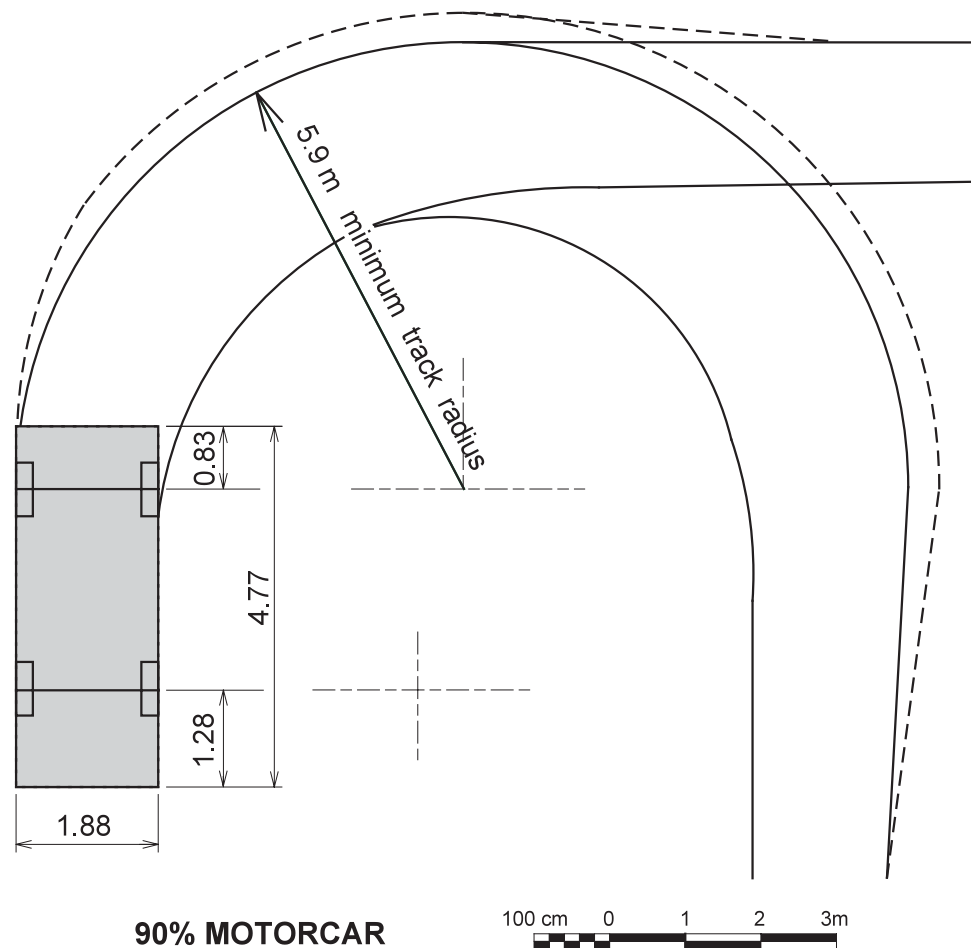


Figure 12.3a Vehicle Tracking Curves

**Legend**

- Wheel tracks
- Front overhang

Clearances:

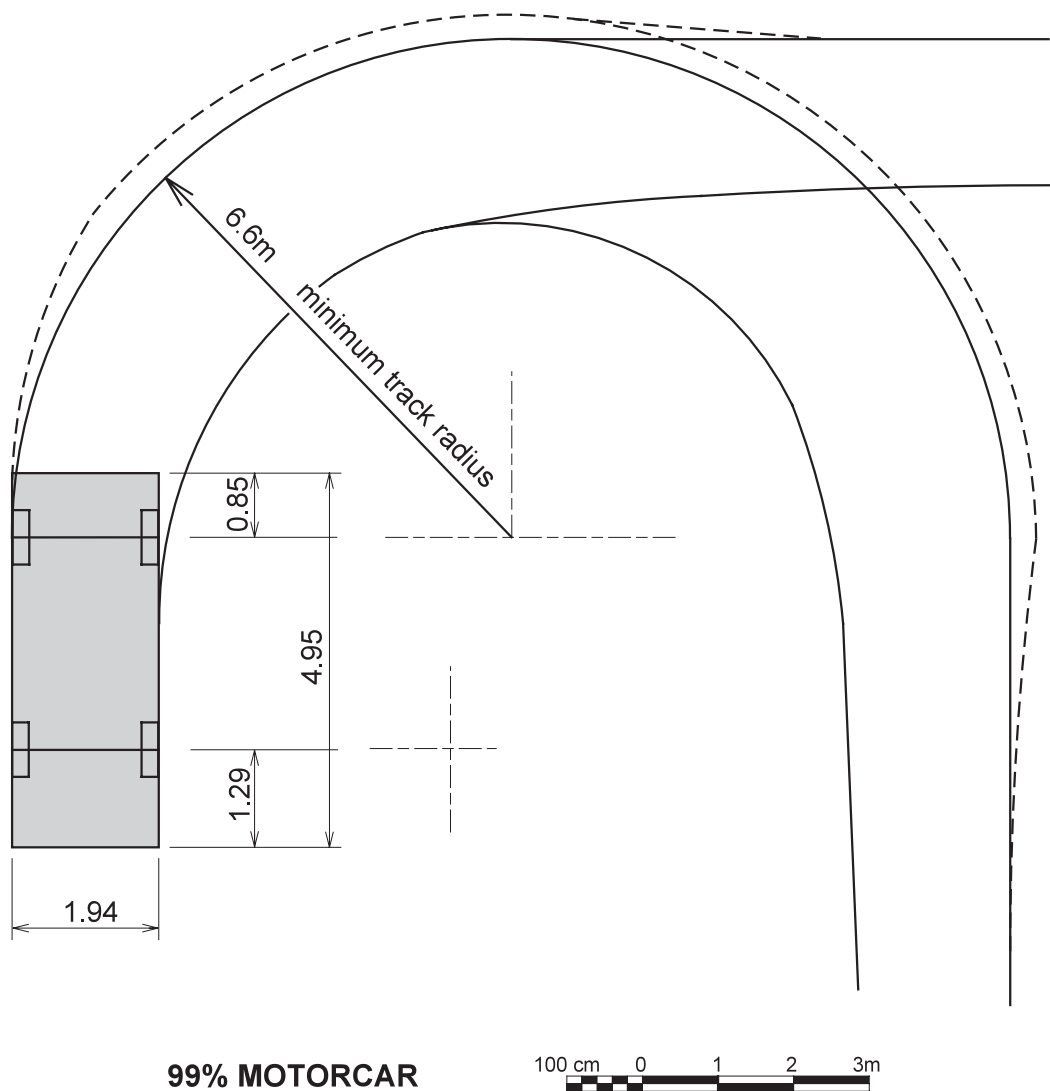
Speeds less than 10km/hr: 300mm minimum on each side of vehicle.

