

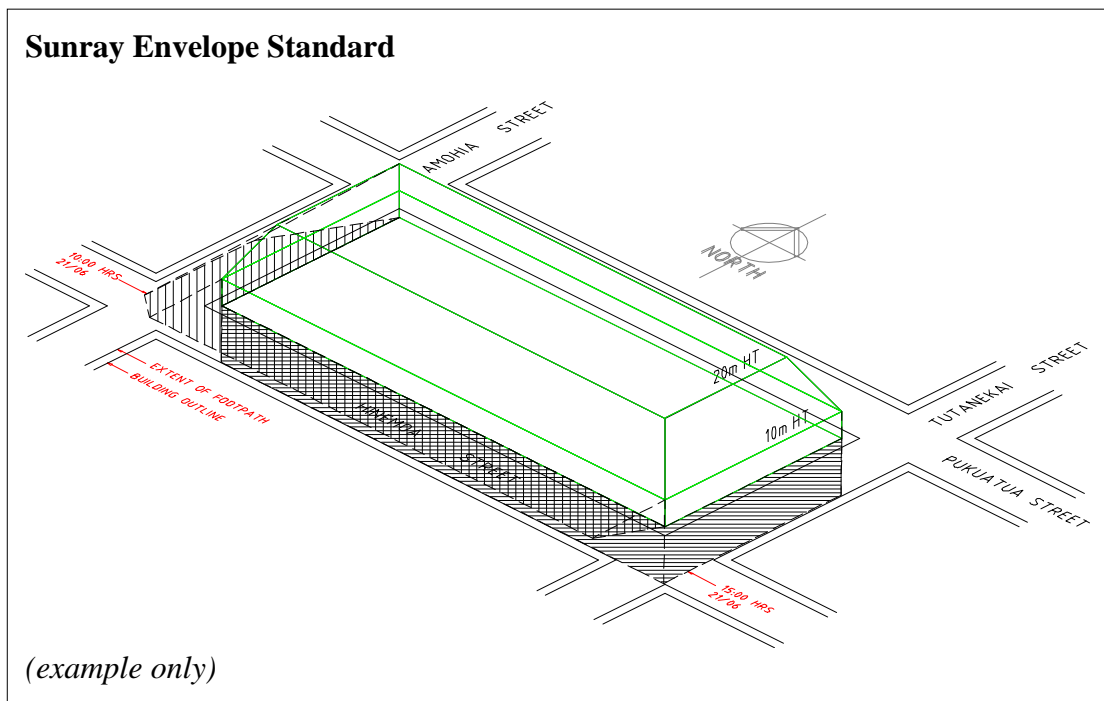
# APPENDIX C

## c1 BUILDING HEIGHT CONTROLS - COMMERCIAL A AND B AND RESORT A ZONES

In addition to Performance Standards **R8.2** in the Commercial A and B Zones and Performance Standard **R6.2** in the Resort A Zone which provides for maximum heights above natural ground level, a sun-ray envelope standard shall also apply to these Zones.

This standard applies to every Central Business District block and determines the maximum heights that any proposed building may reach in order to allow sunlight to directly shine on:

- (a) a strip of land 4.5 metres wide on the public road adjacent to the road boundary on the southern side of the road between 10.00am and 3.00pm New Zealand Standard Time; and
- (b) a strip of land 4.5 metres wide on the public road adjacent to the road boundary on the western side of the road at 10.00am New Zealand Standard Time; and
- (c) a strip of land 4.5 metres wide on the public road adjacent to the road boundary on the eastern side of the road at 3.00pm New Zealand Standard Time on the shortest day of the year.



# APPENDIX D

## d1 ROADS TO BE WIDENED

For clarification, Appendix D overrides the information on road widening as shown on the Planning Maps.

ROAD	ORIGINAL WIDTH	FINAL WIDTH
Fairy Springs Road	20m	30m (5m on each side as per Planning Map)
Clayton Road (from State Highway to 150m west of Brookland Road)	20m	25m (2.5m on each side) That portion adjoining Commercial Zones widened an additional 4.5m
Old Taupo Road	20m	25m (2.5m on each side)
Hamurana Road between Ngongotaha Road and the intersection with Tauranga Direct Road (Pyes Pa Road)	20m	30m (5m on each side)
Ngongotaha Road	20m	30m (5m on each side)
Te Ngae Road SH 30 (from Puarenga Stream to junction of SH 33)	20m	30m (5m on each side as per Planning Map)
Lake Road (from Fairy Springs Road to Ranolf Street)	20m	25m (2.5m on both sides as per Planning Maps)
Koutu Road	15m	20m (2.5m on both sides) That portion adjoining a Commercial Zone widened an additional 4.5m to 24.5m
Devon Street Kawaha Point Road Malfroy Road Otonga Road Ranolf Street Springfield Road Sunset Road Thomas Crescent Wallace Crescent	20m	That portion adjoining 20m Commercial Zones - widening 4.5m from original street boundary to 24.5m
Vaughan Road between Te Ngae Road, and the northern end of the industrial zone	20m	22m (1m on each side as per Planning Map)

Refer to Appendix B for Transit New Zealand designations.

## **APPENDIX E**

### **e.1 SUBDIVISION AND LAND USE CONTROLS ON LAND WITHIN THE AIR NOISE AREA, THE INNER CONTROL AREA AND THE OUTER CONTROL AREA**

NOTE: An explanation of the purpose of this Rule is contained in Part Twelve: Transportation” Section 2.2.4. Methods of Implementation

NOTE: For the purpose of applying rules e1.2 and e1.3, regard should be had to the definition of ASAN which specifically includes the activity of subdividing a parcel of land in order to facilitate the use of the land for an ASAN.

#### **e.1.1 ADDITIONS TO EXISTING ACTIVITIES SENSITIVE TO AIRCRAFT NOISE IN THE INNER CONTROL AREA**

Within the Inner Control Area and not withstanding any other Rule in this Plan any addition to an existing Activity Sensitive to Aircraft Noise of any Habitable Room or room for sleeping, convalescing or learning shall be a restricted discretionary activity subject to the standards and terms in Rule e.1 4 (in the case of Activities Sensitive to Aircraft Noise which are not Educational Activities or Kohanga Reo) and e.1.5 (in the case of Educational Activities or Kohanga Reo ) below and the matters for discretion and assessment criteria set out in Rule e.1.6 below.

#### **e.1.2 NEW ACTIVITIES SENSITIVE TO AIRCRAFT NOISE AND ADDITIONS TO EXISTING ACTIVITIES SENSITIVE TO AIRCRAFT NOISE IN THE AIR NOISE AREA**

Within the Air Noise Area and not withstanding any other Rule in this Plan any new Activity Sensitive to Aircraft Noise or any **Additions to Existing Activities Sensitive To Aircraft Noise** shall be a prohibited activity.

### **e.1.3 NEW ACTIVITIES SENSITIVE TO AIRCRAFT NOISE IN THE INNER CONTROL AREA**

Within the Inner Control Area and notwithstanding any other Rule in this Plan any new Activity Sensitive to Aircraft Noise (other than Papakainga on the land shown on Rotorua District Planning Map 45) shall be a discretionary activity, subject to the standards and terms in Rule e.1.4 (in the case of Activities Sensitive to Aircraft Noise which are not Educational Activities or Kohanga Reo) and e.1.5 (in the case of Educational Activities or Kohanga Reo) below and the matters for discretion and assessment criteria set out in Rule e.1.7 below.

