVITIES

An activity is a restricted discretionary activity in any zone if:

- (a) it does not comply with the applicable permitted or controlled activity traffic intensity threshold value set out in **Rules 15.1.6A.2.1 Traffic Intensity** or **15.1.6A.3.1 Traffic Intensity** but
- (b) it complies with **Rule 15.1.6A.4.1 Traffic Intensity** below; and
- (c) it complies with the relevant standards for permitted, controlled or restricted discretionary activities in the particular zone in which it is located set out in **Part 2 of the Plan - Environment Provisions**; and
- (d) it complies with all other relevant standards for permitted, controlled or restricted discretionary activities set out in **Part 3 of the Plan - District Wide Provisions**.

The Council may approve or refuse an application for a restricted discretionary activity, and it may impose conditions on any consent.

15.1.6A.4.1 TRAFFIC INTENSITY

The Traffic Intensity threshold value for a site shall be determined for each zone by **Table 15.1.6A.1** above. The Traffic Intensity Factor for a proposed activity (subject to the exemptions identified below) shall be determined by reference to **Appendix 3A** in **Part 4**.

This rule only applies when establishing a new activity or changing an activity on a site. However, when considering a new activity or changing an activity, the Traffic Intensity Factor for the existing uses (apart from those exempted below) on site need to be taken into account in order to address cumulative effects.

Exemptions: The first residential unit on a site, farming, forestry and construction traffic (associated with the establishment of an activity) are exempt from this rule.

In assessing an application for a restricted discretionary activity, the Council will restrict the exercise of its discretion to the following matters:

- (a) the time of day when the extra vehicle movements will occur;
- (b) the distance between the location where the vehicle movements take place and any adjacent properties;
- (c) the width and capability of any street to be able to cope safely with the extra vehicle movements;
- (d) the location of any footpaths and the volume of pedestrian traffic on them;
- (e) the sight distances associated with the vehicle access onto the street;
- (f) the existing volume of traffic on the streets affected;
- (g) any existing congestion or safety problems on the streets affected;
- (h) with respect to effects in local neighbourhoods, the ability to mitigate any adverse effects through the design of the access, or the screening of vehicle movements, or limiting the times when vehicle movements occur;
- (i) with respect to the effects on through traffic on arterial roads with more than 1000 vehicle movements per day, the extent to which Council's "*Engineering Standards and Guidelines*" (2004) are met;
- (j) effects of the activity where it is located within 500m of reserve land administered by the Department of Conservation upon the ability of the Department to manage and administer that land;
- (k) the provision of safe access for pedestrians moving within or exiting the site.

15.1.6A.5 DISCRETIONARY ACTIVITIES

An activity is a discretionary activity in any zone if:

- (a) it does not comply with the applicable permitted, controlled or restricted discretionary activity traffic intensity threshold value set out in **Rules 15.1.6A.2.1 Traffic Intensity, 15.1.6A.3.1 Traffic Intensity, or 15.1.6A.4.1 Traffic Intensity**; but
- (b) it complies with **Rule 15.1.6A.5.1 Traffic Intensity** below; and
- (c) it complies with the relevant standards for permitted, controlled, restricted discretionary or discretionary activities in the particular zone in which it is located set out in **Part 2 of the Plan - Environment Provisions**; and
- (d) it complies with all other relevant standards for permitted, controlled, restricted discretionary or discretionary activities set out in **Part 3 of the Plan - District Wide Provisions**.

15.1.6A.5.1 TRAFFIC INTENSITY

The Traffic Intensity threshold value for a site shall be determined for each zone by **Table 15.1.6A.1** above. The Traffic Intensity Factor for a proposed activity (subject to the exemptions identified below) shall be determined by reference to **Appendix 3A** in **Part 4**.

This rule only applies when establishing a new activity or changing an activity on a site. However, when considering a new activity or changing an activity, the Traffic Intensity Factor for the existing uses (apart from those exempted below) on site need to be taken into account in order to address cumulative effects.

Exemptions: The first residential unit on a site, farming, forestry and construction traffic (associated with the establishment of an activity) are exempt from this rule.

The Council may impose conditions of consent on a discretionary activity or it may refuse consent to the application. When considering a discretionary activity application, the Council will have regard to the assessment criteria set out under **Section 15.1.6A.7** and, where appropriate, **Chapter 11**.

15.1.6A.6 NON-COMPLYING ACTIVITIES

An activity is a non-complying activity in the General Coastal and Orongo Bay Special Purpose Zones if:

- (a) it does not comply with the applicable permitted, controlled, restricted discretionary or discretionary activity traffic intensity threshold value set out in **Rules 15.1.6A.2.1 Traffic Intensity, 15.1.6A.3.1 Traffic Intensity, 15.1.6A.4.1 Traffic Intensity or 15.1.6A.5.1 Traffic Intensity**; but
- (b) complies with the relevant standards for permitted, controlled, restricted discretionary or discretionary activities set out in **Part 3 of the Plan - District Wide Provisions**.

The Council may impose conditions of consent on a non-complying activity or it may refuse consent to the application. When considering a non-complying activity application, the Council will have regard to the assessment criteria set out under **Section 15.1.6A.7** and, where appropriate **Chapter 11**.

15.1.6A.7 ASSESSMENT CRITERIA

The matters contained in s104 and s105, and in Part II of the Act, apply to the consideration of all resource consents for land use activities.