Speeds greater than 10km/hr: 600mm minimum on each side of vehicle.

NB: Absolute minimum radius - inappropriate for speeds > 10km/hr.



Figure 12.3b Vehicle Tracking Curves



Legend

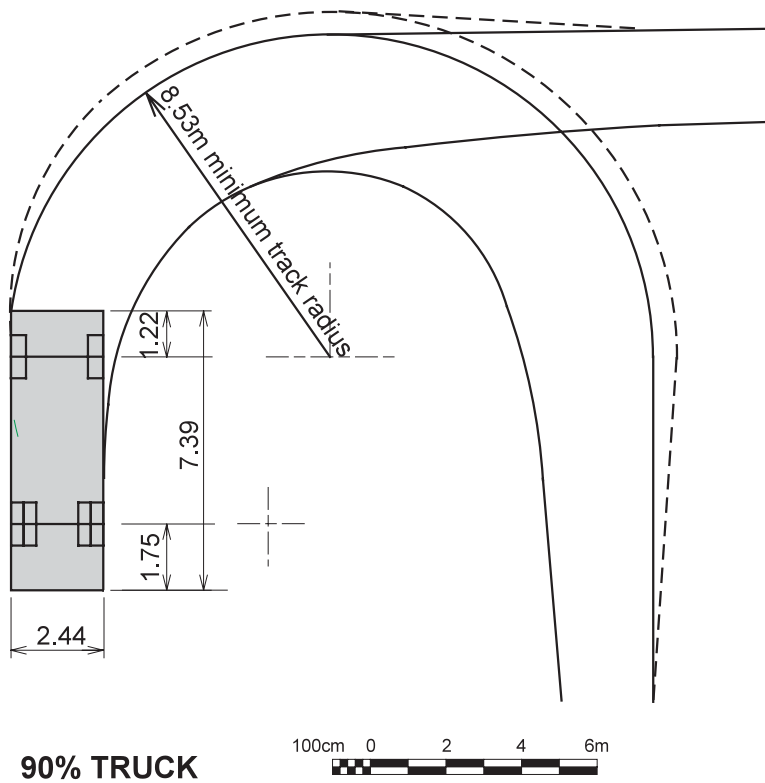
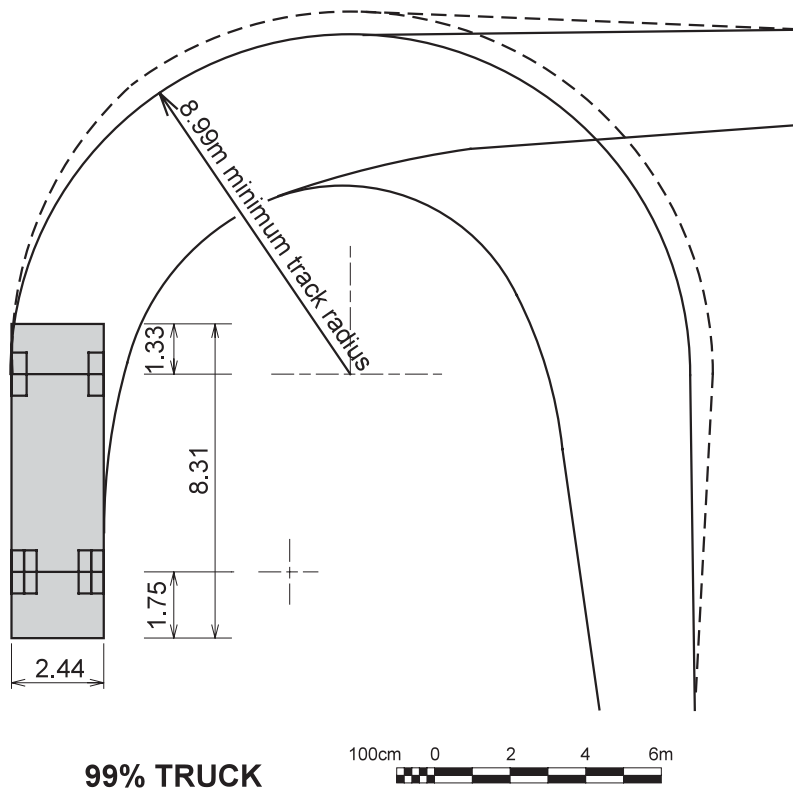
- Wheel tracks
- - - - - Front overhang

Clearances:

Speeds less than 10km/hr: 300mm minimum on each side of vehicle.
 Speeds greater than 10km/hr: 600mm minimum on each side of vehicle.
 NB: Absolute minimum radius - inappropriate for speeds > 10km/hr.



