

APPENDIX 3 – MARKED UP VERSION AS RESULT OF SUBMISSIONS

(Changes to the text proposed as a result of submissions is shown shaded grey and either underlined – if new text or strikethrough if proposed to be deleted.)

Note Chapters 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, and Appendices A, B, C, D,E and F – apply to the Airport Enterprise Zone without amendment, except where specifically modified by the following:

6 INDUSTRIAL ENVIRONMENT

CONTENTS

6.6 RULES- AIRPORT ENTERPRISE ZONE

6.7 Performance standards

6 INDUSTRIAL ENVIRONMENT

The urban area of Wanganui straddles the lower reaches of the Whanganui River. The extent of urban development generally follows the sweep of the river plain and surrounding terraces. It is greater on the western side of the river, extending beyond the river estuary along the coast to the clifftops beyond Castlecliff.

The urban area takes up less than 1% of the total area of the District but is home to about 90% of the District's population.

Urban development is an important component of the District's economy. It provides homes, jobs, shopping facilities, professional and community services and recreation opportunities for people.

The present pattern of urban development and anticipated development trends use up land and, if unmanaged, and over time, may also lead to increased servicing costs and damage to the quality of the urban environment.

Urban development will be managed to sustain resource use to meet present and foreseeable future needs of the District community and protect and enhance environmental quality.

The Wanganui Regional Airport is significant regional transport infrastructure that supports a range industries adjoining the airport and around the District, and the lifestyle of the people of Wanganui.

6.1 ISSUES

6.1.4 Wanganui Airport sustainability

Wanganui Airport is regionally significant infrastructure. It generates benefits to the wider community including, employment, mobility, tourism, lifestyle choices, and enables businesses to operate locally and around New Zealand. Airports, by their nature, have a number of requirements including safe operation of flight paths, economic viability, and undertake activities that generate noise. This can be compromised by incompatible noise sensitive activities or inflexible land use provisions.

6.1.5 Wanganui Airport Air Noise

Airport flight operations create significant levels of noise over a wide geographical area beyond the Airport itself. Some activities are more sensitive to this noise than others, including residential dwellings and schools. Over time, there is an increased probability of conflict between the needs of both uses. It is

improbable that the Wanganui Airport can be moved, and reducing operating hours for air operations may result in a reduction of the viability of the continued operation of the Airport.

6.2 OBJECTIVES

6.2.3 **Airport protection and land use**

Protect the safe and efficient operation of Wanganui Airport from incompatible uses, and provide for land use development compatible with the amenity from airport operations.

6.2.4 **Air Noise**

The adverse effects of operational noise from the Wanganui Airport are minimised.

6.3 POLICIES

6.3.6 **Establishment of compatible activities**

Provide for the establishment or expansion of activities in the Airport Enterprise Zone, that:

- a. are not sensitive to air noise,
- b. do not compromise the safe and efficient operation of airport activities, and,
- c. are compatible with noise, flight paths and aeronautical equipment required to operate the airport.

6.3.7 **Avoid unsafe activities and structures**

Avoid new or expanded activities and/or structures that compromise the safe and efficient operation of the Wanganui Airport.

6.3.8 **Activities sensitive to aircraft noise**

Avoid new or expanded Activities Sensitive to Aircraft Noise (ASAN) within the Outer Control Boundary (OCB) and Air Noise Boundary (ANB) overlays except as provided for in Policy 6.3.9 below.~~that:~~

- a. ~~Aircraft Hanger Dwellings may establish on sites that are within the Airport Enterprise Zone, excluding land located within the ANB, provided that the effects of air noise are mitigated.~~

6.3.9 **Airport Hangar Dwellings**

In granting any land use or subdivision consent to permit residential activity within an airport hangar dwelling Council shall require that:

- a. Airport hangar dwelling areas be clearly defined and contained to avoid unauthorised persons gaining access to the airfield.
- b. Airport hangar dwelling areas shall be insulated and constructed to mitigate airport noise and vibration.
- c. Residential activities shall only be secondary to the use of the hangar to store and maintain aircraft.
- d. Residential occupants shall be limited to owner/s of any aircraft stored in the attached hangar and their immediate family. The dwelling shall not be rented to other parties nor used for any other residential purpose.
- e. Confirmation be provided annually by the owner of any airport hangar dwelling, that:

- i. the defined dwelling area remains ancillary to the primary hangar activity and storage of the aircraft.
 - ii. the activity continues to comply with matters a, c and d above.
- Confirmation shall be provided to Council’s Manager of Strategy and Development.

