

**Report to Statutory Management Committee**

Date: 25 September 2014

Councillors  
**WANGANUI DISTRICT COUNCIL**

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**Subject:** Section 42a Officers Report  
Proposed Plan Change 35 – Airport Enterprise and Air Noise Overlay

**Meeting Date:** 13 November 2014

**Prepared for Chief Executive by:** Brenda O’Shaughnessy

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**1.0 SUMMARY**

- 1.1 Council is presently reviewing the District Plan in Phases. While not strictly part of the review in that it is a new management framework, this Plan Change has been incorporated into the Phase 5 changes proposed to the Plan.
- 1.2 The Wanganui Airport is currently zoned ‘Rural’ in the Operative District Plan, with designation D45 covering a significant portion of the site. There are a number of activities accessory to the airport that have or wish to establish. This has created a small industrial area that isn’t currently reflected or supported by the provisions in the Rural Zone.
- 1.3 Proposed Plan Change 35 (PC35) seeks to correct this establishing the Airport Enterprise Zone to better reflect the existing environment, and provide for continued growth. In addition, the airport is viewed as an important infrastructure asset. The surrounding environment is generally industrial or rural. However, protection for the existing and future noise footprint is sought to be identified on the District Plan maps, along with additional Rules, to enable to the airport to continue to operate efficiently.

**RECOMMENDATIONS (Of the Statutory Management Committee)**

That the Council:

1. receives the report.
2. adopts the Decisions Report including the evaluation required under section 32 of the Resource Management Act 1991.
3. accepts, accepts in part or rejects the submissions as set out in Section 8 of the Report for the reasons given.
4. adopts Proposed Plan Change 35 to the Wanganui District Plan as amended by decisions on submissions.

**Appendices:**

- 1: **Copy of the Public Notice**
- 2: **Submissions Received**
- 3: **Marked- Up Version of Plan Change 35 following Submissions**
- 4: **Proposed Plan Maps (Refer also to page 30 of Appendix 6)**
- 5: **Section 32 Evaluation**
- 6: **Wanganui Airport Plan Review, Noise Control Boundaries Assessment of Noise Effects Report, Marshal Day Acoustics, Nov 2013**

## 2.0 INTRODUCTION

- 2.1 The Wanganui Airport is currently zoned 'Rural' in the Operative District Plan, with designation D45 covering a significant portion of the site. A number of activities ancillary to the airport have or wish to establish within the airport perimeter. This has created a small industrial area that isn't currently reflected or supported by the provisions in the Rural Zone. PC35 seeks to correct this establishing the Airport Enterprise Zone to better reflect the existing environment, and provide for continued growth.
- 2.2 In addition, the airport is a regionally important infrastructure asset. The nature of airport operations is that they generate significant amounts of noise. The surrounding environment is generally industrial or rural. However, protection for the existing and future noise footprint is sought to be identified on the planning maps, along with additional rules, to enable the airport to continue to operate efficiently.

## 3.0 PROPOSED PLAN CHANGE

### 3.1 Background Research

Research for the specific zoning for activities outside Designation D45 (Airport Purposes) has been undertaken over a number of years. This has included a review of approaches by other district plans in terms of the protection of the Airport. In addition, regulations from the Civil Aviation Authority, the regulatory authority responsible for flight and aeronautical matters, have been reviewed.

The Operative District Plan currently does not include any rules for the control of airport noise, including aircraft being operated during, or immediately before or after, flight. While this is well intentioned, this does not protect the Airport from complaints regarding unreasonable or excessive noise. Nor is it reasonable for existing or new activities in the vicinity to be subjected to an unlimited amount of airport noise.

As a result, Marshall Day Acoustics were engaged to provide a specialist assessment of air noise as it relates to Wanganui Airport, and to provide recommendations for the management of air noise for the future. The report 'Wanganui Airport Plan Review, Noise Control Boundaries – Assessment of Noise Effects - 13 November 2013' is attached as Appendix 6.

The report assesses existing noise generated by the Airport, based on modelling and field recording, to NZS 6805:1992, Airport Noise Management and Land Use Planning. A 30 year growth scenario was developed for the airport, in order to predict potential future noise levels.