Figure 12.3c Vehicle Tracking Curves



Legend:

- wheel tracks
- - - - front overhang

Clearances:

Speeds less than 10km/hr:

600mm minimum on each side of vehicle

Speeds greater than 10km/hr:

1m minimum on each side of vehicle

NB: Absolute minimum radius - inappropriate for speeds > 10km/hr



12.8.2 ACCESS

12.8.2.1 ACCESS TO SITES

Every parking and loading space shall have access from a road, in accordance with the following standards:

(a) i) For residential zones an unobstructed carriageway not less than 4.5m wide or ingress and egress carriageways, each not less than 2.4m wide.

- Where an access
 - serves a single site; and
 - serves no more than six residential units; and
 - does not serve a loading space; and
 - there is clear visibility along the full length of the access; and
 - the access is less than 60m in length;

the width of the carriageways may be reduced to 2.4m;

- Where an access
 - serves no more than twelve residential units; and
 - serves no more than one loading space;

the width of the carriageway may be reduced to 2.4m if passing bays can be provided to the satisfaction of Council. Normally one of the passing bays shall be at the road boundary.

- Where an access
 - serves more than one site; and
 - passing bays cannot be provided; and
 - the width of the carriageway is between 4.5m and 2.4m.

the site shall be deemed to comply with this requirement subject to the following additional density limitations.

Number of Sites Served by Access	Maximum Number of Residential Units Permitted on Each Site
2	3
3	2
4	2 sites with the largest area - 2 each; Other sites - 1 each
5	The site with the largest area - 2; Other sites - 1 each
6 or more	1

ii) For all other zones an unobstructed carriageway not less than 6m wide or ingress and egress carriageways each not less than 3m wide.

where (i) and (ii) are formed, drained and paved to the satisfaction of the Council.

(b) All bends in the carriageway are to be designed in accordance with the appropriate design vehicle. In most instances this vehicle will be either the 99 percentile motorcar shown in Figure 12.3b, or the 99 percentile Truck shown in Figure 12.3c. Other vehicle diagrams (eg large truck and trailer units) are available from the Council.

(c) The grade of access shall not be steeper than 1 in 4 for land zoned residential, and 1 in 8 for land zoned other than residential. For curved ramps and driveways, the gradient is measured along the inside radius.

Ramps or driveways terminating on a grade steeper than 1 in 20 prior to the road reserve shall be provided with a platform not steeper than 1 in 20, located adjacent to the road boundary. For land zoned residential the length of the platform shall not be less than 4m, and for land zoned other than residential, not less than 6m. Where the driveway gradient is steeper than 1 in 8, a transition section will be required to avoid inadequate ground clearance.

(d) No building or building platform served by the access is to be, in the case of a residential site, more than 135m from a fire hydrant and in the case of a business site, more than 90m from a fire hydrant.

(e) Where the width of a carriageway is less than 3m it is to be contained within a corridor clear of buildings or parts of buildings which is not less than 3m wide and, in the case of a site zoned for residential activity, 3m high and,



in the case of a site zoned for business activity, 4.5m high.

12.8.2.2 VEHICULAR ACCESS OVER FOOTPATHS

Vehicular crossing over footpaths shall comply with the following conditions:

- i) No more than two crossings will be permitted in respect of any site. Additional crossings may be approved as a restricted discretionary activity;
- ii) The maximum width of any crossing at the road frontage boundary shall be 6m;
- iii) The combined width of the two crossings permitted to any residential site shall not exceed 7.0m;
- iv) Notwithstanding anything to the contrary in the foregoing clauses the total crossing width for any front or corner site shall not exceed 50% of the frontage to any road in which it is placed;
- v) In the case of any property having road frontage or access within any Defined Road Boundary, as specified in Clause 12.8.2.6 DEFINED ROAD BOUNDARY, a resource consent will be required. Refer Clause 12.9.1.1 RULE : DISCRETIONARY ACTIVITIES;
- vi) Any access shall be so graded as to abut the road boundary at the relative level of the existing footpath;
- vii) Where entrance locations are altered, crossings no longer required shall be reinstated as verge and/or footpath and the kerbs replaced. The cost of such work shall be borne by the owner of the property formerly served by the crossing.

12.8.2.3 REVERSE MANOEUVRING

Where, on any site:

- i) A parking space gains access from a regional, strategic or district arterial; or is located within a Defined Road Boundary; or
- ii) Four or more parking spaces gain access from a collector, local road, or service lane; or
- iii) A loading space gains access from a regional and district arterial or a collector road;

sufficient space shall be provided on the site so that no reverse manoeuvring on or off the road is necessary by the vehicles using the parking or loading space.

12.8.2.4 VEHICLE ACCESS RESTRICTION

Certain sites along busy arterial roads and in residential areas have been identified as having the potential to cause traffic congestion and conflict if vehicle access to them is developed in an unrestricted manner. Therefore prior to any establishment or construction of vehicle access to any site with frontage to those roads or sections of roads where this

provision is applied (see Planning Maps No 2), an application for a discretionary activity resource consent must be made. An application will be assessed against the criteria of Clause 12.9.1.2 CRITERIA FOR ASSESSING DISCRETIONARY ACTIVITIES and if granted, appropriate conditions may be imposed.