- (a) The extent by which the expected traffic intensity for a proposed activity exceeds the assumed value set by the Traffic Intensity Factor contained in **Appendix 3A** in **Part 4** of the Plan.
- (b) The time of day when the extra vehicle movements will occur.
- (c) The distance between the location where the vehicle movements take place and any adjacent properties.
- (d) The width and capability of any street to be able to cope safely with the extra vehicle movements.
- (e) The location of any footpaths and the volume of pedestrian traffic on them.
- (f) The sight distances associated with the vehicle access onto the street.
- (g) The existing volume of traffic on the streets affected.

- (h) Any existing congestion or safety problems on the streets affected.
- (i) With respect to effects in local neighbourhoods, the ability to mitigate any adverse effects through the design of the access, or the screening of vehicle movements, or limiting the times when vehicle movements occur.
- (j) With respect to the effects on through traffic on arterial roads, strategic roads and State Highways, any measures such as right-turn bays, flush medians, left turn deceleration tapers, etc. proposed to be installed on the road as part of the development to accommodate traffic turning into and out of the site.
- (k) The extent to which the activity may cause or exacerbate natural hazards or may be adversely affected by natural hazards, and therefore increase the risk to life, property and the environment.
- (l) Whether providing or having access to bicycle parking, shower/changing facilities or alternative transportation would reduce the number of vehicle movements associated with the proposed activity.
- (m) the provision of safe access for pedestrians moving within or exiting the site.

15.1.6B PARKING

15.1.6B.1 PERMITTED ACTIVITIES

An activity is a permitted activity if:

- (a) it complies with the standards set out in **Rules 15.1.6B.1.1 to 15.1.6B.1.6**; and
- (b) it complies with the relevant standards for permitted activities in the particular zone in which it is located set out in **Part 2 of the Plan – Environment Provisions**; and
- (c) it complies with all other relevant standards for permitted activities set out in **Part 3 of the Plan - District Wide Provisions**.

15.1.6B.1.1 ON-SITE CAR PARKING SPACES

Where:

- (i) an activity establishes; or
- (ii) the nature of an activity changes; or
- (ii) buildings are altered to increase the number of persons provided for on the site;

the minimum number of on-site car parking spaces to be provided for the users of an activity shall be determined by reference to **Appendix 3C**, unless an activity complies with the exemptions below.

Exemption:

- (a) In the Commercial Zone, no additional on-site car parking spaces are required where the nature of a legally established activity changes, provided that:
 - (i) the gross business area of the site is not increased; and
 - (ii) activities are not identified as residential or casual accommodation in **Appendix 3C**.

Note: Additional parking requirements apply in Kerikeri and Paihia in accordance with **Rules 15.1.6B.1.2** and **15.1.6B.1.3** below.

Note: Accessible car parking spaces are required for people with disabilities in accordance with **Rule 15.1.6B.1.4** below.

15.1.6B.1.2 WILLIAMS ROAD ON-SITE CAR PARKING SPACES

For Lot 34 DP 11040, Lot 2 DP 477161 and Pt Lot 2 DP 83548 (known as Williams Road Car Park, Paihia) the minimum number of on-site car parking spaces to be provided in addition to those required in **Rule 15.1.6B.1.1** above shall be no less than 221, with at least 158 allocated to the public.

15.1.6B.1.3 KERIKERI ROAD ON-SITE CAR PARKING SPACES

Where:

- (i) an activity establishes; or
- (ii) the nature of an activity changes; or
- (iii) buildings are altered

on a site with a road frontage with Kerikeri Road between its intersection with SH10 and Cannon Drive, none of the required public on-site car parking spaces shall be located within that part of the site between the Kerikeri Road boundary and a parallel line 2m therefrom.

Note: This rule does not apply to minor additions or alterations of existing buildings; provided that these additions or alterations do not in themselves result in a requirement for additional car parking spaces. This rule only applies to new commercial and industrial activities, or extensions to existing commercial and industrial activities, established after 6 September 2001.

15.1.6B.1.4 ACCESSIBLE CAR PARKING SPACES

Where onsite parking is provided or is to be provided for all buildings and activities in accordance with **Rule 15.1.6B.1.1**, except dwellings, car parking spaces for those with disabilities will be provided as follows:

- (a) Accessible car parking spaces shall be provided at the following ratio:

Number of General Car Parking Spaces Provided	Number of Accessible Car Parking Spaces Required
20 or less car parking spaces provided	One accessible car parking space
21 – 50 car parking spaces provided	Two accessible car parking spaces
Every additional 50 car parking spaces where more than 50 spaces are provided	One additional accessible car parking space

- (b) Accessible car parking spaces shall connect to an accessible route at the closest building entrance.
- (c) Accessible car parking spaces shall have clear ground marking in accordance with the international symbol of access.
- (d) All accessible car parking spaces must have a minimum width of 3.5m and a minimum depth of 5m,

Note: The Building Code may require car parking spaces for people with disabilities. The size and location requirements for these spaces may be found in the Building Code or NZS 4121.

Note: The number of car parking spaces required in (a) above are in accordance with NZS 4121.

15.1.6B.1.5 CAR PARKING SPACE STANDARDS

- (a) The required size of off-street car parking spaces, the manoeuvring space between, and the vehicle circulation routes providing access to them, shall be as set out in **Appendix 3D**.
- (b) Stacked parking will be permitted for one of two spaces associated with a specific residential unit. In determining the extent of area required for manoeuvring space, the Council will be guided by the Tracking Curve diagrams as shown in **Appendix 3E**.
- (c) All parking, loading, access drives and manoeuvring areas shall be formed and provided with an all weather surface, drained, marked out and maintained to the satisfaction of the Council, and shall be kept free and available for the uses intended. Where a parking area provides four or more car parking spaces is adjacent to a road, a kerb or a barrier shall be provided to prevent direct access except at the designated vehicle access point.