6.3.910 Airport operating requirements

Require airport flight operations generated by Wanganui Airport to be conducted to achieve air noise of no more than 65DdB Ldn at the Air Noise Boundary (ANB) and 55dB Ldn at the Outer Control Boundary (OCB).

The airport shall be operated so that the day/night noise level (Ldn) produced by airport operations shall not exceed:

- c. 65dBA at or outside the Air Noise Boundary; and
- d. 55dBA at or outside the Outer Control Boundary.

6.6 RULES – AIRPORT ENTERPRISE ZONE

6.6.1 Permitted activities

The following activities are permitted activities in the Airport Enterprise Zone:

- a. Navigation instruments, runways, runoff areas, runway lighting, refueling facilities and activities ancillary to aeronautical infrastructure, including their construction, operation, repair and maintenance
- b. Earthworks
- c. Airport operations activities
- d. Manufacturing activities
- e. Commercial activities ancillary to any permitted activity.

6.6.2 Restricted discretionary activities

The following activities are restricted discretionary activities in the Airport Enterprise Zone:

- a. Activities not meeting one or more of the performance standards unless otherwise stated.

Council restricts its discretion to the following matters:

- i. The ability of the proposal to meet the Assessment Criteria in 14.
- b. Subdivision provided that:

The proposed subdivision complies with the relevant standards in 11.4

Council restricts its discretion to the following matters:

- i. the ability of the proposal to meet the Assessment Criteria in 14.
- ii. the provision of access to the runways for airport users.
- iii. the avoidance of allotment layouts that will adversely affect the ability of the airport to operate efficiently and safely.

Note: Subdivision applications subject to this rule shall be considered without service, public notification or written approvals from affected persons.¹

6.6.3 Discretionary Activities

The following activities are discretionary activities in the Airport Enterprise Zone:

- a. Aircraft Hanger Dwellings ancillary to the use of a building for storage of aircraft, excluding sites within the ANB.

6.6.4 Non-complying Activities

The following activities are non-complying activities in the Airport Enterprise Zone:

- a. Any other activity (excluding noise sensitive activities within the ANB) unless specifically provided for.
- b. Retail activities not provided for as permitted or restricted discretionary activities.

6.6.5 Prohibited Activities

The following are prohibited activities in the Airport Enterprise Zone for which no consent may be sought:

- a. Activities provided for by 6.6.3(a) that do not comply with the performance standard for internal noise in 6.7.2.

6.7 PERFORMANCE STANDARDS

6.7.1 Noise excluding air noise

- a. Sound emissions from any land use activity in the Airport Enterprise Zone, excluding Airport operational noise, shall not exceed the following limits when measured within the boundary of any land zoned Central Commercial, Outer Commercial or Neighbourhood Commercial:

7am to 10pm 65 dBA L10

10pm to 7am 55 dBA L10

75dBA Lmax: or L95 background sound level plus 30dBA, whichever is the lower.

- b. Sound emissions from any land use activity, excluding Airport operational noise, in the Airport Enterprise Zone shall when measured on any land zoned for residential purposes shall not exceed the following:

i. 7am to 6pm 55 dBA L10

ii. 6pm to 7am 45 dBA L10

85dBA Lmax or L95 background sound level plus 30dBA, whichever is the lower.