### **e.1.4A ACOUSTIC STANDARDS AND TERMS FOR ADDITIONS TO EXISTING ACTIVITIES SENSITIVE TO AIRCRAFT NOISE (EXCEPT FOR EDUCATIONAL ACTIVITIES AND KOHANGA REO) AND ANY NEW ACTIVITIES SENSITIVE TO AIRCRAFT NOISE, (EXCEPT FOR EDUCATIONAL ACTIVITIES AND KOHANGA REO) IN THE INNER CONTROL AREA; AND**

### **e.1.4B ACOUSTIC STANDARDS AND TERMS FOR PAKAINGA ON THE LAND SHOWN ON ROTORUA DISTRICT PLANNING MAP 45**

(a) Prior to the issue by the Council of a resource consent and/or a building consent an applicant shall provide a certificate from a suitably qualified and experienced acoustical consultant stating that the design and construction of a new building or additions/alterations to an existing building are able to attenuate aircraft noise sufficiently to meet an internal noise environment of Ldn 40dBA in all Habitable Rooms and / or rooms used for sleeping, convalescing or learning with all windows closed. A similar certificate is to be provided from a suitably qualified and experienced ventilation engineer stating that the design and construction of a new building or additions/alterations to an existing building are able to meet the ventilation performance standard set out below. This certificate is to be accompanied by the following information:

- A plan clearly identifying the system to be installed and the location of the fan and ducting;
- sufficient information to confirm that the system is within the volume limits; and
- a covering letter stating that suitable arrangements have been made with the approved provider / supplier for the installation.

(b) The ventilation performance standard shall be:

Either:

- (i) A mechanical ventilation system or mechanical ventilation systems capable of:
- providing at least 15 air changes of outdoor air per hour in the principal living room of each building and 5 air changes of outdoor air per hour in the other habitable rooms of each building, in each case with all external doors and windows of the building closed with the exception of such windows in non-habitable rooms that need to be ajar to provide air relief paths;
  - enabling the rate of airflow to be controlled across the range, from the maximum airflow capacity down to 0.5 air changes (plus or minus 0.1) of outdoor air per hour in all habitable rooms;
  - limiting internal air pressure to not more than 30 Pascals above ambient air pressure;
  - being individually switched on and off by the building occupants, in the case of each system; and
  - creating no more than  $L_{eq}$  40dBA in the principal living room, no more than  $L_{eq}$  30dBA in the other habitable rooms, and no more than  $L_{eq}$  40dBA in any hallway, in each building. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

Or

- (ii) air conditioning plus mechanical outdoor air ventilation capable of:
- providing internal temperatures in habitable rooms not greater than 25 degrees celsius at 5% ambient design conditions as published by the National Institute of Water & Atmospheric Research (“NIWA”) (NIWA, Design Temperatures for Air Conditioning (degrees celsius), Data Period 1991 – 2000), with all external doors and windows of the habitable rooms closed;
  - providing 0.5 air changes (plus or minus 0.1) of outdoor air per hour in all habitable rooms;
  - each of the air conditioning and mechanical ventilation systems shall be capable of being individually switched on and off by the building occupants; and

- creating no more than  $L_{eq}$  40dBA in the principal living room, no more than more than  $L_{eq}$  30dBA in the other habitable rooms, and no more than  $L_{eq}$  40dBA in any hallway, in each building. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

And

- (iii) A mechanical kitchen extractor fan ducted directly to the outside to serve any cooking hob, if such extractor fan is not already installed and in sound working order.
- (c) There shall be no exemptions to this rule and following the installation of the measures to meet the above standards the applicant shall provide the Council with a certificate from a suitably qualified independent person or persons approved by the Council, that the installation of those measures has been properly undertaken in accordance with sound practice.

### **e.1.5 ACOUSTIC STANDARDS AND TERMS FOR ADDITIONS TO EXISTING EDUCATIONAL ACTIVITIES AND ANY NEW EDUCATIONAL ACTIVITIES IN THE INNER CONTROL AREA**

- (a) Prior to the issue by the Council of a resource consent and/or a building consent an applicant shall provide a certificate from a suitably qualified and experienced acoustical consultant stating that the design and construction of a new building or additions/alterations to an existing building are able to attenuate aircraft noise sufficiently to meet an internal noise environment of  $L_{dn}$  40dBA in all classrooms, libraries and halls with all windows closed. A similar certificate is to be provided from a suitably qualified and experienced ventilation engineer stating that the design and construction of a new building or additions/alterations to an existing building are able to meet the ventilation performance standard set out below. This certificate is to be accompanied by the following information:
- A plan clearly identifying the system to be installed and the location of the fan and ducting;
  - sufficient information to confirm that the system is within the volume limits; and
  - a covering letter stating that suitable arrangements have been made with the approved provider / supplier for the installation.
- (b) The ventilation performance standard shall be:
- (i) In the case of classrooms and libraries, air conditioning and/or a mechanical ventilation system or mechanical ventilation systems that are:

- Designed to achieve indoor air temperatures of not less than 16 degrees celsius in winter and not greater than 27 degrees celsius in summer at 5% ambient design conditions as published by the National Institute of Water and Atmospheric Research in its publication “Design Temperatures for Air Conditioning (degrees celsius) Data Period 1991-2000”;
  - Capable of providing outdoor air ventilation at the rate of 8 litres of air per second per person for the maximum number of people able to be accommodated in any such room at one time (“the required airflow”);
  - Capable of enabling (in the case of classrooms or libraries in which only mechanical ventilation systems are used to satisfy the above temperature and outdoor air requirements) the outdoor airflow to be controlled across the range, from the maximum airflow capacity down to the required airflow when all external doors of the classroom or library are closed;
  - Otherwise complying with the New Zealand Standard NZS 4303:1990 “Ventilation for Acceptable Indoor Air Quality”; and
  - Capable of creating no more than Leq 35dBA in each classroom and no more than Leq 40dBA in each library or any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.
- (ii) In the case of halls, a mechanical ventilation system or mechanical ventilation systems that are capable of:
- Providing at least 12 litres of outdoor air per second per square metre with all external doors and windows of the hall closed;
  - Enabling the outdoor airflow to be controlled across the range , from the maximum airflow down to the rate of 8 litres of outdoor air per second per person for the maximum number of occupants able to be accommodated in the hall at one time;
  - Otherwise complying with the New Zealand Standard NZS 4303:1990 “Ventilation for Acceptable Indoor Air Quality”; and
  - Creating no more than Leq 35dBA in each hall and no more than Leq 40dBA in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

### **e.1.6 MATTERS FOR DISCRETION AND ASSESSMENT CRITERIA FOR ADDITIONS TO EXISTING ACTIVITIES SENSITIVE TO AIRCRAFT NOISE IN THE INNER CONTROL AREA**

When considering an application for Additions to Existing Activities Sensitive To Aircraft Noise in the Inner Control Area, the Council retains discretion over the following matters:

- (a) The nature, size and scale of the proposed additions;
- (b) The application of the performance standards in e1.4 and e1.5 above to existing parts of the structure housing the activity sensitive to aircraft noise;
- (c) The means of securing any conditions of consent; and
- (d) Any matters for discretion applicable to the activity under any other part of the District Plan.

In relation to these matters the Council will have regard to the following assessment criteria:

- (a) Whether, having regard to all the circumstances (including location in relation to the Airport, likely exposure of the site to aircraft noise, noise attenuation and ventilation measures proposed, and the number of people to be accommodated) the nature, size and scale of the addition is likely to lead to potential conflict with and adverse effects upon airport activities;
- (b) Whether it is reasonable to require acoustic treatment measures (including measures for internal air quality purposes) in existing rooms, or whether such measures should be limited to the additions;
- (c) Whether a covenant should be registered on the title to secure any conditions of consent; and
- (d) Any assessment criteria applicable to the activity under any other part of the District Plan.