The result is two noise contours being the Air Noise Boundary (ANB) representing noise at 65 dB  $L_{dn}$ , and the Outer Control Boundary (OCB) at 55 dB  $L_{dn}$  and a set of recommendations around the management of Activities Sensitive to Air Noise (ASAN). The contours and recommendations reflect both fixed and rotary wing aircraft.

The proposed contours have been included in the proposed planning maps along with the majority of Marshall Day's recommendations which are included in the proposed text.

Additional research was undertaken regarding the ability of existing infrastructure to service airport development. It was noted that sufficient water supply exists to serve dry development, and that minor works at the cost of any applicant, could achieve the disposal of waste water. It is probable that stormwater will be discharged to ground, given the sandy soils. This is a matter that would be further examined at the building consent stage.

Malcolm Hunt Associates (MHA) were engaged separately to review of wider noise provisions in the Plan. They provided a technical assessment of the proposed Plan change provisions and recommended some changes.

### 3.2 Description of Proposed Plan Change 35

The purpose of the Plan change is to better provide for the existing and potential future activities on the land surrounding the Wanganui Airport. In addition PC35 seeks to protect the operation of the airport by managing the establishment of activities in the vicinity which are sensitive to air noise.

PC35 has two main parts. The first is the identification of a new zone called the Airport Enterprise Zone along with associated issues, objectives, policies, rules and standards which provide for new and expanded compatible land use activities. The second is the identification of two air noise overlays, the Air Noise Boundary (ANB) and the Outer Control Boundary (OCB). These extend beyond the Airport Enterprise Zone and are applied along with land use provisions to avoid new or expanded activities sensitive to air noise. While arising from the policy framework in the Airport Enterprise Zone, the wider air noise provisions are located within Chapter 10 - District Wide Rules of the Plan.

## 4.0 PROCEDURAL MATTERS

### 4.1 Consultation

Consultation with a range of stakeholders was undertaken as part of formulating the proposed Plan change. This included the existing leaseholders and commercial operators on airport land as well as those located within an Air Noise Overlay. Discussions were held with the Tupoho Working Party. In particular, part of the land known as Landgard’s Bluff may be returned to Maori, and engagement reflects the potential for Iwi to once again own this land which is partially affected by an Air Noise Overlay.

Discussion was held with stakeholders in late 2011 regarding an earlier proposal that did not proceed. The current proposal was posted to a new range of affected parties in late 2013 for informal response. Little feedback was received to this draft. The draft was also placed on the Shaping Wanganui website.

The following engagement occurred:

Tupoho Working Party	Discussed at the meeting 4 <sup>th</sup> December 2013 and on-going dialogue with members.
Affected owners, occupiers and other stakeholders	Stakeholder meeting – Wanganui Airport (late 2011). Draft provisions circulated and feedback sought. Most responses were to identify the location of the Air Noise Overlays and discuss any implications.
General Public -	Regular newsletters on Shaping Wanganui website with feedback invited at all stages. Draft provisions posted on Shaping Wanganui website.

Council’s Traffic Safety Engineer was consulted regarding the suitability of the road for industrial activity, and also the suitability of the existing informal crossing to the north onto Airport Road. It was noted that the speed environment was appropriate, but that the existing crossing would require upgrading before use. No other road transport concerns were raised.

Following close of submissions, Council held discussions with Air New Zealand as a submitter, and sought feedback on the review by MHA. Feedback and proposed amendments are detailed later in the report.

## 4.2 Key Statistics

PC35 was publicly notified in accordance with clause 5, 1st Schedule of the Act on Thursday 13 March 2014, with the period for submissions closing on 12 April 2014. A copy of the public notice is included as Appendix 1.

A total of 2 submissions were received. Copies of all submissions received are included in Appendix 2.

All submissions received were summarised and the decisions requested by submitters were publicly notified in accordance with Clause 7 of the First Schedule of the Act.

The further submission process closed on Friday 13 June 2014. No further submissions were received

## 5.0 STATUTORY AND LEGISLATIVE FRAMEWORK FOR THE REVIEW

### 5.1 Resource Management Act 1991 (the Act)

Section 74 of the Act requires the Council to change the District Plan in accordance with its functions under Section 31, the purpose of the Act in section 5 and the other matters under sections 6, 7 and 8.