¹ Air NZ Submission

6.7.2 Residential Units Internal Noise

- a. New Aircraft Hanger Dwellings shall:
 - i. be fitted with acoustic insulation to ensure that noise does not exceed L_{dn} 40 dBA in any habitable room with all doors and windows shut.
 - ii. require an Acoustic Design report from a suitably qualified Acoustic Engineer confirming that any new building is designed to meet the (i) above.

6.7.3 Aircraft Engine Testing

- a. No person shall operate an aircraft engine for the purpose of engine testing unless carried out in compliance with the following noise levels within the notional boundary to any dwelling in the rural zone or within the boundary of any residentially zoned site:

<u>Monday to Sunday 7.00am to 10.00pm</u>	<u>55dBA Leq(2hours)</u>
<u>All other times</u>	<u>45dBA Leq(2hours)</u>
<u>All days 10.00pm to 7.00am</u>	<u>75dBA Lmax</u>

Noise levels from Aircraft Engine Testing shall comply with the following:

- ~~i. Between the hours of 7am and 10pm, noise generated by aircraft engine testing and measured at the notional boundary of any site zoned for residential or the notional boundary of any dwelling in the rural zone use shall not exceed 55 dB $L_{Aeq}(15\text{ hours})$; and;~~
- ~~ii. All aircraft engine testing shall be scheduled to take place between 7am and 10pm and only essential unplanned engine testing shall take place outside those hours.~~
- ~~iii. Noise from essential engine testing shall not exceed the following noise levels at the notional boundary of any site zoned rural or residential (excluding the land identified as designation D45) where no limit will apply:~~

<u>Time Period</u>	<u>Noise Level</u>
<u>All days 10.00 pm to 7.00 am</u>	<u>45 dB $L_{Aeq}(9\text{ hours})$</u>
<u>All days 10.00 pm to 7.00 am</u>	<u>80 dB L_{AFmax}</u>

- ~~ivb. On each occasion of testing the date, time, duration and reason for the tests shall be retained in a log which must be supplied to Council if requested~~
- ~~vc. Aircraft engine testing shall be measured in accordance with New Zealand Standard NZS 6801:2008 “Acoustics – Measurement of environmental sound”.~~

6.7.4 Light

- a. Any particular artificial lighting system shall not result in increased luminance in excess of 8 lux in the measured ambient level in the vertical plane at the windows of any residential building in the Residential zones.
- b. No light source shall:
 - i. create a safety hazard to air traffic using the Wanganui Airport, or
 - ii. cause glare which may adversely affect the vision of motorists on a road

6.7.5 Vibration

No activity shall cause a vibration considered offensive or objectionable. In assessing whether vibration is offensive or objectionable, the limits set in NZS 2631: 1985-1989, Parts 1 - 3 shall be used.

6.7.6 Hazardous Substances

Any new or expanded *hazardous facility** is subject to the provisions of Appendix F - Hazardous Facility Screening Procedure.

6.7.7 Structures

No structure shall exceed a height of 12 metres above ground level.

Note: Where any object penetrates the notification surface Civil Aviation Rule Pt 77 requires that the proposal be notified to the Director of Civil Aviation who may require it to be marked or lit. This is a statutory requirement of the Civil Aviation Act 1990 that operates in addition to the District Plan.

6.7.8 Parking, loading and access

- a. All activities shall comply with the parking standards in District Wide Rule 10.3
- b. The vehicle crossing located on SECT 1 SO 373103 approximately 240 metres North East of the Service Lane adjoining Airport Road shall be upgraded to meet Rule 10.3 prior to the establishment of any activity that proposes to use the crossing for access.

6.7.9 Advertising

Advertising is subject to District Wide Rule 10.10 and, in relation to illuminated *signs**, to the standard in Rule 6.5.2 - Light.

10 DISTRICT WIDE RULES CONTENTS

10.14 AIR NOISE

10.3 TRANSPORTATION

10.4 PERFORMANCE STANDARDS

10.4.1 Parking

- a. Every activity shall provide a minimum number of on-site parking spaces as specified in the following table:

Table 1 - Parking Standards

Activity	Car Parking Spaces Required
Residential activities	
Dwelling units, including Aircraft Hangar Dwellings	1 space per dwelling unit.