12.8.2.5 INTERCHANGE CONTROLS

Notwithstanding anything to the contrary in this Plan, where the frontage or access to any site abuts an Interchange Control Area shown on the Planning Maps, the use or development of that site shall be deemed to be a discretionary activity and will be assessed against the criteria outlined in Clause 12.9.1.2 CRITERIA FOR ASSESSING DISCRETIONARY ACTIVITIES.

12.8.2.6 DEFINED ROAD BOUNDARY

For the purpose of Clauses 12.8.2.3 REVERSE MANOEUVRING and 12.9.1.1 RULE : DISCRETIONARY ACTIVITIES the following shall be deemed to be a Defined Road Boundary:

- (a) Any strategic regional or district arterial or collector road boundary which is within 90m of its intersection with any other regional or district arterial or collector road boundary (refer also Figures 12.4A);
- (b) Any local road boundary which is within 30m of its intersection with any regional or district arterial or collector road boundary (refer also Figures 12.4B and C);
- (c) All the above distances to be measured as follows - (refer also Figure 12.4A, B and C)
 - i) Project the boundary of the road fronting the relevant property to its point of intersection with the projection of the nearest straight boundary of the nearest confluent or intersecting road (labelled 'A' in Figure 12.4A, B and C)
 - ii) Measure the distance 'X' as specified in Figure 12.4A, B and C, along the frontage road boundary;
- (d) Any road boundary opposite any of the above road boundaries.



FIGURE 12.4 Defined Road Boundaries

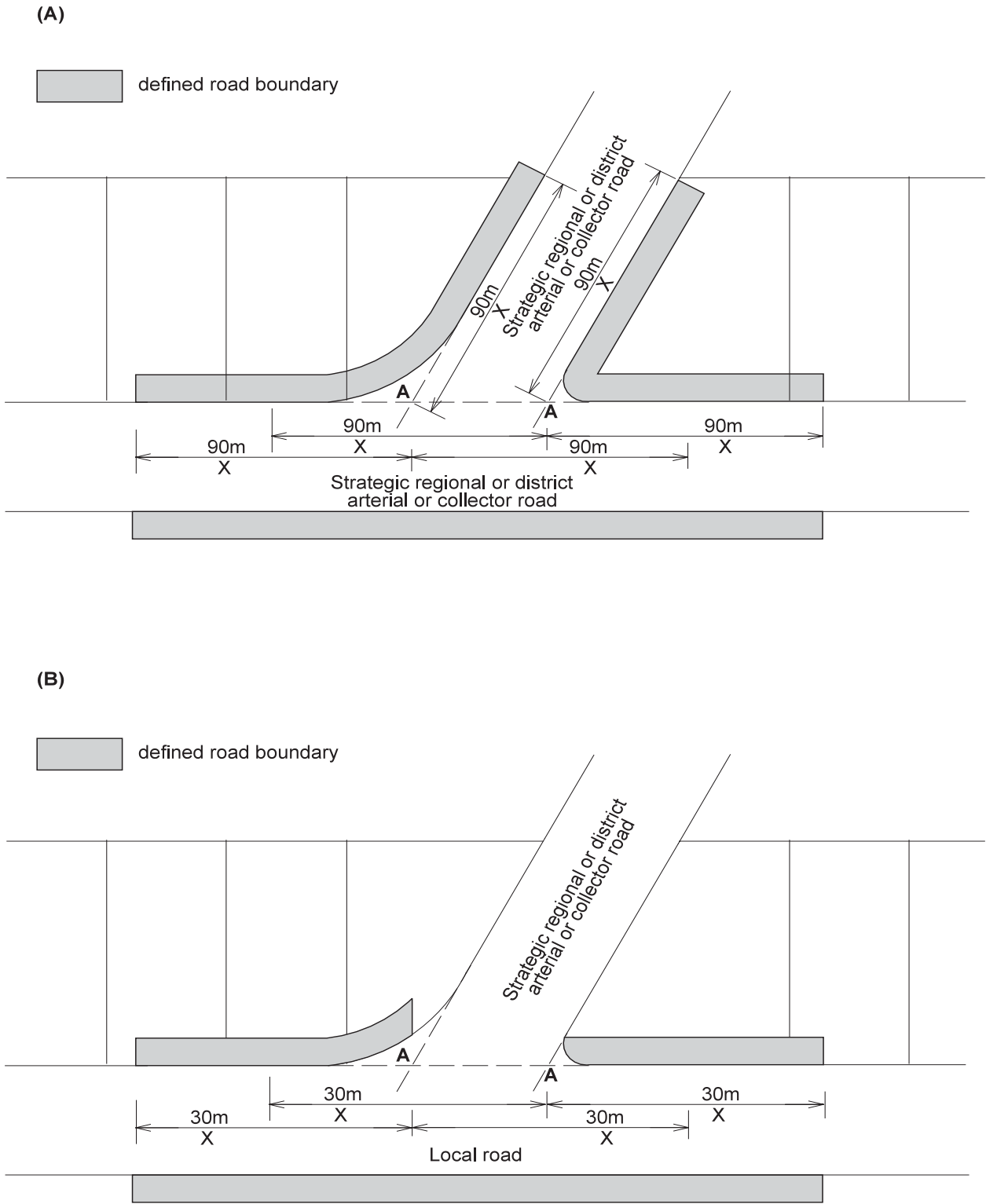
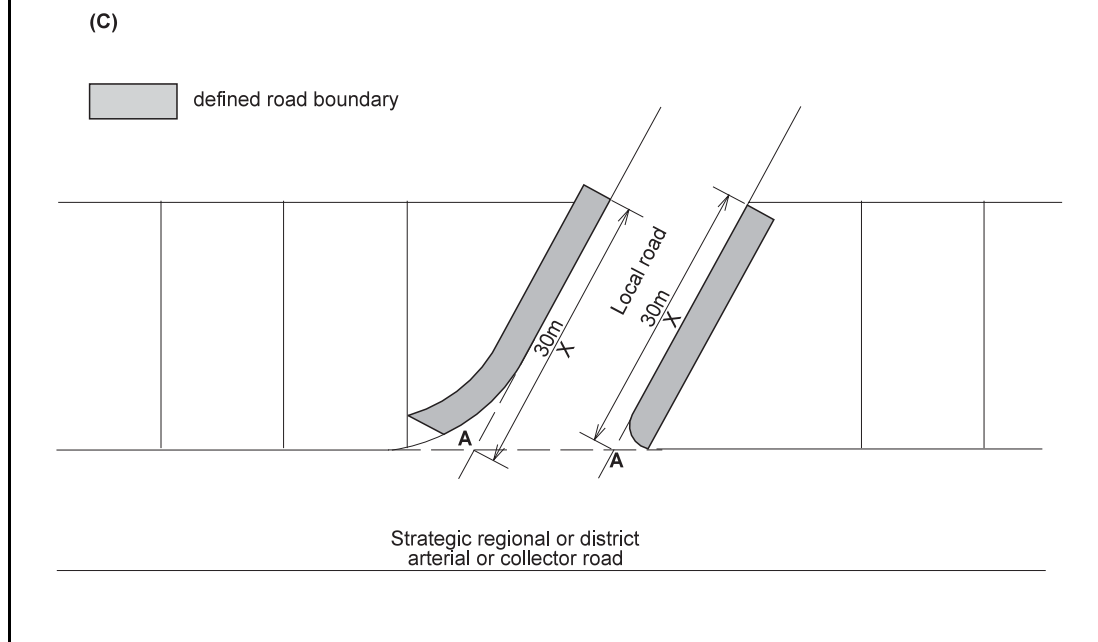