Territorial authorities have the following functions under the Act:

#### *31 Functions of territorial authorities under this Act*

1. *Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district:*
  - a. *The establishment, implementation, and review of objectives, policies and methods to achieve integrated management of the effects of the use, development or protection of land and associated natural and physical resources.*
  - b. *The control of any actual or potential effects of the use, development, or protection of land, including for the purpose of –*
    - i. *the avoidance or mitigation of natural hazards*
2. *The methods used to carry out any of the functions under subsection (1) may include the control of subdivision.*

The Council is given these functions for the purpose of promoting the sustainable management of natural and physical resources, which is defined in section 5(2) as:

*In this Act, “sustainable management” means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while:*

- a. *Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- b. *Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
- c. *Avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

Further guidance and direction on the way in which resources are to be managed is provided in sections 6, 7 and 8 of the Act.

There are no matters of national significance or treaty issues raised by this Plan change.

Relevant Section 7 matters are:

(b) the efficient use and development of natural and physical resource.

(c) the maintenance and enhancement of amenity values.

A number of activities ancillary to the airport have or wish to establish within the airport perimeter. This has created a small industrial area that isn't currently reflected or supported by the provisions in the Rural zone. PC35 seeks to correct this by establishing the Airport Enterprise Zone to better reflect the existing environment, and provide for continued growth.

This Plan change will assist the economic viability of this regional airport and provide clarity around the potential noise effects that should be anticipated by people living or working in the vicinity. It also places an obligation on the airport operators to implement best practice methods to minimise noise generation.

The Plan change potentially enhances the ability of the airport, as significant regional infrastructure, to operate face the economic challenges of being a small provincial airport, this is consistent with the intent of section 7(b).

Amenity values will be maintained as the activities provided for in PC35 are consistent with the existing amenity at or near the airport. The effects on amenity are no more than minor.

## **5.2 National Policy Statements and Environmental Standards**

There are no National Policy Statements or National Environmental Standards relevant to PC35.

## **5.3 Regional Policy Statement**

In addition, the Act requires District Plan provisions 'give effect' to the Regional Policy Statement (section 75(3)). The Regional Policy Statement (RPS) is the main vehicle for interpreting and applying the sustainable management requirements of the Act in a local context, and in this regard, guides the development of lower tier plans, including the District Plan.

Horizons Regional Council's Regional Policy Statement has largely been replaced by the Operative parts of the One Plan. The One Plan is relevant to PC35 as it includes requirements relating to the protection and growth of significant infrastructure, while managing effects on the environment.

An assessment of how the provisions in PC35 compare with the objectives and policies of the One Plan are considered below:

The relevant One Plan provisions state:

### ***Objective 3-1: Infrastructure<sup>^</sup> and other physical resources of regional or national importance***

*To have regard to the benefits of infrastructure<sup>^</sup> and other physical resources of regional or national importance by enabling their establishment, operation\*, maintenance\* and upgrading\*.*

### ***Policy 3-1: Benefits of infrastructure<sup>^</sup> and other physical resources of regional or national importance***

- (a) *The Regional Council and Territorial Authorities<sup>^</sup> must recognise the following infrastructure<sup>^</sup> as being physical resources of regional or national importance:*
  - (iv) *the Palmerston North and Wanganui airports<sup>^</sup>.*

**Policy 3-2: Adverse effects<sup>^</sup> of other activities on infrastructure<sup>^</sup> and other physical resources of regional or national importance**

*The Regional Council and Territorial Authorities<sup>^</sup> must ensure that adverse effects<sup>^</sup> on infrastructure<sup>^</sup> and other physical resources of regional or national importance from other activities are avoided as far as reasonably practicable, including by using the following mechanisms:*

- (a) *ensuring that current infrastructure<sup>^</sup>, infrastructure<sup>^</sup> corridors and other physical resources of regional or national importance, are identified and had regard to in all resource management decision-making, and any development that would adversely affect the operation<sup>\*</sup>, maintenance<sup>\*</sup> or upgrading<sup>\*</sup> of those activities is avoided as far as reasonably practicable,*
- (b) *ensuring that any new activities that would adversely affect the operation<sup>\*</sup>, maintenance<sup>\*</sup> or upgrading<sup>\*</sup> of infrastructure<sup>^</sup> and other physical resources of regional or national importance are not located near existing such resources or such resources allowed by unimplemented resource consents<sup>^</sup> or other RMA authorisations,*
- (ba) *ensuring that there is no change to existing activities that increases their incompatibility with existing infrastructure<sup>^</sup> and other physical resources of regional or national importance, or such resources allowed by unimplemented resource consents<sup>^</sup> or other RMA authorisations,*
- (c) *notifying the owners or managers of infrastructure<sup>^</sup> and other physical resources of regional or national importance of consent applications that may adversely affect the resources that they own or manage,*