### **e.1.7 MATTERS FOR DISCRETION AND ASSESSMENT CRITERIA FOR NEW ACTIVITIES SENSITIVE TO AIRCRAFT NOISE IN THE INNER CONTROL AREA**

When considering an application for New Activities Sensitive To Aircraft Noise in the Inner Control Area, in addition to the general criteria set out in Rule 6.4.2 of the District Plan the Council shall also have regard to the following assessment criteria:

- (a) Whether, having regard to all the circumstances (including location in relation to the Airport, likely exposure of the site to aircraft noise, noise attenuation and ventilation measures proposed, and the number of people to be accommodated) the nature, size and scale of the activity is likely to lead to potential conflict with and adverse effects upon airport activities;

- (b) Any particular issues of safety relating to occupants of the site, or aircraft, in relation to any proposed activities or buildings on the site;
- (c) The desirability of reasonably limiting the intensity of development and activities within the Inner Control Area, including in relation to proposed subdivisions and higher density residential development;
- (d) Whether a covenant should be registered on the title to secure any conditions of consent; and
- (e) Any assessment criteria applicable to the activity under any other part of the District Plan.

### **e.1.8 MATTERS FOR DISCRETION AND ASSESSMENT CRITERIA FOR PAKAINGA ON THE LAND SHOWN ON ROTORUA DISTRICT PLANNING MAP 45 WHICH FALLS WITHIN THE INNER AND OUTER CONTROL AREA**

When considering an application for Papakainga on the land shown on Rotorua District Planning Map 45, the Council retains discretion over the following matters:

- (a) Whether, having regard to all the circumstances (including location in relation to the Airport, likely exposure of the site to aircraft noise, noise attenuation and ventilation measures proposed, and the number of people to be accommodated) the nature, size and scale of the papakainga activity is likely to lead to potential conflict with and adverse effects upon airport activities;
- (b) Any particular issues of safety relating to occupants of the site, or aircraft, in relation to any proposed activities or buildings on the site;
- (c) The desirability of reasonably limiting the intensity of development and activities within the Inner Control Area, including in relation to proposed subdivisions and higher density residential development;
- (d) The suitability of the site to support the papakainga activity, particularly in relation to topography, existence of water bodies, vegetation, and existing activities undertaken on-site
- (e) The proposed layout of building sites and/or the location of building platforms associated with papakainga and the number of household units proposed for each site or platform, and the ability to provide adequate foundations for each of the buildings proposed;
- (f) The availability of an adequate reticulated water supply and adequate systems for stormwater and sanitary drainage, including the disposal of effluent;
- (g) The proposed provision for, and design of, access to the papakainga site to ensure safe and practical access, and whether the written approval of Transit New Zealand has been obtained where access is proposed to be gained from the State highway
- (h) The proposals for landscaping to avoid, remedy or mitigate any adverse visual effects of the papakainga activity,
- (i) Any proposal for the staging of the papakainga

- (j) The location of proposed buildings in relation to the Obstacle Limitation Surface
- (k) Whether on the land shown on Rotorua District Planning Map 45, the relationship of Maori and their culture and traditions with their ancestral lands is recognised and provided for ;
- (l) Whether a covenant should be registered on the title to secure any conditions of consent; and
- (m) The criteria listed in R10.4.3.11 Papakainga

**e.1.9 WHERE A PROPOSED OR EXISTING BUILDING CONTAINING AN ACTIVITY SENSITIVE TO AIRCRAFT NOISE IS LOCATED:**

- (a) Astride the boundary between the Inner and Outer Control Area (Ldn 60dBA contour) then the Outer Control Area provisions in relation to the land use controls in Appendix E shall apply;
- (b) On the outer control boundary (Ldn 55dBA contour) then it is deemed to be outside the Outer Control Area;
- (c) Astride the boundary between the Air Noise Area and the Inner Control Area then the Air Noise Area provisions in relation to the land use controls in Appendix E shall apply.

## ATTACHMENT 1 TO APPENDIX E – DEED OF LAND COVENANT

**DEED** dated the..... day of ..... 200...

### PARTIES

1. **[REGISTERED PROPRIETOR]** together with its successors in title ("**Covenantor**")
2. **THE ROTORUA DISTRICT COUNCIL** ("**the Council**")

### INTRODUCTION

- A. The Covenantor is registered as proprietor of the land more particularly described in the First Schedule ("**Servient Land**")
- B. The Council is registered as proprietor of the land more particularly described in the Second Schedule ("**Dominant Land**").
- C. The Rotorua Regional Airport is sited on the Dominant Land and **[NAME OF AIRPORT OPERATOR]** ("**AO**") operates the Rotorua Regional Airport with the agreement of the Council under the powers conferred on it pursuant to section 3(3) of the Airport Authorities Act 1966.
- D. The operation of the Rotorua Regional Airport results and is likely to result in environmental effects, such as noise, which has and is likely to have consequences beyond the boundaries of the Dominant Land, including upon the Servient Land.
- E. The Rotorua District Plan requires that where land is identified as being occupied and used by an Activity Sensitive to Aircraft Noise, and is predicted to fall within or partly within either the Ldn 60dBA or the Ldn 65dBA contour in the Annual Aircraft Noise Contour Plan relating to levels of noise from operations at Rotorua Regional Airport, AO shall make an offer to the owner of that land to install acoustic treatment and related ventilation measures in the building(s) on the Servient Land, for the purpose of mitigating the effects of such noise, more particularly described in the Fourth Schedule ("**Treatment Measures**").
- F. The Servient Land is identified as being occupied and used by an Activity Sensitive to Aircraft Noise, and is [predicted to fall] [falls] within or partly within the [Ldn 60dBA] [Ldn 65dBA] contour in the Annual Aircraft Noise Contour Plan relating to levels of noise from operations at Rotorua Regional Airport, and the Covenantor has accepted AO's offer to install Treatment Measures in the building(s) on the Servient Land.
- G. In consideration of AO's offer the Covenantor has agreed with AO to accept for itself and its successors in title to the Servient Land and any part or interest in the Servient Land, for the period until [insert date 30 years from date of Plan Change becoming operative], an obligation not to lessen the effectiveness of, or remove, the Treatment Measures, in accordance with the terms of this Deed.

**COVENANTS**

The Covenantor for itself and its successors in title to the Servient Land, or any part of it, hereby covenants, acknowledges and agrees with the Council as a covenant for the benefit of the Dominant Land, that the Covenantor will observe and perform all the stipulations and restrictions contained in the Third Schedule to the end and intent that each of the stipulations and restrictions shall, in the manner and to the extent prescribed, enure for the benefit of, and be appurtenant to, the whole of the Dominant Land until [insert date 30 years from date of Plan Change becoming operative].

**EXECUTION**

**SIGNED** by )  
**REGISTERED PROPRIETOR** )  
in the presence of: ) \_\_\_\_\_

\_\_\_\_\_  
(Signature of Witness)

\_\_\_\_\_  
(Name of Witness)

\_\_\_\_\_  
(Occupation of Witness)

\_\_\_\_\_  
(Address of Witness)

**THE COMMON SEAL** of )  
**ROTORUA DISTRICT COUNCIL** )  
was affixed in the )  
presence of: )

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**FIRST SCHEDULE**

(Servient Land)

**Legal Description****Certificate of Title****SECOND SCHEDULE**

(Dominant Land)

**Legal Description****Certificate of Title****THIRD SCHEDULE**

(Covenants)

1. The Covenantor acknowledges that:
  - (a) the Servient Land is being occupied and used by an Activity Sensitive to Aircraft Noise, and is [predicted to fall] [falls] within or partly within the [Ldn 60dBA] [Ldn 65dBA] contour in the Annual Aircraft Noise Contour Plan relating to levels of noise from operations at Rotorua Regional Airport; and that
  - (b) the Covenantor has accepted AO's offer to install Treatment Measures in the building(s) on the Servient Land; and that
  - (c) The terms of this Deed will remain binding on the Parties notwithstanding any future change to the Rotorua District Plan.
  