FIGURE 12.4 Defined Road Boundaries



12.9 TRANSPORTATION ACTIVITIES

12.9.1 PARKING

Parking and loading facilities are required to be provided by all permitted activities unless otherwise stated in the Plan. The following parking activity constraints are additional to any other constraint placed on the activity itself which generates the parking demand.

Explanation

In certain situations the scale or location of parking areas and the location of access can have adverse effects on the environment of an area in terms of increased congestion, delays, decreased safety, noise and visual intrusion. For that reason limits have been placed on the scale of permitted carparks and on the location of activities and access in relation to sensitive areas of the road networks, so that the individual impact of each proposal beyond that scale or in those locations can be properly assessed.

12.9.1.1A RULE : CONTROLLED ACTIVITIES

Any permitted, controlled or discretionary activity providing parking for more than 100 vehicles.

12.9.1.1 RULE : DISCRETIONARY ACTIVITIES

Those activities marked with a * are restricted discretionary activities. (Refer Clause [4.3.2.6 RESTRICTED DISCRETIONARY ACTIVITIES](#) for public notification and service requirements).

- Any activity having frontage and/or access abutting an Interchange Control Area.*
- Any access to site subject to the Vehicle Access Restriction Control.*
- Any activity having access within a Defined Road Boundary as specified in Clause [12.8.2.6 DEFINED ROAD BOUNDARY](#).*
- Any permitted, controlled or discretionary activity which seeks to reduce or waiver the parking and loading standards of Clause [12.8.1.1 PARKING STANDARDS](#) or [12.8.1.2 LOADING STANDARDS](#) where in a



residential zone the maximum reduction or waiver sought is three parking and/or loading spaces. All other zones the maximum reduction or waiver sought is six parking and/or loading spaces.*

- Any permitted, controlled or discretionary activity which seeks to reduce or waive the parking and loading standards of Clause 12.8.1.1 PARKING STANDARDS or 12.8.1.2 LOADING STANDARDS where in a residential zone the maximum reduction or waiver sought is more than 3 parking and/or loading spaces. All other zones the maximum reduction or waiver sought is more than six parking and/or loading spaces.
- Any permitted or controlled activity which does not comply with the parking and loading standards of Clause 12.8.1.3 ASSESSMENT AND FORMATION OF PARKING AND LOADING AREAS.*
- The provision of additional vehicle crossings to that permitted under Clause 12.8.2.2 VEHICULAR ACCESS OVER FOOTPATHS.*

12.9.1.2A CRITERIA FOR ASSESSING CONTROLLED ACTIVITIES

(a) Vehicle access to and from the site must

- ensure adequate sight distances and prevent congestion caused by ingress and egress of vehicles
- be sufficiently separated from pedestrian access to ensure the safety of pedestrians.

(b) Parking Areas

- are to be located remote from residential zone boundaries. Where this is impracticable adequate screening shall be provided in the form of fencing or landscaping, in order to prevent adverse aural or visual impacts on residentially zoned properties
- must have internal circulation designed to the satisfaction of the Council so that the particular requirements of individual proposals for safe and efficient vehicle circulation on site are attended to and so that adverse effects on the roading network are prevented.