Refer also to rules 10.4.5, 10.4.6, 10.4.12 and 10.10 Advertising

10.11 PERFORMANCE STANDARDS

- 10.11.1 The number and design of signs which may be displayed on any site or building is set out in the rules for the particular zone in which the land is located.
- 10.11.2. Signs shall be located on the same site as the activity to which they relate. Signs for election purposes are exempt from this standard.
- 10.11.3 No sign shall obstruct or detract from any official sign, sign, beacon or structure for aviation purposes or shall obstruct driver visibility along the road and at intersections and driveways.
- 10.11.4. In all zones except the Outer Commercial, Central Commercial, Neighbourhood Commercial, Airport Enterprise and Manufacturing zones, there shall be a maximum of one free-standing sign per property. Official signs, property identification signs, warning signs and signs for election purposes are exempt from this standard.
- 10.11.5 The written approval of the Council, as landowner, is a prerequisite for any signs on road reserves, street furniture or in public places.
- 10.11.6 Signs attached to a building may extend up to a maximum of 6 metres above the highest point of the roof of the building, provided that no sign shall extend more than 10 metres above ground level.

Note: Where any object penetrates the notification surface Civil Aviation Rule Pt 77 requires that the proposal be notified to the Director of Civil Aviation who may require it to be marked or lit. This is a statutory requirement of the Civil Aviation Act 1990 that operates in addition to the District Plan.

10.14 AIR NOISE

Airports, and their associated flight operations, generate noise. This noise is distributed over a wide geographical area, and can vary from barely perceptible to significant nuisance depending on the sensitivity to air noise of the activity where the noise occurs. These provisions manage the relationship between air noise and land use activities that may be sensitive to that air noise. The following provisions should be read in conjunction with the Airport Enterprise Zone.

10.14.1 Permitted Activities

The following are permitted activities within the Air Noise Boundary (ANB) and Outer Control Boundary (OCB), unless otherwise stated:

- a. All activities, other than Activities Sensitive to Aircraft Noise

10.14.2 Non Complying Activities

The following activities are non-complying activities:

- a. Activities Sensitive to Aircraft Noise in the OCB, not provided for as permitted, discretionary (refer to Rule 6.2.3(a)), or prohibited activities

10.14.3 Prohibited Activities

The following activities are prohibited activities for which no consent may be sought:

- a. Activities Sensitive to Aircraft Noise within the ANB.
- b. Activities Sensitive to Air Noise in the OCB that do not comply with the performance standard for internal noise in 6.7.2.

10.15 PERFORMANCE STANDARDS

10.15.1 Air Noise Overlays

- a. Air Noise resulting from the operation of the Wanganui Airport shall not exceed a Day/Night (Ldn) level of:
 - i. 65dBA outside the Air Noise Boundary and
 - ii. 55dBA outside the Outer Control Boundary

11 SUBDIVISION AND INFRASTRUCTURE

11.4 RULES FOR SUBDIVISION (Part 1)

Note: The following provisions only apply to subdivision and land use activity in the Residential, Rural B, Airport Enterprise Zone, Neighbourhood Commercial and Reserves and

11.5 PERFORMANCE STANDARDS - SUBDIVISION

11.5.4 Allotment size.

New allotments, including balance allotments, shall meet the requirements of the following table:

Table 1 Minimum Net Allotment Area

Zone	Allotment Size Requirements - Net Site Area – Metres ² (m ²)
Sites Specifically for Network Utilities	No Minimum

Rural A	10,000m ² (1 Hectare)
<u>Airport Enterprise Zone</u>	<u>No Minimum</u>
All other zones	Allotments shall be of sufficient size and shape to contain an activity or development in a manner that complies with the rules and standards for the zone concerned.

11.8 RULES FOR EARTHWORKS

Note: The following provisions only apply to subdivision and land use activity in the Residential, Rural B, Neighbourhood Commercial, Airport Enterprise, and Reserves and Open Spaces zones.