**Policy 3-3: Adverse effects<sup>^</sup> of infrastructure<sup>^</sup> and other physical resources of regional or national importance on the environment**

*In managing any adverse environmental effects<sup>^</sup> arising from the establishment, operation<sup>\*</sup>, maintenance<sup>\*</sup> and upgrading<sup>\*</sup> of infrastructure<sup>^</sup> or other physical resources of regional or national importance, the Regional Council and Territorial Authorities<sup>^</sup> must:*

- (a) *allow the operation<sup>\*</sup>, maintenance<sup>\*</sup> and upgrading<sup>\*</sup> of all such activities once they have been established, no matter where they are located,*
- (b) *allow minor adverse effects<sup>^</sup> arising from the establishment of new infrastructure<sup>^</sup> and physical resources of regional or national importance, and*
- (c) *avoid, remedy or mitigate more than minor adverse effects<sup>^</sup> arising from the establishment of new infrastructure<sup>^</sup> and other physical resources of regional or national importance, taking into account:*
  - (i) *the need for the infrastructure<sup>^</sup> or other physical resources of regional or national importance,*
  - (ii) *any functional, operational or technical constraints that require infrastructure<sup>^</sup> or other physical resources of regional or national importance to be located or designed in the manner proposed,*
  - (iii) *whether there are any reasonably practicable alternative locations or designs, and*

*(iv) whether any more than minor adverse effects<sup>^</sup> that cannot be adequately avoided, remedied or mitigated by services or works can be appropriately offset, including through the use of financial contributions.*

### **Evaluation**

Objective 6.2.3 is consistent with One Plan Objective 3-1 and Policy 3-1 in that it recognises the airport's importance as regionally significant and seeks to protect the on-going operation of the airport. The Objective is also consistent with Policy 3-2 of the One Plan as it ensures effects of other activities on the Airport are avoided as much as practicable, by avoiding establishment of new activities within the airport vicinity, that may be inconsistent with the operational needs of the airport, and that the expansion of existing sensitive uses are avoided.

Objective 6.2.4 is also consistent with Objective 3-1 of the One Plan in that the conflicts that can lead to constraints on the operation, maintenance and upgrading of the Wanganui Airport are to be minimised. As such, the Objective is also consistent with Policy 3-1, and 3-2. The Objective will also ensure that the airport minimises the potential adverse effects created by its operations. This will protect the amenity of the surrounding environment.

The proposed District Plan policies and rules attached to the consideration of any proposal to establish a dwelling in an airport hangar dwelling will ensure that there are no adverse effects or compromise of the safety, security or general operation of the airport, The Plan will in this way continue to give effect to Policy 3-2 of the One Plan.

## **6.0 Issues raised in Submissions**

6.1 Concerns about providing for Airport Hangar Dwellings, specifically:

- 6.1.1 the reverse sensitivity issues this may create for adjacent gun clubs; and
- 6.1.2 the need to retain appropriate security at the airport, to ensure that aircraft and equipment are not tampered with.

## **7.0 Section 32 Evaluation**

- 7.1 The Act requires that when a Council undertakes a plan change that it produce a report evaluating the costs and benefits of primary options considered.
- 7.2 This s42a report relies on the s32 evaluation adopted by Council at the time PC35 was approved for notification, as the report recommends that PC35 be adopted largely as notified, with no significant changes.

## 8.0 SUBMISSION ANALYSIS

The following section provides an officer assessment of submissions and further submissions with recommendations.

### 8.1 Submitter Name: Wanganui Handgun Silhouette Club and Wanganui Pistol Club

**Submission No.:** 1.1c35

#### Summary:

Ensure that 'Airport Hangar Dwellings' are not sensitive to the operation of the Handgun Silhouette and Wanganui Pistol clubs.