2. The Covenantor will do nothing to lessen the effectiveness of the Treatment Measures ("modifications") and will not remove the Treatment Measures ("removal work") in any building on the Servient Land unless:
  - (a) The Covenantor has obtained the written approval of AO; or
  - (b) The modifications or removal works are being undertaken for the purpose of reconstructing, altering or extending the building or part of the building or removing part of the building, and:
    - (i) the entire building; or
    - (ii) any room directly affected by the modifications or removal works, which is to remain a habitable room,  
  
will meet the requirements of the relevant Rotorua District Plan for acoustic treatment measures to mitigate aircraft noise; or
  - (c) The Covenantor is demolishing the entire building or removing it from the Servient Land.
  
3. The Covenantor will not seek any further acoustic treatment or related ventilation measures from AO in respect of the Servient Land beyond the Treatment Measures described in the Fourth Schedule, EXCEPT THAT if AO, after entering into this Deed:

- (a) amend either by designation or resource consent, the length of the existing runways, or add new runways; or
- (b) permit any change in the type of aircraft using Rotorua Regional Airport; and
- (c) the effect is to increase the noise exposure of the Servient Land beyond that contemplated within the Air Noise Area or the Inner Control Area,

the Covenantor shall be released from this Deed.

4. AO shall not unreasonably withhold its approval under clause 2(a); and in considering a request for approval it shall take into account the reason(s) why approval is sought and in particular whether:
  - (a) the owner intends to upgrade or improve the acoustic insulation in the building or relevant parts of the building;
  - (b) whether the proposed modifications or removal works will affect in any material way the mitigation of the effects of aircraft noise in any habitable room in the building;
  - (c) the owner wishes to change the use of a habitable room to a non-habitable room;
  - (d) the use of the building for an Activity Sensitive to Aircraft Noise has or is intended to cease, on more than a temporary basis.
5. AO shall deal promptly with any request for approval under clause 2(a) and shall as soon as is practicable:
  - (a) serve the Covenantor with written notice of AO's decision under clause 2(a);
  - (b) include as part of that written notice its reasons for any refusal to give its approval; and
  - (c) where approval is refused, forward a copy of that written notice to the Rotorua District Council.
6. For the purpose of this Covenant, the terms "operative", "district plan", and "designation" are as defined under the Resource Management Act 1991, or any equivalent subsequent legislation, and references to any sections or parts of the Resource Management Act 1991 are deemed to refer to any equivalent provisions of the subsequent legislation also.

**FOURTH SCHEDULE**  
(Treatment Measures)

**[REGISTERED PROPRIETOR]**  
Covenantor

**AIRPORT OPERATOR**  
AO

**DEED OF LAND COVENANT**

Correct for the purposes of the Land Transfer Act

.....  
Solicitor for Covenantor

**TO:** DISTRICT LAND REGISTRAR  
SOUTH AUCKLAND LAND REGISTRY

Please note the covenants contained in the within Deed of Land Covenant against the Certificate of Title referred to in the First Schedule to this Deed.

.....  
Solicitor for Covenantor

# APPENDIX F

## **NOTE: LAKES A ZONE**

*For parking and manoeuvring standards within the Lakes A Zone, refer to Appendix F that forms part of Rule 1.1 of the Lakes A Zone.*

## **f1 PARKING AND TURNING STANDARDS**

**Note:** Where parking is to be provided within a building the provisions of the *Building Act 1991* apply.

Appendix F does not apply to meteorological activities undertaken by the Meteorological Service of New Zealand (MetService) within the boundary of the Rotorua Airport.

### **f1.1 NUMBER OF PARKING SPACES**

#### **f1.1.1 NUMBER OF PARKING SPACES REQUIRED FOR SPECIFIC ACTIVITIES**

On-site parking spaces shall be provided in accordance with the following table.

<b>ACTIVITY</b>	<b>PARKING PERFORMANCE STANDARD</b>
Household units (includes dwelling houses, subsidiary household units, residential accommodation and all like activities)	1 for each unit <i>Note:- For parking standards within the Lakes A Zone, refer to Appendix F that forms part of Rule 1.1 of the Lakes A Zone</i>
Home based business enterprise (includes Home professional occupations and all like activities)	1 for each enterprise or occupation plus 1 for each staff member living away from the premises and employed on the site at any one time
Supermarkets, comprehensive retail developments and retail shops (includes dairies, tourist shops, premises for the sale of liquor for consumption off the premises, retail activities, ancillary retail activities, pharmacies, travel agencies and all like activities)	1 for every 18m <sup>2</sup> gross floor area
Offices (includes administrative and professional offices, information centres, medical centres, veterinary hospitals and all like activities)	1 for every 100m <sup>2</sup> floor area
Tourist Accommodation including: Motels, and	1 for each unit of accommodation

ACTIVITY	PARKING PERFORMANCE STANDARD
Hostels, Tourist House Licensed Premises and Hotels,	1 for each unit of accommodation up to 30 units plus bus parking at the rate of 1 bus park per 20 units over and above the initial 30 units, plus 1 carpark for every two staff employed on the site at any one time
Homestays (and all like activities)	2 plus 1 for every 2 persons the building is designed to accommodate
Industrial activities (includes storage facilities and all like activities)	4 spaces plus 1 for every 200m <sup>2</sup> gross floor area in excess of 400m <sup>2</sup> and up to 1000m <sup>2</sup> ; plus 1 for every 500m <sup>2</sup> gross floor area in excess of 1000m <sup>2</sup> , plus 1 for every three staff employed on the site at any one time
Restaurants	1 for every 4 persons the restaurant is designed to accommodate, plus a minimum of five queuing spaces for any drive-in takeaway facilities
Premises for the consumption of liquor (includes taverns, bars, nightclubs, chartered clubs and all like activities)	30 for every 100 persons bar space capacity plus 1 for every 2 staff employed on the site at any one time plus 1 for each unit of accommodation
Indoor and outdoor commercial recreation facilities and places of assembly (includes churches, community facilities, convention centres, marae and all like activities)	1 for every 10 persons the building or activity is designed to cater for
Hospitals	1 for every 5 beds plus 1 for every 2 staff employed on the site at any one time
Childcare centres(includes Kohanga Reo, playcentres, kindergartens and all like activities)	1 plus 1 for every staff member employed on the site at any one time
Banks and Post Offices	1 for every 40m <sup>2</sup> of floor area
Schools (includes primary and intermediate and secondary schools)	2 for every 3 staff members 2 for every 3 staff members plus 1 for every 20 students over the age of 16 years
Motor vehicle repair garage (includes service stations and all like activities)	4 for each service bay plus 1 for every 2 staff employed on the site at any one time, plus 3 queuing spaces for each car wash
Casinos	1 for every 5 persons the casino gambling facility is designed to cater for plus 1 for every 2 staff employed on the site at any one time
Activities within the Commercial B1 Zone	The following ratios apply to the total gross floor area of all buildings located within the Commercial B1 Zone, excluding any sites which are directly accessible from Amohau Street.  1) 1 parking space for every 18 square metres of gross floor area for up to 20,000 m <sup>2</sup> gross floor area.