11.8.1 Permitted Activities.

The following are permitted activities:

- a. Earthworks in the Residential and Rural B, Airport Enterprise and Neighbourhood Commercial zones, subject to meeting the Performance Standards.

Refer also to 11.9.1

11.9 PERFORMANCE STANDARDS FOR EARTHWORKS

11.9.2 General earthworks standards.

The following standards apply to earthworks in all zones except that provision 1(a) to 1(e) shall not apply to the Rural and Airport Enterprise zones:

14 ASSESSMENT CRITERIA

SUBDIVISION – PART II

Note: The following criteria relate only to subdivision in the Residential, Rural B, Neighbourhood Commercial, Airport Enterprise or Reserves and Open Spaces zones.

14.8 VEHICLE ACCESS, PARKING AND SIGNAGE

Note: The following criteria relate only to activities in the Residential, Rural B, Neighbourhood Commercial, Airport Enterprise or Reserves and Open Spaces zones.

14.9 TRANSPORT INFRASTRUCTURE

Note: The following criteria relate only to activities in the Residential, Rural B, Neighbourhood Commercial, Airport Enterprise or Reserves and Open Spaces zones.

14.10 WATER INFRASTRUCTURE

Note: The following criteria relate only to activities in the Residential, Rural B, Neighbourhood Commercial Airport Enterprise or Reserves and Open Spaces zones.

14.11 WASTEWATER INFRASTRUCTURE

Note: The following criteria relate only to activities in the Residential, Rural B, Neighbourhood Commercial Airport Enterprise or Reserves and Open Spaces zones.

14.12 STORMWATER INFRASTRUCTURE

Note: The following criteria relate only to activities in the Residential, Rural B, Neighbourhood Commercial, Airport Enterprise or Reserves and Open Spaces zones.

14.13 EARTHWORKS (Associated with Subdivision)

- Note:
1. The following criteria relate only to activities in the Residential, Rural B, Neighbourhood Commercial, Airport Enterprise or Reserves and Open Spaces zones.
 2. Where land consent is required for earthworks in conjunction with subdivision consent, the relevant Assessment Criteria 14.7 shall also apply.

14.14 NETWORK UTILITY

Note: The following criteria relate only to activities in the Residential, Rural B, Neighbourhood Commercial, Airport Enterprise or Reserves and Open Spaces zones.

14.15 STREETScape AND LANDSCAPING

Note: The following criteria relate only to activities in the Residential, Rural B, Neighbourhood Commercial, Airport Enterprise or Reserves and Open Spaces zones.

14.16 GENERAL URBAN DESIGN CRITERIA

- Note:
1. The following criteria relate only to activities in the Residential, Rural B, Neighbourhood Commercial, Airport Enterprise or Reserves and Open Spaces zones.
 2. The level of assessment shall take into account scale, scope and complexity of proposal

14.17 EARTHWORKS

Note: The following criteria relate only to activities in the Residential, Rural B, Neighbourhood Commercial, Airport Enterprise or Reserves and Open Spaces zones.

15 INFORMATION REQUIREMENTS

Note: The following provisions only apply to subdivision activity in the Residential, Rural B, Neighbourhood Commercial, Airport Enterprise and Reserves and Open Spaces zones.

13 DEFINITIONS

Activities Sensitive to Aircraft Noise (ASAN) – means any residential activity, visitor accommodation, retirement villages, day care facility, buildings used for overnight patient medical care or educational facility (including all associated outdoor spaces for such activities).

Aircraft Hanger Dwellings – means a single residential dwelling either substantially attached to or located within an aircraft hanger dwelling. Aircraft stored in the hangar shall be owned by the principle dwelling resident.²

Airport Operations Activities – Activities that are related to the operation of the airport, including, but not limited to activities within or associated with flight terminals, car parking facilities, vehicle rental facilities, , flight schools, aeronautical fuel and mechanical services, hangars, rotary and fixed wing aviation services, and aero clubs.

² Air NZ submission