#### Decision Sought:

Grant the Plan Change subject to any change to ensure that airport hangar dwellings would not be sensitive to the operation of the Handgun Silhouette and Wanganui Pistol clubs.

#### Officer Comments:

Provisions are included to ensure that any dwelling erected within the airport is fitted with acoustic insulation to ensure that airport noise will not unduly cause sleep disturbance, and conversely that the airport operational activities are not unduly compromised by noise complaints. This will also likely afford a high degree of protection to other noise generating activities in the vicinity such as the gun clubs.

Council has reviewed how other Councils and NZDF manage reverse sensitivity from such activities and a buffer of 1500m would be required to achieve any appreciable protection from risks of noise disturbance. This is the broad conclusion reached in two independent reports completed by acoustic specialists Marshall Day (Far North District Council) and Malcolm Hunt Associates (for NZDF) in 2013. Such a buffer would restrict activities from 39 Wikitoria Road to the end of Airport Road and over the Whanganui River to 10 Kings Avenue. This is not a practical or reasonable solution given the assessed risk of noise from an occasional recreational activity.

Given the proximity of the gun club's site to other high noise activities (airport, land for defence purposes, the local speedway, forestry and concrete mixing), the wastewater treatment plan, and archaeological sites, it is my opinion that the potential for noise sensitive development in the area is limited and so is the risk of reverse sensitivity effects.

Currently noise is measured within 20 metres of a dwelling. The nearest dwelling is approximately 350 metres away over terrain and vegetation that may reduce the noise effect.

#### Officer Recommendation:

Submission 1.1c35 from the Wanganui Handgun Silhouette Club and Wanganui Pistol Club be partly accepted.

No changes are recommended as a result of this submission.



**8.2 Submitter Name: Air New Zealand Limited (ANZL)**

**Submission No.: 2.1c35**

Summary:

Supports the Plan change, specifically the establishment of the zone, land use rules associated with air noise contours, and the definition of noise sensitive activities.

Submitter raises concerns regarding the security of, and access to, the airfield, and ensuring the linkage between aviation and any occupiers of airport hangar dwellings, including the notification of subdivision and aircraft hangar dwelling applications.

Decision Sought:

Approve the Plan Change subject to:

- a. Mandatory notification of subdivision and aircraft hangar dwelling applications;
- b. Additional mandatory Assessment Criteria for aircraft hangar dwellings and subdivision to consider:
  - i. Conditions of consent to avoid access by unauthorised persons to the airfield;
  - ii. Methods ensuring that successive occupants of aircraft hangar dwelling are ancillary to the hangar activity and storage of the aircraft;
  - iii. Size limitation of subdivision/prohibition of further subdivision.
  - iv. Methods that ensure that airport security and safety is maintained.

Officer Comments

- While the submitter supports the Plan Change in principle, the issue of runway security is their main concern. Matters of 'on the ground' airport security and safety are a matter for the airport itself to manage in accordance with any relevant civil aviation legislation and/or regulation. It is in the airport's best interest to maintain appropriate security measures to ensure the ongoing suitability and operation of its assets. Airport management have complete control of who leases/occupies land within the airport boundary, so mandatory notification of subdivision and airport hangar dwelling proposals is not necessary. In addition, not all proposed sites would have access to runways, notification decisions for subdivision applications will each be assessed on its merits.
- It is however, accepted that the submitter could be potentially affected by any decision to subdivide land at the airport and as such it is appropriate to retain the options under s95A of the Act to require written approvals or notification of such applications.
- It is not considered necessary to require that all subdivision and hangar dwelling consents be notified, this is more appropriately managed on a case by case basis in accordance with s95A of the Act.
- With regard to point b(i), as discussed above, the management of security with regard to access to the runway is not a matter for the District Plan to address.
- With regard to b(ii) where an Aircraft Hangar Dwelling is no longer occupied in accordance with the requirements of the Plan (and conditions of the resource

consent required to establish Aircraft Hangar Dwellings), Council has on-going means for enforcement.