ACTIVITY	PARKING PERFORMANCE STANDARD
	2) 1 parking space for every 21 square metres of gross floor area for 20,001 - 30,000 m <sup>2</sup> gross floor area. 3) 1 parking space for every 24 square metres of gross floor area for over 30,000 m <sup>2</sup> gross floor area
Other activities	To be determined on the basis of the particular proposal with a view to avoiding, remedying or mitigating any adverse effects on the environment
Residential Activities in the Wharenui Road Area	Two car parks for each dwelling unit
Medium Density Housing in the Commercial D1 Zone	An average of 1.5 car parks per dwelling unit

### f1.1.2 NUMBER OF CAR PARKING SPACES REQUIRED FOR DISABLED PERSONS

On-site parking spaces shall be provided for persons with disabilities in accordance with the following:

NUMBER OF ON-SITE CAR PARKING SPACES REQUIRED PER ACTIVITY	MINIMUM NUMBER OF DISABLED PERSON CAR PARKING SPACES REQUIRED PER SITE
1-10	1
11-99	2
For every additional 50	Plus an additional 1 space

### f1.1.3 GENERAL CONDITIONS FOR PARKING SPACES

#### Fractional spaces

Where the assessment of the number of parking spaces required in respect of any activity results in a fractional space being involved, any fraction under one half shall be disregarded and fractions of one half or more shall be counted as one parking space.

## f1.2 TURNING AREA

### f1.2.1 REQUIREMENT TO PROVIDE TURNING AREA

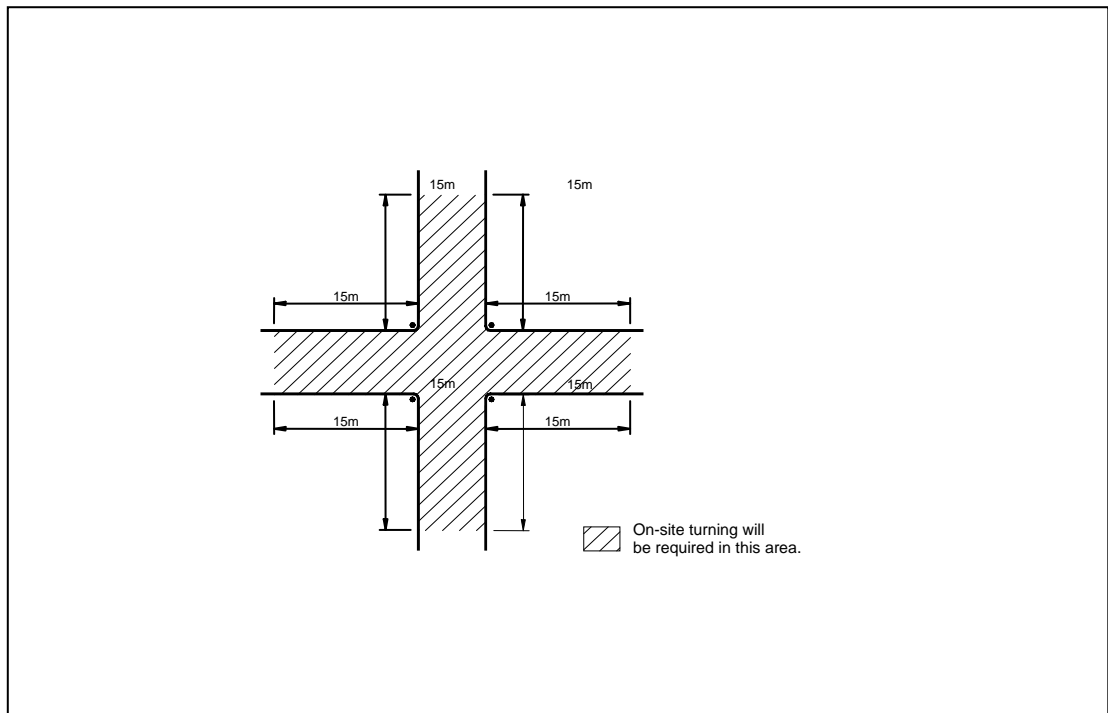
On-site turning shall be provided so vehicles can enter and exit the site in forward motion, in accordance with the turning areas in Figure f1.3.3 (a) and (b).

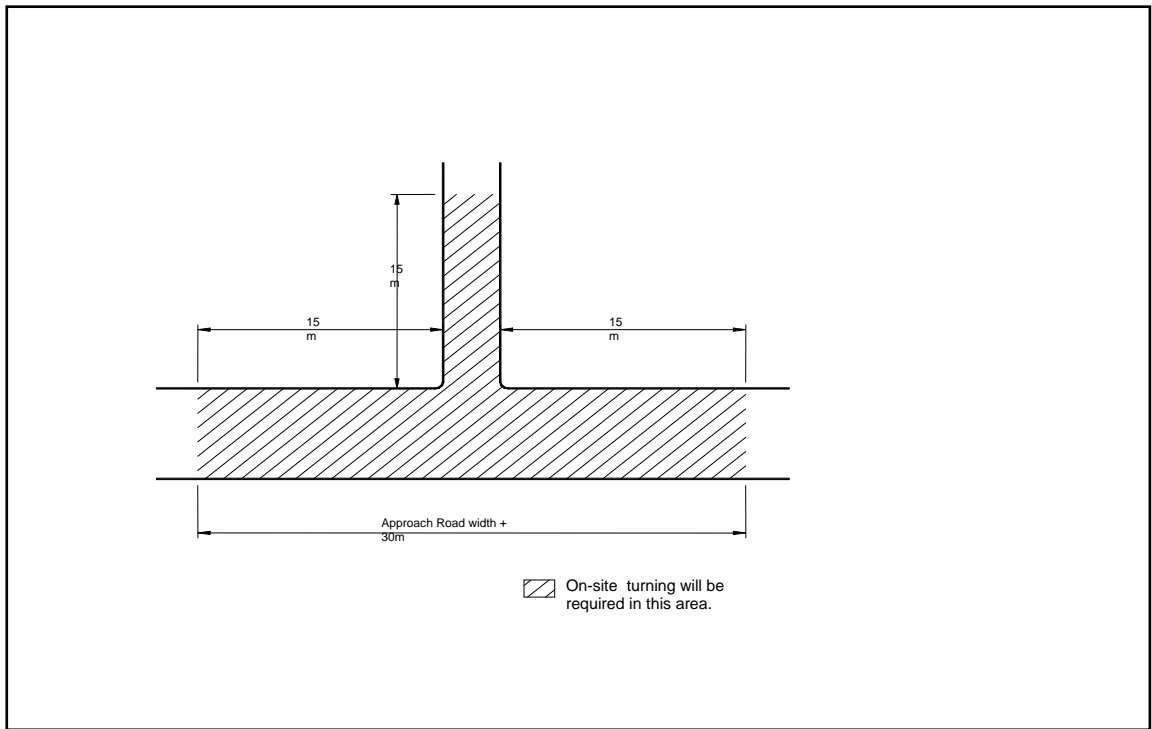
Provided that this turning area will not be required where:

- (a) The vehicle entrance is further than 15 metres from any street intersection boundary (including the opposite side of a “T” junction see Figure f1.2.1(a)); and
- (b) The vehicle entrance is further than 15 metres of any traffic calming or traffic control structures (see Figure f1.2.1(b)); and
- (c) The road is not a State Highway; or
- (d) The road is not identified in f1.2.2.