15.1.6B.1.6 LOADING SPACES

- (a) Loading spaces are required where activities established within a Commercial or Industrial Zone at the following ratio:

Building Gross Floor Area	Number of Loading spaces required
No greater than 200m ²	No loading space
Between 200m ² and 500m ²	One loading space
Between 500m ² and 5,000m ²	Two loading spaces
Exceeding 5,000m ²	Three loading spaces

- (b) Where buildings are serviced only by courier vans, loading spaces shall be no less than 6m long by 3m wide and 3.2m high. Other loading spaces shall be designed to accommodate the largest size of truck expected to use them.
- (c) All loading areas shall be formed and provided with an all weather surface, drained, marked out and maintained to the satisfaction of the Council, and shall be kept free and available for the uses intended.

15.1.6B.2 RESTRICTED DISCRETIONARY ACTIVITIES

An activity is a restricted discretionary activity if:

- (a) it does not comply with **Rule 15.1.6B.1.1 Onsite Car Parking Spaces** above; but
- (b) it complies with all other standards for permitted activities in **15.1.6B.1** above; and
- (c) it complies with **Rules 15.1.6B.2.1 Cycling Facilities** or **15.1.6B.2.2 Green Space** below; and
- (d) it complies with the relevant standards for permitted, controlled or restricted discretionary activities in the particular zone in which it is located set out in **Part 2 of the Plan - Environment Provisions**; and
- (e) it complies with all other relevant standards for permitted, controlled or restricted discretionary activities set out in **Part 3 of the Plan - District Wide Provisions**.

The Council may approve or refuse an application for a restricted discretionary activity, and it may impose conditions on any consent.

In assessing an application for a restricted discretionary activity, the Council will restrict the exercise of its discretion to the matters specified in the relevant rule.

Where an application is made for development adjoining or accessible from a State Highway (including those State Highways with a Limited Access Road classification) the New Zealand Transport Agency may be considered an affected party.

15.1.6B.2.1 CYCLING FACILITIES

In the Commercial Zone where permanent on-site cycling facilities are provided in lieu of car parking spaces as required by **Rule 15.1.6B.1.1(a)**, the application will be assessed as a restricted discretionary activity where:

- (a) A maximum of 50% of the car parking spaces required by **Appendix 3C** are substituted by bicycle parking; and
- (b) Each car parking space is substituted by adequate space to park at least two bicycles.

In assessing an application under this provision, the Council will restrict the exercise of its discretion to:

- (i) The extent to which the cycling facilities are located so that the entrance is clearly visible and accessible from a public space;
- (ii) The provision of signage to identify the cycling facilities entrance, the hours of operation and availability of the facilities to the public;
- (iii) The level of security provided for the entrance of the cycling facilities, including lighting, passive surveillance or CCTV coverage, and the ability for personal bicycle locks to be used;
- (iv) The extent to which the bicycle parking design presents a hazard to pedestrians and allows for bicycle manoeuvring;
- (v) The degree to which dimensions of cycle parking is in accordance with Annexure 9 - Austroads Guide to Traffic Engineering Practice Part 14: Bicycles;
- (vi) Whether the cycle facilities will adequately mitigate the effects of a reduced number of car parking spaces provided on-site;
- (vii) The accessibility of the site from cycle lanes or trails;
- (viii) The provision of changing rooms with toilet and shower facilities;
- (ix) The extent to which the proposed cycling facilities adequately cater to the number of cycle parks provided; and
- (x) Whether an encumbrance on the title is appropriate to ensure the effectiveness of the mitigation measure.

15.1.6B.2.2 GREEN SPACE

In the Commercial Zone where green space is provided in lieu of car parking spaces as required by **Rule 15.1.6B.1.1(a)**, the application will be assessed as a restricted discretionary activity where:

- (a) A maximum of 50% of the car parking spaces required by **Appendix 3C** are substituted by green space; and
- (b) Each car parking space is substituted by 12m² of green space; and

- (c) Green space is landscaped; and
- (d) Areas of green space which substitute car parking spaces are to be contiguous.

In assessing an application under this provision, the Council will restrict the exercise of its discretion to:

- (i) The proximity of any green space to pedestrian links or footpaths, thereby providing accessibility for the public;
- (ii) The extent to which the location and design of any green space provides for security and passive surveillance;
- (iii) Whether any ecological benefits will result from the provision of green space;
- (iv) The ability for any green space to be utilised for car parking spaces should the car parking demand of the site increase;
- (v) The extent to which the proposal attracts pedestrian traffic in lieu of vehicle traffic;
- (vi) Whether adequate parking alternatives, such as public on-street parking, are available within proximity of the site;
- (vii) The functionality of the site for public use and enjoyment, such as provision of seating;
- (viii) The extent to which the green space will mitigate the effects of stormwater run-off; and
- (ix) Whether an encumbrance on the title is appropriate to ensure the effectiveness of the mitigation measure.

15.1.6B.3 DISCRETIONARY ACTIVITIES

An activity is a discretionary activity if:

- (a) it does not comply with one or more of the standards for permitted and restricted discretionary activities set out in **Rules 15.1.6B.1** and **15.1.6B.2** above; and
- (b) it complies with the relevant standards for permitted, controlled, restricted discretionary or discretionary activities in the particular zone in which it is located set out in **Part 2 of the Plan - Environment Provisions**; and
- (c) it complies with all other relevant standards for permitted, controlled, restricted discretionary or discretionary activities set out in **Part 3 of the Plan - District Wide Provisions**.