(c) Safety

The proposed activity shall demonstrate that it has been designed to satisfy the safety assessment criteria listed in Clause 6.2.10.5.

Conditions may be placed on particular proposals in relation to:

- Control of location and extent of vehicular access;

- Restrictions on intensity and scale of activity so as to keep traffic generation in the vicinity within the capacity limits of the adjoining road system;
- Measures to be implemented in order to increase the capacity and/or safety of the road system in order to accommodate the proposed traffic generation. To obtain these measures financial contributions may be required from the applicant as a condition of consent.
- Measures to provide for the personal safety of people both within and when accessing parking areas/facilities.

12.9.1.2 CRITERIA FOR ASSESSING DISCRETIONARY ACTIVITIES

The Council's discretion in regard to any of the discretionary activities listed above shall be limited to the following particular matters.

(a) Traffic Considerations

- Accessibility of the site.
- Current traffic problems in the area eg high accident location.
- Existing and probable future traffic volumes on adjacent roads.
- Ability of the adjacent existing or planned roading systems to handle increased traffic and the feasibility of improving the roading system to handle increased traffic.
- Traffic congestion and pedestrian/vehicle conflict likely to be caused by the proposal.
- Vehicle access to and from the site must:
 - ensure adequate sight distances and prevent congestion caused by ingress and egress of vehicles;
 - be sufficiently separated from pedestrian access to ensure the safety of pedestrians.

(b) Parking Areas

- Parking areas shall be properly graded, drained and sealed to prevent dust nuisance or concentrated runoff of water from the site.
- Are to be located remote from residential zone boundaries. Where this is impracticable adequate screening should be provided in the form of fencing or landscaping, in order to reduce to an acceptable level any adverse aural or visual impacts on residentially zoned properties.
- Must have internal circulation designed to the satisfaction of the Council so that the particular requirements of individual proposals for safe and efficient vehicle circulation on site are attended to,



and so that adverse effects on the roading network are prevented.

(c) Reduction in Parking Spaces

Reduction in parking spaces where the proposal fails to comply with the parking and the loading standards in Clauses [12.8.1.1 PARKING STANDARDS](#) and [12.8.1.2 LOADING STANDARDS](#), and has been identified as a restricted discretionary activity, it will be considered against the following first, second, third criteria (or bullet points) but only as they relate to the off-site effects of the activity.

Where the proposal fails to comply with the parking and the loading standards in Clauses [12.8.1.1 PARKING STANDARDS](#) and [12.8.1.2 LOADING STANDARDS](#), and is a discretionary activity, it will be considered against all of the following criteria (or bullet points) but only as they relate to the off-site effects of the activity.

- Whether or not it is physically practicable to provide the required parking on the site in terms of the existing location of buildings, availability of access to the road, and other similar matters.
- Whether there is an adequate alternative supply of parking in the vicinity eg public carpark, formed angle road parking. In general on-street parallel parking, particularly in residential roads is not considered a viable alternative.
- Whether there is another site in the immediate vicinity that has available parking spaces which are not required at the same time as the proposed activity eg the proposed activity operates outside of normal business hours and the activity on the other site only operates during normal business hours. In such a situation the Council will require a legal agreement between the applicant and owner of the site confirming such an arrangement.
- Whether a demonstrably less than normal incidence of parking will be generated by the proposal eg due to specific business practice, operating method, type of customer.
- Whether it can be satisfactorily demonstrated by the applicant that a significant number of the customers or users of the proposed activity are transported to the site by bus. The provision of bus parking spaces in substitution for a number of carparking spaces may be accepted where it occurs. Such bus parking spaces are to be to the satisfaction of the Council.
- Whether the site is located in a Residential 1-4 zone, Conservation Area or on a heritage site and the provision of full carparking would detrimentally affect the specific character and features of the area or site.

- Whether the site is located within a business zone or centre where there is a Separate Rating Area for parking purposes and a specific site has been identified for a public carpark.
- Whether the site is located within a business zone or centre where a site has been designated for purchase and development as a public carpark area.
- Whether a significant adverse effect on the character and amenity of the surrounding area will occur as a result of not providing the required parking spaces.

Any application may be subject to conditions on the following matters:

- Control of location, extent and nature of vehicular access and circulation;
- Restrictions on intensity and scale of activity so as to keep traffic generation in the vicinity within the capacity and safety limits of the adjoining roading system;
- Measures to be implemented in order to increase the capacity and/or safety of the roading system in order to accommodate the proposed traffic generation and ensure adequate allowances for future traffic growth. This may require financial contributions on behalf of the applicant to achieve these measures;
- A financial contribution (not exceeding the total land value and formation of the parking spaces concerned) may be required by the Council, to be used for the purchase, provision and maintenance of a public carpark in the near vicinity of the site or centre or to be used to undertake road works which improve the on-street parking capacity of the centre;
- Where there is an existing public parking area in the vicinity, the Council may impose a condition requiring the applicant to lease a certain number of parking spaces within it, so as to mitigate the effects of the lack of parking provision on the applicant's site.