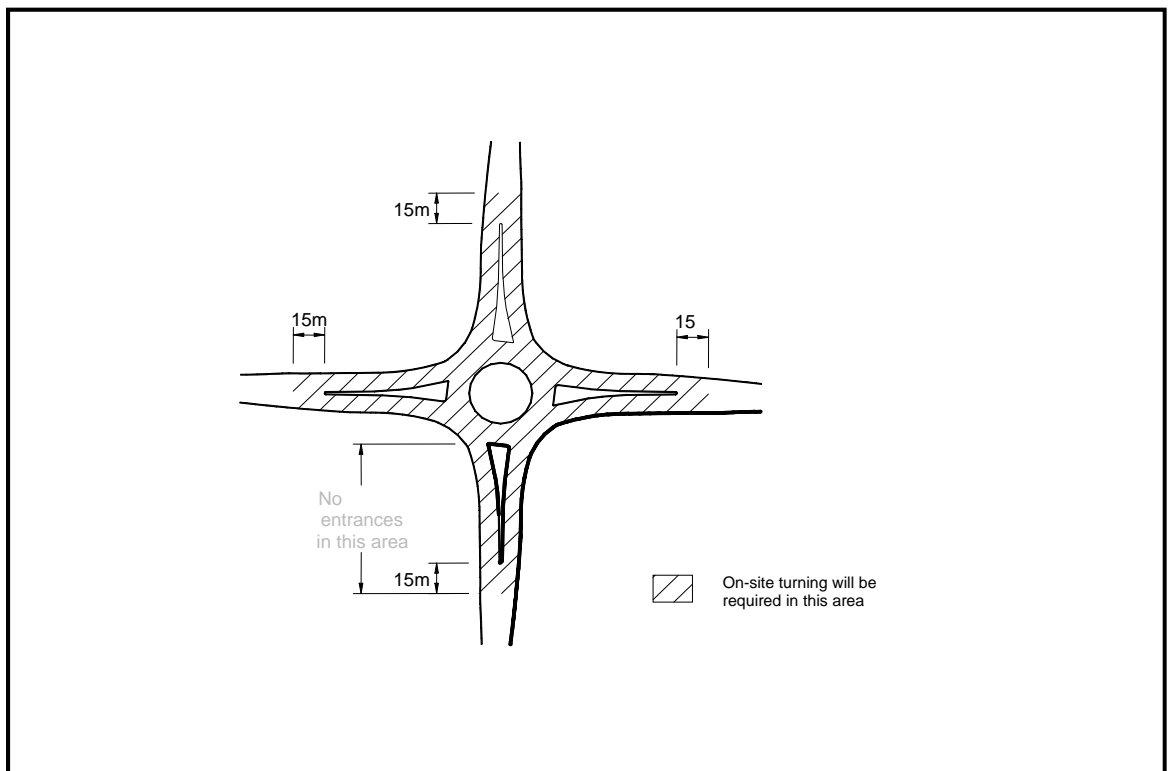
For the purpose of this rule a traffic calming structure includes any speed hump or chicane, and a traffic control structure includes a central median or island, traffic lights, stop sign, or give way sign.

**f1.2.1(a)** The vehicle entrance is further than 15 metres from any street intersection boundary (including the opposite side of a “T” junction).





**f1.2.1(b)** The vehicle entrance is further than 15 metres of any traffic calming or traffic control structures.



**f1.2.2 ROADS REQUIRING ADJACENT SITES TO PROVIDE ON-SITE TURNING****1. All State Highways****2. Other roads:**

Amohau Street  
Amohia Street - Ranolf Street to Fenton Street  
Basley Road – Te Ngae Road to Morey Street  
Broadlands Road  
Clayton Road  
Devon Street  
Eruera Street – Ranolf Street to Fenton Street  
Fenton Street  
Ford Road  
Gordon Road  
Hamurana Road  
Hood Street  
Iles Road  
Kawaha Point Road  
Koutu Road  
Lake Road – Fairy Springs to Rangiuuru Street  
Malfroy Road  
Marguerita Street  
McIntyre Avenue  
Mokoia Drive  
Morey Street  
Old Quarry Road  
Owhata Road  
Otonga Road  
Paradise Valley Road  
Pererika Street adjacent to Belleview Shopping Centre  
Porikapa Road  
Pukuatua Street - Old Taupo to Fenton Street  
Ranolf Street - Lake Road to Devon Road  
Robinson Avenue  
Sala Street  
Selwyn Road  
Springfield Road  
Sunset Road  
Tarawera Road  
Tau Street  
Tennyson Drive  
Waiteti Road  
Ward Avenue  
Wharenui Road  
Wikaraka Street

## f1.3 DESIGN AND CONSTRUCTION OF PARKING AND TURNING AREAS

### f1.3.1 PARKING DIMENSIONS FOR LIGHT VEHICLES

All parking areas shall be designed in accordance with the dimensions in the following tables. These dimensions are in metres.

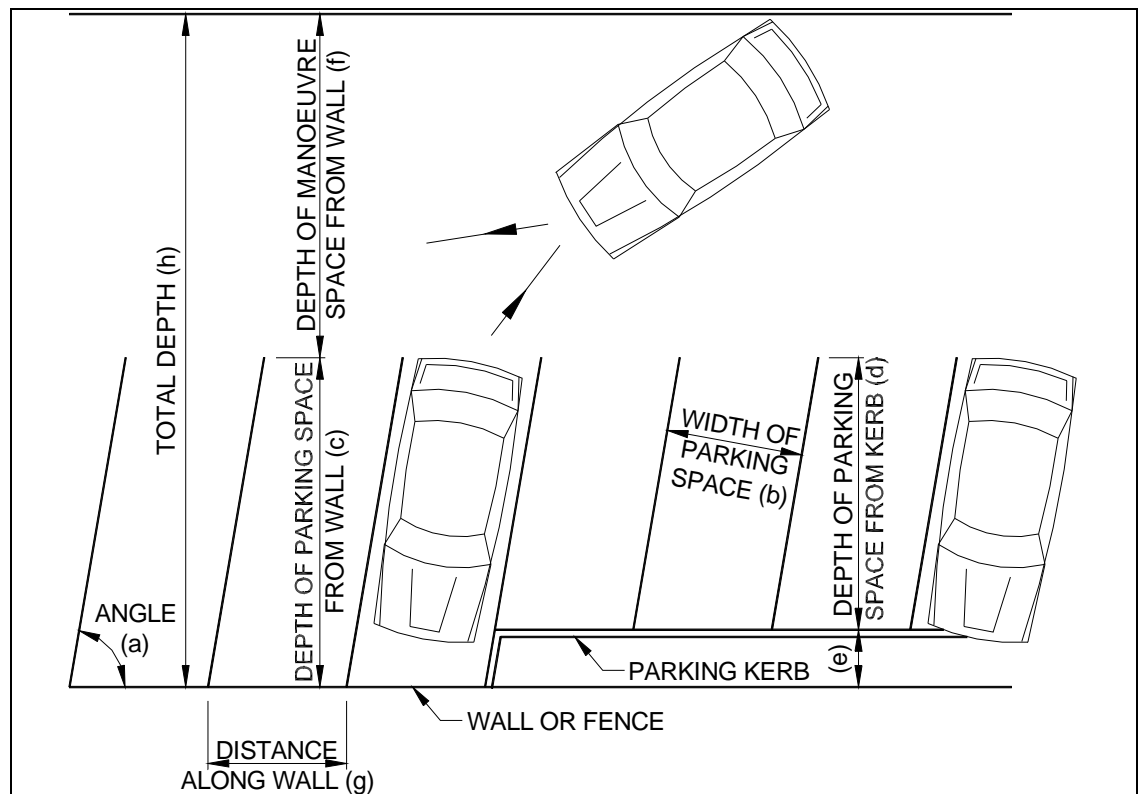
Parking angle to kerb (a)	Type	Width of parking space (b)	Depth of parking space from the wall (c)	Depth of parking space from the kerb (d)	Kerb to wall distance (e)	Depth of manoeuvre (reversing) space (f)	Distance along wall (g)	Total Depth (h)
90°	Nose in with a Left turn	2.5	4.9	3.9	1.0	7.7	2.5	12.6
		2.6	4.9	3.9	1.0	7.0	2.6	11.9
		2.8	4.9	3.9	1.0	6.6	2.8	11.5
90°	Nose in with a Right turn in a blind bay	2.5	4.9	3.9	1.0	8.4	2.5	13.3
		2.6	4.9	3.9	1.0	7.9	2.6	12.8
		2.8	4.9	3.9	1.0	7.5	2.8	12.4
90°	Back in	2.6	4.9	3.5	1.4	4.7	2.6	9.6
		2.8	4.9	3.5	1.4	4.4	2.8	9.3
75°	Nose in	2.5	5.2	4.2	1.0	6.3	2.6	11.5
		2.6	5.2	4.2	1.0	5.2	2.7	10.4
		2.8	5.2	4.2	1.0	4.1	2.9	9.3
75°	Back in	2.5	5.2	3.9	1.3	4.4	2.6	9.6
		2.6	5.2	3.9	1.3	4.0	2.7	9.2
		2.8	5.2	3.9	1.3	3.8	2.9	9.0
60°	Nose in	2.5	5.2	4.2	1.0	4.1	2.9	9.3
		2.6	5.2	4.2	1.0	3.5	3.0	8.7
		2.8	5.2	4.2	1.0	3.2	3.2	8.4
60°	Back in	2.5	5.2	4.0	1.2	3.7	2.9	8.9
		2.6	5.2	4.0	1.2	3.5	3.0	8.7
		2.8	5.2	4.0	1.2	3.2	3.2	8.4
45°	Nose in	2.5	4.9	4.1	0.8	2.6	3.5	7.5
		2.6	4.9	4.1	0.8	2.4	3.7	7.3
		2.8	4.9	4.1	0.8	2.3	3.9	7.2
45°	Back in	2.5	4.9	3.9	1.0	3.2	3.5	8.1
		2.6	4.9	3.9	1.0	3.2	3.7	8.1
		2.8	4.9	3.9	1.0	3.2	3.9	8.1
30°	Nose in	2.5	4.0	3.4	0.6	2.4	5.0	6.4
		2.6	4.0	3.4	0.6	2.4	5.2	6.4
		2.8	4.0	3.4	0.6	2.3	5.6	6.3
30°	Back in	2.5	4.0	3.2	0.8	3.2	5.0	7.2
		2.6	4.0	3.2	0.8	3.2	5.2	7.2
		2.8	4.0	3.2	0.8	3.2	5.6	7.2
0°	Parallel Parking	-	2.5	2.1	0.4	3.7 for one way aisle	6.1	-