15.1.6B.3.1 ANY ACTIVITY ON WILLIAMS ROAD CAR PARK, PAIHIA

Any activity on Lot 34 DP 11040, Lot 2 DP 477161 and Pt Lot 2 DP 83548 (Williams Road Car Park, Paihia) that does not comply with the permitted activity standard in **Rule 15.1.6B.1.1** shall be a discretionary activity and will be treated by Council as a notified application.

15.1.6B.4 NON-COMPLYING ACTIVITIES

Any activity on Lot 34 DP 11040, Lot 2 DP 477161 and Pt Lot 2 DP 83548 (Williams Road Car Park, Paihia) which does not comply with **Rule 15.1.6B.1.2** shall be a non-complying activity and will be treated by Council as a notified application.

15.1.6B.5 ASSESSMENT CRITERIA

In assessing an application for a discretionary activity, the Council will consider the matters listed below:

- (a) Whether it is physically practicable to provide the required car parks on site.
- (b) Whether there is an adequate alternative supply of parking in the vicinity, such as a public car park or angled road parking.
- (c) Whether there is another site nearby where a legal agreement could be entered into with the owner of that site to allow it to be used for the parking required for the application.
- (d) Whether it can be shown that the actual parking demand will not be as high as that indicated in **Appendix 3C**.
- (e) Adequacy of the layout and design of the car parking areas in terms of other recognised standards, including the provision made to mitigate the effects of stormwater runoff, and any impact of roading and access on waterways, ecosystems, drainage patterns or the amenities of adjoining properties.

- (f) Degree of user familiarity with the car park and length of stay of most vehicles.
- (g) Total number of spaces in the car park.
- (h) Clear space for car doors to be opened even if columns, walls and other obstructions intrude into a car parking space.
- (i) For sites with a frontage with Kerikeri Road between its intersection with SH10 and Cannon Drive:
 - (i) the visual impact of hard surfaces and vehicles on the natural environment;
 - (ii) the effectiveness of any landscape plantings in screening hard surfaces and vehicles associated with parking areas.
- (j) Whether cycling facilities or open green space have been considered or are appropriate as an alternative to car parking.
- (k) Whether adequate consideration has been given to providing accessible car parking spaces for those with disabilities, the location of these spaces and regulating inappropriate use of the spaces.
- (l) The extent to which the site can be accessed by alternative transport means such as buses, cycling or walking.
- (m) The extent to which the reduced number of car parking spaces may increase congestion along arterial and strategic roads.
- (n) The degree to which provision of on-site car parking spaces may have resulted in adverse visual effects or fragmented pedestrian links.
- (o) Whether a financial contribution in lieu of car parking spaces is appropriate.
- (p) Consideration given to shared parking options between adjacent sites and activities that have varying peak parking demands.
- (q) The varying parking requirements for staff and customers.

15.1.6C ACCESS

15.1.6C.1 PERMITTED ACTIVITIES

An activity is a permitted activity if:

- (a) it complies with the standards set out in **Rules 15.1.6C.1.1 to 15.1.6C.1.11**; and
- (b) it complies with the relevant standards for permitted activities in the particular zone in which it is located set out in **Part 2 of the Plan – Environment Provisions**; and
- (c) it complies with all other relevant standards for permitted activities set out in **Part 3 of the Plan - District Wide Provisions**.

The rules below apply to access to fee simple title allotments, cross or company leases, unit titles, leased premises and Maori land.

Appendix 3F – Access Standards Terminology identifies and defines the terminology utilised in with **15.1.6C.1, Appendix 3B-1 – Standards for Private Access** and **Appendix 3B-1 – Standards for Roads to Vest (Public Roads)**. **Appendix 3F** must be used in conjunction with the following rules.

15.1.6C.1.1 PRIVATE ACCESSWAY IN ALL ZONES

- (a) The construction of private accessway, in addition to the specifics also covered within this rule, is to be undertaken in accordance with **Appendix 3B-1** in **Part 4** of this Plan.
- (b) Minimum access widths and maximum centreline gradients, are set out in the **Appendix 3B-1** table except that the grade shall be:

All urban zones; excluding the Commercial and Industrial Zones	No steeper than 1:8 adjacent to the road boundary for at least 5m.
Commercial and Industrial Zones	No steeper than 1:20 adjacent to the road boundary for a length of at least 6m.

- (c) A private accessway may serve a maximum of 8 household equivalents.
- (d) Where a subdivision serves 9 or more sites, access shall be by public road.

- (e) Access shall not be permitted:
- (i) onto a State Highway or a Limited Access Road;
 - (ii) onto an arterial or collector road within 90m of its intersection with an arterial road or a collector road;
 - (iii) onto an arterial or collector road within 30m of its intersection with a local road;
 - (iv) onto a local road within 30m of its intersection with an arterial or collector road;
 - (v) onto Kerikeri Road (both sides of the road along the portion between Maraenui Drive and Cannon Drive). This rule does not apply to sites with lawfully established access points (as at 6 September 2001) onto Kerikeri Road.
 - (vi) onto Kerikeri Inlet Road from Lot 1 DP 404507 or Lot 1 DP 181291 (and any sites created as result of a subdivision of these lots), except from a single vehicle crossing or intersection at least 30m from the adjoining boundary with Lot 2 DP 103531 and with at least 115m visibility in each direction.