- Rather than additional assessment criteria, it is recommended that policies 6.3.6 and 6.3.8 be strengthened to require that the matters raised in (i) and (ii) are addressed via policy consideration.
- With regard to b(iii), not all subdivision will have a residential type component and each subdivision will be assessed on its merits. Given the limited availability of land that would directly gain frontage to the runway, and that any residential component would be ancillary to the use of a hangar type facility (which tend to be large), managing minimum allotment sizes is not considered necessary. In addition, the potential effects of subdivision (and further subdivision) are not generically so abhorrent to warrant prohibited activity status.
- As noted above the recommendation that s95A of the Act continue to apply to subdivision, will assist the submitter to raise any concern with any specific subdivision proposal.
- With regard to b(iv), runway security, access restrictions and other safety measures are managed by Civil Aviation regulation. As such, inclusion of these matters in the Plan would be a duplication and unnecessary.
- However it is appropriate that the Council satisfy itself, through the consideration of policies and objectives when granting any consent for subdivision or any hangar dwelling, that the safety and security of the airport will be maintained. This is provided for already in Policy 6.3.6, and it is recommended that this policy be further strengthened to specifically refer to avoidance of access by unauthorised persons to the airfield.
- In discussions with the submitter since the closing of submissions, it has been agreed that minor changes to the proposed Plan wording could be made, which does not change the intent of the specific provision but add clarity that will assist Plan users. These changes are listed below and are minor amendments provided for in Clause 16 of the 1st Schedule to the Act.

Officer Recommendations:

Submission 2.1c35 from Air New Zealand Limited is partly accepted.

1. Delete the Note at the end of Rule 6.6.2 restricted discretionary activities which states:

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

2. Amend policy 6.3.8 to read as follows:

**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 Hangar 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.

3. Insert a new Policy 6.3.9 to read as follows and renumber existing policies as required:

**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.

3. Amend the proposed definition in Chapter 13- Definitions to read:

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

For your information, the following administrative changes have been made in accordance with Clause 16 of the First Schedule of the Act. The amendments clarify the intent of the notified provisions without changing the intent. Errors of interpretation of NZS6802 2008 have also been corrected. As notified Rule 6.7.3 allows engine testing to be averaged over too long a period, potentially allowing high levels of single events of engine testing noise at residential sites.

**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:

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

**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 rural use shall not exceed 55 dB<sub>L<sub>Aeq</sub>(15 hours)</sub>; 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<sub>L<sub>Aeq</sub>(9 hours)</sub></u>
<u>All days 10.00 pm to 7.00 am</u>	<u>80 dB<sub>L<sub>A</sub>Fmax</sub></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".



## APPENDIX 1 – PUBLIC NOTICE

### Public Notice of Proposed Plan changes to Wanganui District Plan District Plan review – Phase 5 (Flood Hazards, Kai Iwi Coastal Hazard and Airport Enterprise Zone and Air Noise Overlays) Resource Management Act 1991 (the Act)

Wanganui District Council hereby gives public notice pursuant to Clause 5 First Schedule of the Act of Proposed Plan Changes (PCP) 33-35 to the Operative Wanganui District Plan.

Summary of Proposed changes:

**PCP33 (Flood Hazards)** updates mapping of the 1:200year flood event and establishes and updates the objectives, policies and rules to manage the effects of the Whanganui River flood hazard. Council is required to 'give effect' to the Horizons Regional Council's One Plan.

**PCP34 (Kai Iwi Coastal Hazard)** updates the existing Coastal Hazard area on the District Plan Maps following a technical review of the processes and risks that contribute to the hazard. District Plan objectives, policies and rules are unchanged.

**PCP35 (Airport Enterprise Zone and Air Noise Overlays)** proposes a new Airport Enterprise zone to provide for continued commercial growth. In addition, the nature of airport operations means they generate significant noise. The surrounding environment is generally industrial or rural. However, protection for the existing and future noise Airport footprint is to be identified on the Planning maps, along with new rules, to enable the airport to continue to operate efficiently. Noise limits will also require the Airport to be managed to minimise the impacts of noise according to best practice.