(d) Stack Parking

Favourable consideration may be given to the provision of stack parking subject to the following criteria:

- Stacked parking occurs when access to a parking space is achieved through another parking space;
- Stacked parking will generally only be allowed in special circumstances in order to alleviate adverse effects, where no feasible alternative exists;
- Stacked parking may be allowed for one of the two required parking spaces for any residential development where each residential unit has two parking spaces physically associated with it;
- Stacked parking may be a satisfactory means of providing staff parking where -



- the staff parking area is clearly defined, marked and separated from other required parking on the site.
- at least 50% of the parking spaces in the staff parking area comply with the provisions of Clause [12.8.1.3 ASSESSMENT AND FORMATION OF PARKING AND LOADING AREAS](#).

Where it is desired to provide parking in excess of the Plan requirements, it may be feasible to operate a stacked parking arrangement. The satisfactory operation of the required parking area should not be compromised.

All stacked parking must be specifically designed to the satisfaction of the Council.

Objectives, policies and rules relating to the application and use of financial contributions for parking are provided in Part 4B of the Plan.

Explanation

In general all new developments and new activities in existing buildings will be required to provide adequate off-street parking. This will facilitate the capacity and efficient use of existing road; and will reduce the potential adverse aural and visual impact of parked cars in some areas. Not all activities and developments will be able to or indeed need to provide the required parking taking into account their particular characteristics. Such activities may take advantage of the existence of Separate Rating Areas, the Special Parking Zone techniques, or where no adverse impact can be demonstrably shown, through the resource consent procedures, to waive the requirements for off-street parking.

12.9.2 SPECIAL PARKING ZONE

12.9.2.1 OBJECTIVE AND POLICY

Objective

To facilitate the provision of off-street parking adjacent to existing commercial centres.

Policy

- By providing a special zone particularly for off-street parking which may apply in addition to an existing site's zoning.

12.9.2.2 STRATEGY

Many of the City's suburban commercial centres pre-date the proliferation of the private motor vehicle. Little or no account was taken of the need to set aside land for off-street parking. In some areas there is a shortage of off-street parking. This can adversely impact on the environment of the centre, by causing traffic congestion and safety problems and on the environment of adjacent areas, especially residential areas, by the overspill of parked cars into adjacent roads.

The Special Parking Zone provides for the establishment of off-street parking areas to overcome the adverse effects on the environment, which can occur as a result of a deficiency in parking at some existing commercial centres. The zone is applied to a site when it has been tested through the Plan Change procedures. The zone need not conform to the practice of aligning the zone boundary with convenient site boundaries. Split zoning of sites may be appropriate. The zone will overlay existing zones; ie the zone rules will be in addition to and not in substitution for any existing zone rules. Special attention will be given to the zone interface. A mix of parking and other permitted activities may be appropriate.

Any request for a change to the Plan to apply the Special Parking Zone to a site will need to satisfy the Council that:

- (a) the off-street parking is demonstrably inadequate;
- (b) the proposed development will provide off-street parking either for
 - i) existing business activities in an area, or
 - ii) proposed business activities which provide full parking, in terms of the Plan's requirements on business zoned land, but, because of the nature of the use or development, generate a need for off-street parking in excess of such requirements, or
 - iii) proposed in-zone business activities which are permitted but, because of extraordinary site considerations, lack sufficient land area to establish parking on business zoned land;
- (c) no alternative business zoned land is available;
- (d) the use of non-business zoned land (especially residentially zoned land) will not adversely affect the amenities of adjacent land to any significant degree but will, on the other hand, lead to a distinct improvement in the overall amenities of the area;
- (e) the proposed site adjoins or is immediately adjacent to business zoned land;
- (f) there will be no adverse effect due to generated traffic on adjacent local residential roads;
- (g) the design of the parking area is appropriate;
- (h) a substantial buffer is provided, where appropriate, between adjacent residential uses (particularly fencing and landscaping);



- (i) the appearance of the development will not detract from the amenities of the adjacent land. Particular attention will be given to landscaping and the method of paving.

12.9.2.3 RULES : SPECIAL PARKING ZONE ACTIVITIES

Permitted Activities

There are no permitted activities in the Special Parking Zone.

Controlled Activities

- Carparking areas.

Discretionary Activity

- Carparking building.

Explanation

The construction of a building in the Special Parking Zone is likely to have a greater impact on adjacent residentially or open space zoned sites than an open parking area in terms of

- *Visual Appearance - the scale and bulk of a carparking building may visually intrude on adjacent sites if not properly designed and located.*
- *Traffic Circulation - a building would provide greater capacity for parking; and the effects of this increased parking on the adjacent road system need to be addressed.*

Whether or not a parking building would have an adverse impact on these aspects and whether action can be taken to avoid or mitigate any adverse effect, depends largely on the particular proposal, the location of the subject site, and the adjacent road network. Therefore the activity is deemed to be discretionary so that these matters can be properly addressed.

12.9.2.4 CRITERIA FOR ASSESSING CONTROLLED ACTIVITIES

In the Special Parking Zone, the provisions of the zone are in addition to the provisions of the underlying zone which must be complied with. In assessing an application for controlled activity regard must be had to the following matters.

1. Landscape Design and Site Layout - the following may be required:

- Activity buffers in the form of yards, screening or landscaping or a combination of these where a proposal is adjacent to residentially or open space zoned sites;
- Landscaping of the site so as to visually soften the impact of the parking area as seen from the road, and

residentially zoned properties. Particular regard will be given to -

- the type of paving (some kind of interlocking paving or gobi block is preferred).
- planting (a range of mature vegetation is preferred).
- isolated planting within the parking area (to break the visual monotony of the parking area).