Note 1: For the purposes of this rule, a Limited Access Road includes State Highways that have been declared Limited Access Roads by the New Zealand Transport Agency plus other roads that the Council has determined shall have limited access. The roading hierarchy is described in the Council’s *“Engineering Standards and Guidelines”* (June 2004 – Revised 2009) and related documents.

Note 2: A Limited Access Road (LAR) declaration is used to maintain the level of property access along a section of road, and to progressively reduce the number of potential points of conflict between turning and through traffic.

Note 3: Access to or from roads that have been declared Limited Access Roads under Part IV of the Government Rounding Powers Act 1989 are subject to separate procedures under that Act.

Note 4: LAR provisions allow the New Zealand Transport Agency to have an input, with any subdivision or property development, into the number, location and design of accesses on a particular section of LAR. In situations where an alternative road is available for property access, the New Zealand Transport Agency will encourage the property to have all its access to and from that alternative road. The approval of the New Zealand Transport Agency and the Minister of Transport will be required for any subdivision and change in land use if land adjoins a LAR. Applicants are encouraged to contact the New Zealand Transport Agency, prior to lodging applications with the Council, to discuss how their proposal may be affected.

Note 5: For the purpose of this rule, non-State Highway Limited Access Roads include roads identified and gazetted by Council as a Limited Access Road.

15.1.6C.1.2 PRIVATE ACCESSWAYS IN URBAN ZONES

- (a) Private accessways in all urban zones, excluding the Commercial and Industrial Zones, shall comply with the following:

<p>Where:</p> <ul style="list-style-type: none"> (i) The private accessway serves no more than four residential units; and (ii) Visibility is not restricted; and (iii) The access is less than 60m long; or 60m long or longer and passing bays are provided at intervals not exceeding 60m. 	<p>The private accessway from the road boundary to any parking or loading space shall be:</p> <ul style="list-style-type: none"> • not less than 3m wide; and • a minimum overhead clearance of 4m.
<p>Where any one of (i) through (iii) above are not complied with.</p>	<p>The private accessway shall be 5m wide.</p>

Note 1: The entrance standards from the road shall comply with the entrance standards detailed in **Rules 15.1.6C.1.4** and **15.1.6C.1.5**, as applicable.

- (b) Private accessways in the Commercial and Industrial Zones shall comply with the following:

<p>(i) One-way operation, excluding service stations. Note: A one-way operation is a 3m wide private accessway that provides entry to the site at one point and exit from the site at a different point.</p>	<p>The private accessway from the road to any parking or loading space shall:</p> <ul style="list-style-type: none"> • not less than 3m or more than 4m in width; and • have a minimum overhead clearance of 4.2m.
<p>(ii) Two-way operation, excluding service stations. Note: A two-way operation is a 6m wide private accessway that provides entry and exit from the site at the same point.</p>	<p>The private accessway from the road to any parking or loading space shall:</p> <ul style="list-style-type: none"> • not be less than 6m or more than 7m in width; and • have a minimum overhead clearance of 4.2m.
<p>(iii) Service stations</p>	<p>The private accessway from the road to any parking or loading space shall:</p> <ul style="list-style-type: none"> • have a maximum width for one-way and two-way operations of 9m; and • have a minimum overhead clearance of 4.2m.

- (c) All private accessways in all urban zones which serve two or more activities are to be sealed or concreted.

15.1.6C.1.3 PASSING BAYS ON PRIVATE ACCESSWAYS IN ALL ZONES

- (a) Where required, passing bays on private accessways are to be at least 15m long and provide a minimum usable access width of 5.5m.
- (b) Passing bays are required:
- (i) in rural and coastal zones at spacings not exceeding 100m;
 - (ii) on all blind corners in all zones at locations where the horizontal and vertical alignment of the private accessway restricts the visibility.
- (c) All accesses serving 2 or more sites shall provide passing bays and vehicle queuing space at the vehicle crossing to the legal road.

15.1.6C.1.4 ACCESS OVER FOOTPATHS

The following restrictions shall apply to vehicle access over footpaths:

- (a) no more than two crossings per site; and
- (b) the maximum width of a crossing shall be:

All activities; except service stations	6m
Service stations or supermarkets	9m

Note: Consideration should be given to the location of crossings and the potential for signage to ensure pedestrian safety.

15.1.6C.1.5 VEHICLE CROSSING STANDARDS IN RURAL AND COASTAL ZONES

- (a) Private access off roads in the rural and coastal zones the vehicle crossing is to be constructed in accordance with Council's *"Engineering Standards and Guidelines"* (June 2004 – Revised 2009).
- (b) Where the access is off a sealed road, the vehicle crossing plus splays shall be surfaced with permanent impermeable surfacing for at least the first 5m from the road carriageway or up to the road boundary, whichever is the lesser.
- (c) Where the vehicle crossing serves two or more properties the private accessway is to be 6m wide and is to extend for a minimum distance of 6m from the edge of the carriageway.

Note 1: Refer to Appendix 3G for a visual representation of what a vehicle crossing is and how it works in relation to a private access.

15.1.6C.1.6 VEHICLE CROSSING STANDARDS IN URBAN ZONES

- (a) Private access off streets in the urban zones the vehicle crossing is to be constructed in accordance with Council's "*Engineering Standards and Guidelines*" (June 2004 – Revised 2009).
- (b) Where the vehicle crossing serves two or more properties the vehicle crossing is to be widened to provide a double width vehicle crossing.

Note 1: Refer to Appendix 3G for a visual representation of what a vehicle crossing is and how it works in relation to a private access.