## PARKING AREA DIMENSIONS

AREA OF PARKING SPACE BY TYPE OF PARKING		
TYPE OF PARKING	STALL WIDTH	SQUARE M/CAR
90° nose in with a left turn	2.6m	21.8
90° nose in with a right turn	2.6m	23.0
90° back in	2.6m	18.9
75° nose in	2.6m	19.6
75° back in	2.6m	21.0
60° nose in and back in	2.6m	21.6
45° nose in and back in	2.6m	22.8
30° nose in and back in	2.6m	30.4
Parallel	2.5m	26.5

The variation in area per car is relatively small and, because in each area there will be space which cannot be used with the different types of parking, it is necessary to study each proposed parking area separately to determine which form of parking is the most practical and efficient.

*Figure f1.3.1 Parking Dimensions*



### **f1.3.2 DESIGN OF CAR PARKING SPACES REQUIRED FOR DISABLED PERSONS**

On-site parking spaces provided for persons with disabilities shall be designed in accordance with the following

Parking Angle to Kerb:	90 degree
Type:	Nose in park for disabled persons
Width of Parking Space:	3.6 metres
Depth of Park:	5.0 metres
Depth of Turning Space:	8.0 metres

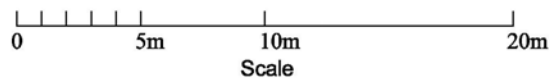
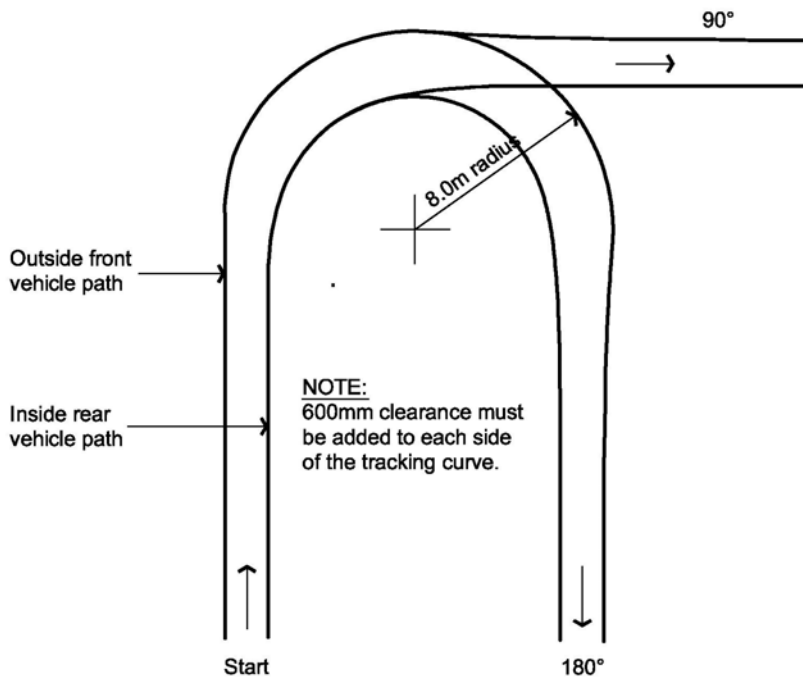
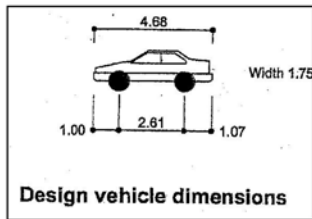
### **f1.3.3 TURNING AREA DIMENSIONS**

All turning areas shall be designed to accommodate the tracking curve and design for the vehicles that will visit the site as part of the activity to be carried out on the site.

f1.3.3.(a)

# N.Z. ON-ROAD TRACKING CURVES

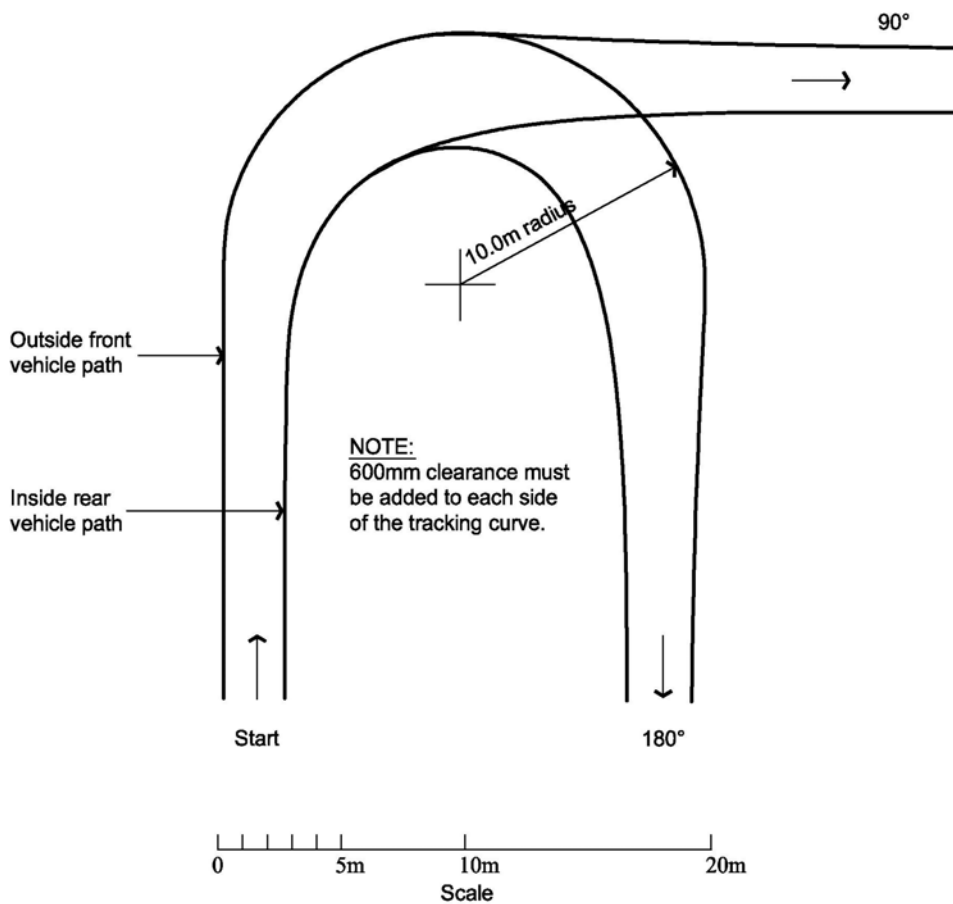
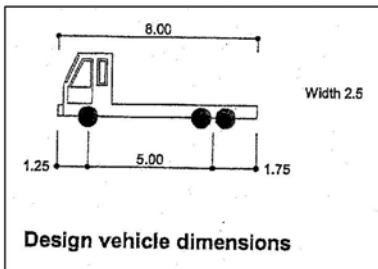
VEHICLE: 90 PERCENTILE CAR  
LTSA October 1995