2. Vehicle Access and Parking

Any proposal should comply with the development controls of Clause 12.8 RULES : DEVELOPMENT CONTROLS. In particular:

- Access to sites;
- Vehicle access over footpaths;
- Reverse manoeuvring;
- Size of and access to parking and loading spaces;
- Formation and availability of parking and loading spaces.

3. Safety

The proposed activity shall demonstrate that it has been designed to satisfy the safety assessment and criteria listed in Clause 6.2.10.5.

12.9.2.5 CRITERIA FOR ASSESSING DISCRETIONARY ACTIVITIES

An application for discretionary activity will be assessed having regard to the relevant criteria contained in Part 4, and to the following matters.

1. Traffic Generation

No adverse effect on the capacity of the adjacent roading network caused by the access to and from the proposed parking building will be accepted.

2. Access

The site must be accessible from the major roading network to avoid heavy traffic volumes in local roads (particularly residential local roads). Of particular concern will be the location of entry and exit points to the site and their relationship with existing intersections and other constraints.

3. Building Design and Scale

Any building must be of a design and scale complimentary to other buildings in the vicinity. As a guide, compliance with the height, and the building in relation to boundary controls of the underlying residential zone would be generally considered appropriate.



4. Provision of Activity Buffers

Of concern is the protection and maintenance of the amenity values of adjacent residentially zoned sites, and in particular visual and aural privacy. Various methods should be used to achieve this including the provision of buffer areas, separation distances and/or screening (landscaping and fencing).

5. Landscaping

That part of the site not occupied by the parking building is to be sympathetically landscaped with mature plants so as to visually soften the impact of the building as it is viewed from the road, and adjacent residentially zoned sites.

6. Safety

The proposed activity shall demonstrate that it has been designed to satisfy the safety assessment criteria listed in Clause 6.2.10.5.

12.9.3 HELICOPTERS

12.9.3.1 OBJECTIVE AND POLICIES

Objective

To ensure that helicopter facilities are compatible with the existing or proposed amenity standards of the district.

Policies

- By ensuring that the potential environmental impacts of all proposals for helicopter facilities are thoroughly assessed.
- By imposing restrictions on the type of areas, or in some cases the total number of facilities allowed to ensure that the overall noise environment of the City is controlled.
- By imposing noise controls.

12.9.3.2 STRATEGY

Helicopters are a recognised mode of transport in the district and are increasingly providing services to and within the district. Helicopter use is expected to generate both positive and adverse effects.

The extent and location of demand for on-ground facilities to support helicopter activities is difficult to forecast. Demand could arise in any part of the district, but is generally expected to be concentrated in and near the Central Area.

Helicopter facilities have the potential to cause significant adverse effects to local amenity.

Civil Aviation requirements set the safety standards for the airborne operations and on-ground facilities. The Plan will not duplicate these provisions, but will control the location, size and impact of facilities. Particular regard is had to minimising the impacts on surrounding properties. In some

parts of the district, helicopter facilities other than for emergency purposes, will be restricted.

12.9.3.3 RULES : HELICOPTER ACTIVITIES

i) Permitted Activities

The landing and taking off of helicopters is not a permitted activity in any part of the City and shall not occur as an ancillary activity to any other permitted activity, except as provided for in approved Concept Plans.

ii) Discretionary Activities

In certain parts of the City helicopter facilities may be provided for as a discretionary activity (see individual activity areas).

iii) Non-Complying Activities

In the residential zones of the City helicopter facilities are non-complying activities.

12.9.3.4 CRITERIA FOR ASSESSING DISCRETIONARY ACTIVITIES

In addition to matters set down in [PART 4 - GENERAL PROVISIONS AND PROCEDURES](#) of the Plan, the Council will have particular regard to:

- The type and size of facility to be provided and whether it is a private or commercial operation;
- The types of machines proposed to be used at the facility and their noise characteristics;
- Approach paths to and from all helicopter facilities, other than for temporary or emergency purposes, shall normally be located so that no residential or open space zone is over flown at a height lower than 300m above ground level at that point;
- Topographical features and existing buildings and their likely effect on visual and noise impacts of the proposal;
- Frequency of use with respect to the generation of noise nuisance as a distinct and separate issue from the requirement to meet specified noise performance standards;
- Proposals for the monitoring and regular audit of noise and other environmental impacts;
- The proximity to and impact on noise sensitive activities or facilities;
- Hours of operation and any associated generated effect due to lighting;



- ix) Cumulative effect resulting from the location of other helicopter facilities in the general vicinity;
- x) Dust and litter associated with the operation of the facility.

Conditions of consent may be imposed to give effect to the above and to control any minor adverse effect on the environment.

12.9.4 AUCKLAND INTERNATIONAL AIRPORT

12.9.4.1 OBJECTIVE AND POLICY

Objective

To facilitate the safe and efficient approach of aircraft to Auckland International Airport.

Policy

- By imposing restrictions on the height of buildings, structures, masts, poles, trees or any other object.

12.9.4.2 STRATEGY

Auckland International Airport lies adjacent to the district. In order that aircraft may safely arrive and depart from the Airport, the height of obstacles within an area up to twenty (20) kilometres from the Airport is limited by way of the requirements of the airport company. This requirement is included in the Plan.

The height restrictions affect parts of the district including Onehunga, Mt Roskill, Hillsborough, Mt Wellington and Otahuhu. The provisions become less restrictive with greater distance from the airport with the outer limit of the airspace 152 metres above DOSLI DATUM.

The development controls relating to building heights for the above areas are set out in other rules in this Plan and, where both those provisions and the rules of designation H05-04 are applicable, the more restrictive shall prevail