15.1.6C.1.7 GENERAL ACCESS STANDARDS

- (a) Provision shall be made such that there is no need for vehicles to reverse off a site except where there are less than 4 parking spaces gaining access from a local road.
- (b) All bends and corners on the private accessway are to be constructed to allow for the passage of a Heavy Rigid Vehicle.
- (c) Any access where legal width exceeds formation requirements shall have surplus areas (where legal width is wider than the formation) grassed.
- (d) Runoff from impermeable surfaces shall, wherever practicable, be directed to grass swales and/or shall be managed in such a way as will reduce the volume and rate of stormwater runoff and contaminant loads.

15.1.6C.1.8 FRONTAGE TO EXISTING ROADS

- (a) Where any proposed subdivision has frontage to a road or roads that do not meet the legal road width standards specified by the Council in its "*Engineering Standards and Guidelines*" (June 2004 – Revised 2009), road widening shall be vested in the name of the Council.
- (b) Where any proposed subdivision has frontage to a road or roads that are not constructed to the standards specified by the Council in its "*Engineering Standards and Guidelines*" (June 2004 – Revised 2009), then the applicant shall complete the required improvements.
- (c) Where a site has more than one road frontage or frontage to a service lane or right-of-way (ROW) in addition to a road frontage, access to the site shall be in a place that:
 - (i) facilitates passing traffic, entering and exiting traffic, pedestrian traffic and the intended use of the site;
 - (ii) is from the road or service lane or ROW that carries the lesser volume of traffic.
- (d) Where any proposed subdivision has frontage to a road on which the carriageway encroaches, or is close to the subject lot or lots, the encroachment or land shall vest in Council such that either the minimum berm width between the kerb or road edge and the boundary is 2m or the boundary is at least 6m from the centreline of the road whichever is the greater.

15.1.6C.1.9 NEW ROADS

All new public roads shall be laid out, constructed and vested in accordance with the standards set out in the Council's *Engineering Standards and Guidelines* (June 2004 – Revised 2009).

Note: Refer also to the Designation and Utility Services rules within **Chapter 17**.

15.1.6C.1.10 SERVICE LANES, CYCLE AND PEDESTRIAN ACCESSWAYS

- (a) Service lanes, cycle and pedestrian accessways shall be laid out and vested in accordance with the standards set out in the Council's "*Engineering Standards and Guidelines*" June (2004 – Revised 2009).
- (b) All access reserved for pedestrians only shall be a footpath, formed and concreted (or an alternative surface) to Councils satisfaction.

15.1.6C.1.11 ROAD DESIGNATIONS

Where any frontage to an existing road is shown on the **Zone Maps** as being subject to designation for road acquisition and widening purposes, provision shall be made to enable the Requiring Authority to acquire such land, by separately defining the parcels of land. Where the Requiring Authority is not in a position to acquire such parcels immediately, they shall be held in conjunction with adjoining land, with consent notices registered in accordance with **Rule 13.6.7**.

15.1.6C.2 DISCRETIONARY ACTIVITIES

An activity is a discretionary activity if:

- (a) it does not comply with one or more of the standards for permitted activities set out in **Rules 15.1.6C.1.1 to 15.1.6C.1.11**; but
- (b) it complies with the relevant standards for permitted, controlled, restricted discretionary or discretionary activities in the particular zone in which it is located set out in **Part 2 of the Plan - Environment Provisions**; and
- (c) it complies with all other relevant standards for permitted, controlled, restricted discretionary or discretionary activities set out in **Part 3 of the Plan - District Wide Provisions**.

Vehicle access to and from land adjoining a State Highway that is a Limited Access Road is subject to restrictions and is controlled by the New Zealand Transport Agency under the Government Roadway Powers Act 1989. Accordingly any change to form or intensity of land use on such land is subject to the approval of the New Zealand Transport Agency.

15.1.6C.3 AFFECTED PERSONS

Where an application is required because of non compliance with a rule within this Chapter and the access is off a State Highway or nearby (up to 90m of an intersection with a State Highway) the New Zealand Transport Agency may be considered an affected party for notification purposes.

15.1.6C.4 ASSESSMENT CRITERIA

In assessing an application for a discretionary activity, the Council will consider the matters listed below:

15.1.6C.4.1 PROPERTY ACCESS

- (a) Adequacy of sight distances available at the access location.
- (b) Any current traffic safety or congestion problems in the area.
- (c) Any foreseeable future changes in traffic patterns in the area.
- (d) Possible measures or restrictions on vehicle movements in and out of the access.
- (e) The adequacy of the engineering standards proposed and the ease of access to and from, and within, the site.
- (f) The provision of access for all persons and vehicles likely to need access to the site, including pedestrian, cycle, disabled and vehicular.
- (g) The provision made to mitigate the effects of stormwater runoff, and any impact of roading and access on waterways, ecosystems, drainage patterns or the amenities of adjoining properties.
- (h) For sites with a road frontage with Kerikeri Road between its intersection with SH10 and Cannon Drive:
 - (i) the visual impact of hard surfaces and vehicles on the natural character;
 - (ii) the cumulative effects of additional vehicle access onto Kerikeri Road and the potential vehicle conflicts that could occur;
 - (iii) possible use of right of way access and private roads to minimise the number of additional access points onto Kerikeri Road;
 - (iv) the vehicle speed limit on Kerikeri Road at the additional access point and the potential vehicle conflicts that could occur.
- (i) The provisions of the roading hierarchy, and any development plans of the roading network.
- (j) The need to provide alternative access for car parking and vehicle loading in business zones by way of vested service lanes at the rear of properties, having regard to alternative means of access and performance standards for activities within such zones.
- (k) Any need to require provision to be made in a subdivision for the vesting of reserves for the purpose of facilitating connections to future roading extensions to serve surrounding land; future connection of pedestrian accessways from street to street; future provision of

service lanes; or planned road links that may need to pass through the subdivision; and the practicality of creating such easements at the time of subdivision application in order to facilitate later development.