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f1.3.3.(a)

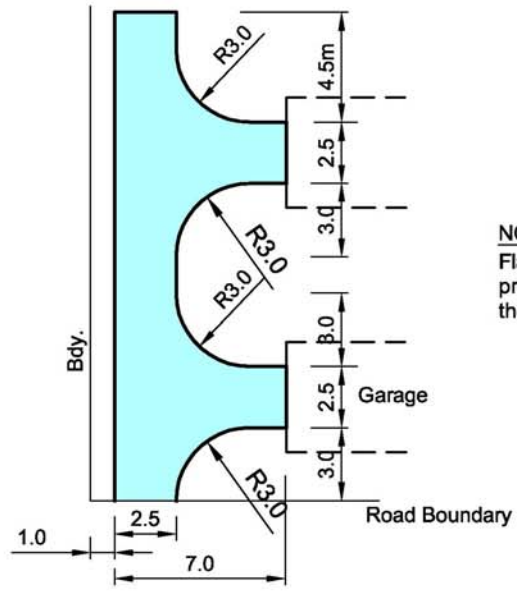
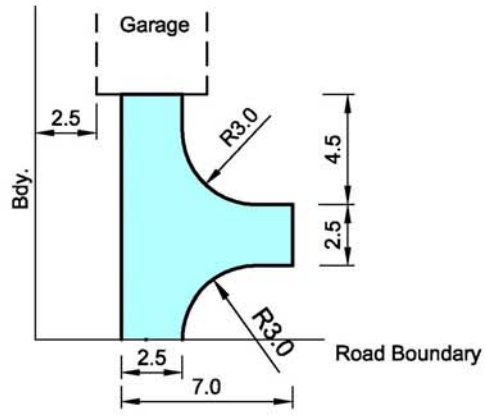
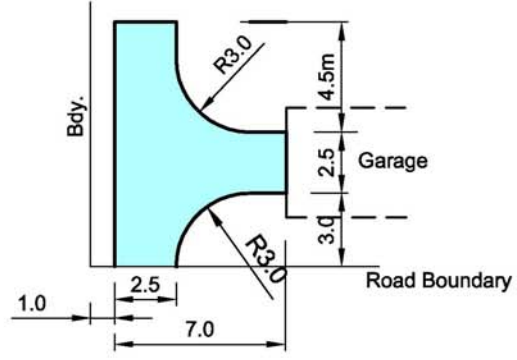
# TRACKING CURVE FOR COMMERCIAL VEHICLES: 8m RIGID TRUCK LTSA October 1995



f1.3.3.(b)

# TYPICAL MINIMUM OFF STREET TURNING DIMENSIONS

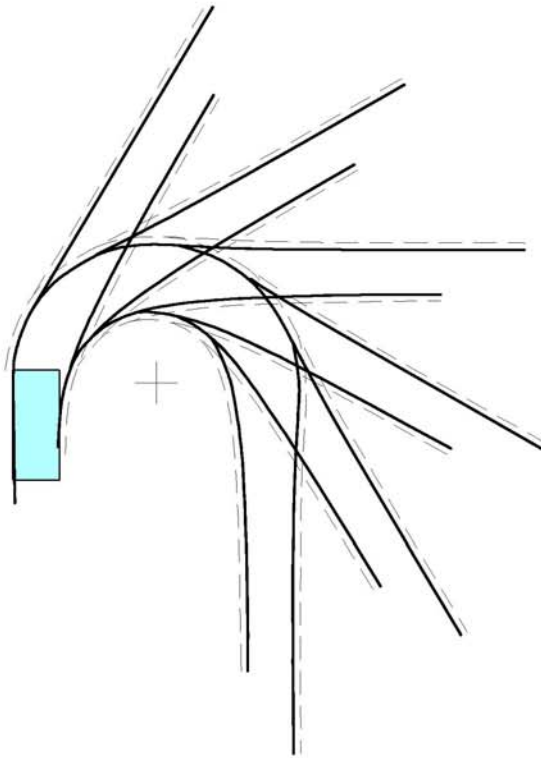
(85 PERCENTILE CLASS CAR AND LIGHT VAN)



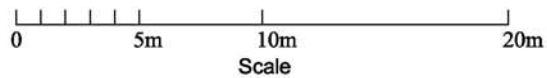
**NOTE:**  
 Flats, units etc. may need provision to share the turning area.

f1.3.3(b)

## MINIMUM TRACKING CURVE FOR OFF STREET RESIDENTIAL CAR PARKING AND TURNING TO MEET PERMITTED STANDARDS



- denotes the 5.8m base dimension swept path  
 \_\_\_\_\_ denotes the 5.8m dimension swept path which includes  
 2 x 300 manoeuvring clearance only



10197-01

#### **f1.3.4 CONSTRUCTION DETAILS FOR ON-SITE PARKING AREAS, DRIVEWAYS AND TURNING AREAS**

All on-site parking areas, driveways and turning areas shall be designed, formed, drained and constructed as part of the activity and shall be surfaced with permanent wearing materials, provided that:

- (a) For any site located in a Residential or Rural Zone where the activity is a single household, or single household and a subsidiary household unit, all on-site parking areas, driveways and turning areas (where these are required by f1.2.1) shall be designed, formed, drained and constructed as part of the activity and shall be surfaced with all weather materials subject to the following performance standard:
  - (i) The gradient of the driveway and parking and turning area will not result in discharge of stormwater or the deposition of silt or detritus to adjacent properties (including roads);

##### ***Explanation***

*This is required in order to reduce the likelihood of any adverse effects on adjoining properties such as gravel, run-off and erosion from unformed driveways and parking areas. This will also ensure that on-site parking areas can be used effectively and thus limit off-site traffic effects and nuisance arising from moving vehicles.*

*There is no requirement in a residential or rural area to seal the length of a driveway when it serves a single household or a single household and subsidiary household unit.*

- (b) For any permitted activity on a site located in the Lakes A Zone, all on-site parking areas, driveways and turning areas (where these are required by f1.2.1) shall be designed, formed, drained, constructed, and surfaced as part of the activity. Driveways that are permitted under the Section 10 Definitions of 'Hard Surface' shall be surfaced with all weather materials, subject to the following performance standards:
  - (i) The gradient of the driveway and parking areas will not result in discharge of stormwater or the deposition of silt or detritus to adjacent properties (including roads);
  - (ii) Parking and turning areas (where these are required by f1.2.1) shall be surfaced so they comply with Lakes Zone A Rule 35.0 - *Collection and Disposal of Stormwater*.