Please contact James Whitham by phone on 06 349 0001, if you have any queries about the proposed changes. The proposed changes may be inspected during normal office hours at:

- Customer Services Desk at Wanganui District Council, 101 Guyton Street; or
- Public Libraries at Queens Park and Gonville; or
- Anytime on the Council's District Plan Website: <http://www.wanganui.govt.nz/Shaping/>

Any person may make a submission by sending a written or electronic submission to Wanganui District Council, PO Box 637, 101 Guyton Street, Wanganui Fax 06 349 0000 or email [rachael.pull@wanganui.govt.nz](mailto:rachael.pull@wanganui.govt.nz). The submission must be in Form 5 and state whether or not you wish to be heard on your submission. Copies of the form are available from the Council offices and website (see above). Electronic submissions do not require a signature.

Submissions close at **5.00pm on Friday 11 April 2014**.

**Kevin Ross on behalf of WDC 11 March 2014**

CEO - Wanganui District Council

#### Public Participation Process

The process for public participation in the consideration of the proposal under the Act is as follows:

- After the closing date for submissions Council must prepare a summary of decisions requested by submitters and give public notice of where the summary and submissions can be inspected; and
- Any person may make a further submission in support of, or opposition to, the submissions already made.
- If any person making a submission asks to be heard in support of his or her submission, a hearing must be held; and
- Council must give its decision on the provisions and matters raised in the submissions (including its reasons for accepting or rejecting submissions) and give public notice of its decisions within 2 years of notifying the proposal and service it on every person who made a submission at the same time; and
- Any person who has made a submission has the right to appeal against the decision on the proposal to the Environment Court if, the persons submission referred to the matter for which an appeal is to be lodged; and the appeal does not seek the withdrawal of the proposal as a whole.

## Resource Management Act 1991

### Public Notice of Summary of Submissions and Call for Further Submissions to Proposed Plan Changes PC 33, PC 34 and PC 35 to the Operative Wanganui District Plan

*Clause 7, First Schedule, Resource Management Act*

Wanganui District Council has prepared a summary of submissions for the following proposed Plan Changes to the Wanganui District Plan:

**PC33 (Flood Hazard)** updates the mapped extent of the modelled 100 and 200 year flood event, and introduces land use provisions; **PC34 (Kai Iwi Coastal Hazard)** updates the existing hazard extent at Mowhanau Village at Kai Iwi Beach, objectives, policies, rules and methods; **PC35 (Airport Enterprise Zone and Air Noise Overlay)** creates a new zone to enable airport related commercial activities and provided protection from reverse sensitivity from activities sensitive to air noise.

Copies of submissions, a summary of decisions requested by submitters and further submission forms can be inspected during normal office hours at the Customer Services Desk at Wanganui District Council, 101 Guyton Street, the Davis Central City Library and the Gonville Café Library. The summary of decisions requested and submission forms are available on the Council's website: [www.wanganui.govt.nz/Shaping/](http://www.wanganui.govt.nz/Shaping/). Contact Adrienne Greenfield by phone on (06)349 0001 if you have any queries.

Council now invites further written submissions from the public, in the prescribed form. Further submissions may ONLY be made in support of or in opposition to a submission already received by Council.

***Make a further submission*** by sending a written or electronic submission to Wanganui District Council PO Box 637, 101 Guyton Street, Wanganui, Fax (06) 349 0000 or email [adrienne.greenfield@wanganui.govt.nz](mailto:adrienne.greenfield@wanganui.govt.nz). The submission must be in Form 6 and state whether or not you wish to be heard on your submission. Copies of the form are available from the Council offices and website (see above). Electronic submissions do not require a signature.

Further submission close at **5.00pm, Friday 13 June 2014. The summary has been amended and timeframe amended.**

The process for public participation in consideration of a Plan Change proposal is as follows:

- Any person may make a further submission in support of, or opposition to, a submission already made. Further submitters MUST send a copy of their further submission to the person or organisation whose submission they are supporting or opposing, within five working days of lodging a further submission with Council.
- If any person making a submission asks to be heard in support of his or her submission, a hearing must be held; and
- Council must give its decision on the provisions and matters raised in the submissions (including its reasons for accepting or rejecting submissions) and give public notice of its decisions within 2 years of notifying the proposal and serve it on every person who made a submission at the same time; and
- Any person who has made a submission has the right to appeal against the decision on the proposal to the Environment Court if, the persons submission referred to the matter for which an appeal is to be lodged; and the appeal does not seek the withdrawal of the proposal as a whole.

**Kevin Ross**

**Chief Executive on behalf of WDC**

**14 May 2014**