- (l) Enter into agreements that will enable the Council to require the future owners to form and vest roads when other land becomes available (consent notices shall be registered on such Certificates of Title pursuant to **Rule 13.6.7**).
- (m) With respect to access to a State Highway that is a Limited Access Road, the effects on the safety and/or efficiency on any SH and its connection to the local road network and the provision of written approval from the New Zealand Transport Agency.

15.1.6C.4.2 FRONTAGE TO EXISTING ROADS

- (a) Measures to avoid, remedy or mitigate the effects of not complying with the Council's "*Engineering Standards and Guidelines*" (June 2004 – Revised 2009).

15.1.6C.4.3 NEW ROADS

- (a) Whether the new road complies with the "*Engineering Standards and Guidelines*" (June 2004 – Revised 2009).

15.1.6C.4.4 SERVICE LANES, CYCLEWAYS AND PEDESTRIAN ACCESSWAYS

- (a) Whether the lanes and accessways comply with the Council's "*Engineering Standards and Guidelines*" (June 2004 – Revised 2009).

15.1.6C.4.5 ROAD DESIGNATIONS

- (a) Whether adequate provision has been made to protect the Requiring Authority's interest in acquiring land that has been designated for roads.

15.2 AIRPORTS

CONTEXT

There are three airports in the District, at Kaitaia, Kerikeri and Kaikohe. Of these only Kaitaia and Kerikeri operate commercial flights. The three existing airports in the District represent an important physical resource. The operations of airports need to be protected from disruption by other activities.

The land based component of each airport is provided for by a suitable zoning and, in the case of the Kerikeri Airport, by designation (refer to **Section 17.1** and **Appendix 5**). In addition, the various protection surfaces applying to each airport have been defined in this Plan.

Note: This chapter does not relate to private airstrips.

15.2.1 ISSUES

15.2.1.1 Land use activities on land surrounding airports can restrict the safe and efficient operation of those airports.

15.2.2 OBJECTIVES

15.2.2.1 To maintain the safe and efficient operation of airports in the District.

15.2.3 POLICIES

15.2.3.1 That restrictions be imposed on use and development which could limit the operation of the airports.

15.2.3.2 That provision be made for the continued use and any future requirements for expansion of the existing airports.

15.2.4 METHODS OF IMPLEMENTATION

15.2.4.1 Rules in the Plan will define airport protection surfaces.

COMMENTARY

*Airports are a physical resource that provides an important service to the District. Land use activities, especially noise sensitive activities, could restrict the operation of the airports and thereby limit the value of the resource. The Plan provides suitable zoning to allow the land based component of each airport to continue operating and, in the case of the Kerikeri Airport, a designation is also in place (refer **Section 17.1**, **Appendix 5** and **Zone Maps**).*

The protection surfaces comprise “planes” in the airspace around each airport. These include:

- (a) take off and landing fans, which commence at the end of the runway and rise at a “gradual” angle away from each end of the runway;*
- (b) transitional surfaces which run from beside the runway and the take off and landing fans, and rise away from each at a steeper angle;*
- (c) horizontal surfaces which extend in a horizontal plane at a certain distance above the runway for a diameter of a certain amount around the airport.*

The erection of buildings that pass through these surfaces, and trees which grow through these surfaces, can restrict the operation of the airport, and may limit the size or weight of aircraft which can operate.

15.2.5 RULES

Activities affected by this section of the Plan must comply not only with the rules in this section, but also with the relevant standards applying to the zone in which the activity is located (refer to **Part 2 - Environment Provisions**), and with other relevant standards in **Part 3 - District Wide Provisions**.

15.2.5.1 PERMITTED ACTIVITIES

An activity is a permitted activity if:

- (a) it complies with the standards set out in **Rules 15.2.5.1**; and
- (b) it complies with the relevant standards for permitted activities in the particular zone in which it is located set out in **Part 2 of the Plan – Environment Provisions**; and
- (c) it complies with all other relevant standards for permitted activities in **Part 3 of the Plan - District Wide Provisions**.

15.2.5.1.1 HEIGHT

- (a) Buildings and structures are permitted if they do not penetrate an airport protection surface as identified on the airport site plans and as described in **15.2.7** below and as shown in **Appendix 4**.
- (b) The planting of trees is permitted provided that they are not planted in circumstances where they could be expected to grow through the airport protection surface as identified on the airport site plans and as described in **15.2.7** below and as shown in **Appendix 4**.

15.2.5.1.2 NOISE

Subject to other rules in the Plan defining permitted activities, any new land use is permitted provided it is not a noise sensitive activity within 1.2km radius of the centreline of the runways at each of the Kaitaia, Kerikeri and Kaikohe Airports. For the purpose of this rule each end of the runway is defined as the point where the runway clear strip ends and the approach slope starts. Land within the 1.2km radius is identified on the Kaitaia, Kerikeri and Kaikohe Airport Buffer Area Maps located in **Appendix 4**.

15.2.5.2 DISCRETIONARY ACTIVITIES

An activity is a discretionary activity if:

- (a) it does not comply with **Rules 15.2.5.1.1** or **15.2.5.1.2**; but
- (b) it complies with the relevant standards for permitted, controlled, restricted discretionary or discretionary activities in the particular zone in which it is located set out in **Part 2 of the Plan – Environment Provisions**; and
- (c) it complies with all other relevant standards for permitted, controlled, restricted discretionary or discretionary activities in **Part 3 of the Plan - District Wide Provisions**.

The Council may impose conditions of consent on a discretionary activity application or it may refuse consent to the application.

If an activity does not comply with the standards for a discretionary activity, it will be a non-complying activity.

15.2.6 ASSESSMENT CRITERIA

The matters contained in s104 and s105, and in Part II of the Act, apply to the consideration of all resource consents for land use activities. In considering whether or not to grant consent or impose conditions, the Council shall also have regard to the following assessment criteria:

15.2.6.1 HEIGHT

- (a) If a tree or trees is/are likely to penetrate an airport protection surface, the location, extent and effect of the likely penetration.
- (b) Whether the location of any buildings or structures that penetrate the airport protection surface and the extent of the penetration is such as to cause a danger to the operation of aircraft.

15.2.6.2 NOISE

- (a) Whether the proposed land use is a noise sensitive activity which could limit airport operations.
- (b) Whether acoustic insulation should be required as a condition of consent.

15.2.7 AIRPORT DESCRIPTIONS

15.2.7.1 KERIKERI AIRPORT (refer to site plan in *Appendix 4 – Part 4 Appendices*)

- (a) The facilities to be protected are:
 - (i) Runway 15/33 - dimensions 1,190m x 30m, surrounded by a runway strip and clearway, the total dimensions of which are 1,450m x 150m; bearing approximately 345°T;
 - (ii) Runway 02/20 - dimensions 569m x 60m; bearing approximately 039°T.
- (b) The height restriction surfaces to be applied are as follows:

Approach and Take-off Surfaces:

Runway 15/33 - These rise at a gradient of 1:62.5 off the ends of the clearways, the sides splaying at 15% (8°32') and continue out for 18km;

Runway 02/20 - These rise at a gradient of 1:30 off the ends of the runway, the sides splaying at 10% (5°43') and continue for 3km.

Transitional Surfaces:

Runway 15/33 - These rise at a gradient of 1:7 off the edges of the strip and take-off/approaches surfaces until reaching 46m above the aerodrome level;

Runway 02/20 - These rise at a gradient of 1:5 off the edges of the runway and take-off/approach surfaces until reaching 46m above the aerodrome level.

Horizontal and Conical Surfaces:

The horizontal surface overlays the aerodrome and environs at an elevation of 191m AMSL (45m above aerodrome level). The surface extends for 4,000m from the edges of the main runway;

The conical surface rises at a gradient of 1:40 off the edge of the horizontal surface until reaching 296m AMSL (150m above aerodrome level).

15.2.7.2 KAIKOHE AERODROME (refer to site plan in *Appendix 4 – Part 4 Appendices*)

- (a) The facilities to be protected are:
 - (i) Runway 17/35 - dimensions 1,518m x 150m;
 - (ii) Runway 07/25 - dimensions 826m x 150m;
 - (iii) Runway 13/31 - dimensions 941m x 150m.
- (b) The height restriction surfaces to be applied are as follows:

Approach and Take-off Surfaces:

Runway 17/35 - These rise at a gradient of 1:40 near the ends of the runway, sides splaying at 10% (5°43') and continue out for 5km;

Runways 07/25 and 13/31 - These rise at a gradient of 1:30 near the ends of the runway, sides splaying at 10% (5°43') and continue out for 3km.

Transitional Surfaces:

Runway 17/35 - These rise at a gradient of 1:7 off the edges of the runway and take-off/approach surfaces until reaching 45m above the aerodrome.

Runways 07/25 and 13/31 - These rise at a gradient of 1:5 off the edges of the runway and take-off/approach surfaces until reaching 45m above the aerodrome.

Horizontal Surface:

The horizontal surface overlays the aerodrome and environs for a radius of 2,600m at 46m above the aerodrome.

15.2.7.3 KAITAIA AIRPORT (refer to site plan in *Appendix 4 – Part 4 Appendices*)

- (a) The facilities to be protected are:
 - (i) Runway 12/30 - dimensions 1,402m x 30m surrounded by a runway strip and clearway, the total dimensions of which are 1,524m x 90m, bearing approximately 327°T;
 - (ii) Runway 18/36 - dimensions 1,277m x 30m surrounded by a runway strip and clearway, the total dimensions of which are 1,399m x 91m, bearing approximately 026°T.

(b) The height restriction surfaces to be applied are as follows:

Approach and Take-off Surfaces:

Runway 12/30 - These rise at a gradient of 1:62.5 off the ends of the clearways, the sides splaying at 15% (8°32') and continuing out for 18km;

Runway 18/36 - These rise at a gradient of 1:62.5 off the ends of the clearways, the sides splaying at 15% (8°32') and continuing out for 18km.

Transitional Surfaces:

Runway 12/30 - These rise at a gradient of 1:7 off the edges of the strip and take-off/approach surfaces until reaching 46m above the aerodrome level;

Runway 18/36 - These rise at a gradient of 1:7 off the edges of the strip and take-off/approach surfaces until reaching 46m above the aerodrome level.

Horizontal and Conical Surfaces:

The horizontal surface overlays the aerodrome and surrounding land at a height of 45m above the aerodrome level. The surface extends for 4,000m from the edges of the runways;

The conical surface rises at a gradient of 1:40 off the edge of the horizontal surface until reaching 150m above aerodrome level.

Note: Where two or more height limitations apply at the same place, the lowest height limitation is predominant.