

## Chapter 11A. Airport Precinct Rules

### Guide to Rules

**NOTE:** The following table is intended as a guide only and does not form part of the District Plan. Refer to specified rules for detailed requirements.

P refers to Permitted Activities, C to Controlled Activities, DR to Discretionary Activities (Restricted) and DU to Discretionary Activities (Unrestricted).

Uses/Activities	Rule	P	C	DR	DU
Any activities related to the primary function of the Airport area subject to conditions	11.1.1	•			
Any activities related to the primary function of the Airport not complying with conditions for Permitted Activities or not being a Controlled Activity	11.3.1			•	
Upgrade and maintenance of existing formed roads and accessways	11.1.4	•			
Use, storage or handling of aviation fuel up to a specified maximum	11.2.1		•		
Any activity listed in Section 3.5.2.2 (Hazardous Substances)	11.2.2		•		
[Activities or building works which disturb or alter the ground of a contaminated site	11.2.4		•		
Permitted signs subject to conditions	11.1.5	•			
Signs not complying with conditions for Permitted Activities	11.3.4			•	
Earthworks on Rongotai Ridge subject to conditions	11.1.6	•			
Earthworks on Rongotai Ridge exceeding permitted activity conditions] PC57	11.3.5			•	
Airport Buildings	Rule	P	C	DR	DU
The construction alteration of or addition to buildings and structures related to the primary function of the Airport subject to conditions	11.1.2	•			
Airport buildings and structures not being a Permitted activity	11.3.2			•	
Non-airport activities and buildings	Rule	P	C	DR	DU
[In the Terminal Area, any non-airport activity, building or structure subject to standards	11.2.3		•		
Outside the Terminal Area, and non-airport activity, building or structure subject to Discretionary Activity (Restricted) standards	11.3.3			•	
Any activity that is not Permitted, Controlled or a Discretionary Activity (Restricted)] PC57	11.4				•
Subdivision	Rule	P	C	DR	DU
Subdivision subject to conditions	11.1.3	•			
Subdivision not being a Permitted Activity	11.4.1				•
Heritage	Rule	P	C	DR	DU
Activities affecting listed heritage items	21	•	•		•
Utilities	Rule	P	C	DR	DU
Utilities	23	•	•	•	•

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2	Vehicle Parking Standards
3	Site Access for Vehicles
[4	Sub-areas within the Airport area
5	Location of potentially contaminated [land] Pv10 within the Airport Area] PC57

## 11A. AIRPORT AREA RULES

[The following rules apply in the Airport Area. Rules for Earthworks (Chapter 30), Contaminated Land (Chapter 32) and Heritage (Chapter 21) may also apply.

- The sign rules in Chapter 21D apply for all signs on sites where a listed heritage building or object is located (except for individual sites on which listed heritage buildings or objects are located that are also separate heritage areas).
- The subdivision rules in Chapter 21A apply for any subdivision of a site on which a listed heritage building or object is located.
- The subdivision rules in Chapter 21B apply for any subdivision of a site in a listed Heritage Area. ]<sup>PC43</sup>

### 11.1 Permitted Activities

The following activities are permitted in the Airport area (as shown on District Plan Maps), provided that they comply with any specified conditions.

**11.1.1** [Any activity related to the primary function of the Airport, is a Permitted Activity provided that it complies with the following conditions:]<sup>PC57</sup>

#### 11.1.1.1 Noise

##### **Aircraft operations in general**

11.1.1.1.1 Aircraft operations shall be managed so that the rolling 90 day average 24 hour night-weighted sound exposure does not exceed a Day/Night Level (Ldn) of 65 dBA outside the Airnoise Boundary shown on Map 35.

Aircraft noise will be measured in accordance with NZS 6805:1992 and calculated as a 90 day rolling average. All terminology shall have the meaning that may be used or defined in the context of NZS: 6805.

The level of noise from aircraft operations, for comparison with Ldn 65 dBA, is calculated from the total amount of noise energy produced by each aircraft event (landing or take-off) over a period of 90 days. This method of control does not directly control individual aircraft events, but does so indirectly by taking into account their contribution to the amount of noise generated in a 24 hour period.

11.1.1.1.2 The following aircraft operations are excluded from the calculation of the rolling 90 day average in rule 11.1.1.1.1:

- aircraft landing in an emergency
- the operation of emergency flights required to rescue persons from life-threatening situations or to transport patients, human vital organs or medical personnel in a medical emergency
- the operation of unscheduled flights required to meet the needs of a national civil defence emergency declared under the Civil Defence Act 1983
- military aircraft movements which shall be managed in compliance with rule 11.1.1.1.3.

11.1.1.1.3 The following conditions shall apply to New Zealand Defence Force Military aircraft:

(a) New Zealand military transport aircraft operations shall be managed so that the following 90 day average 24 hour night-weighted sound exposure does not exceed a Day/Night Level (Ldn) of 55 dBA outside the Airnoise Boundary shown on District Plan Map 35.

Aircraft noise will be measured in accordance with NZS6805:1992 and calculated as a 90 day rolling average.

All terminology shall have the meaning that may be used or defined in the context of NZS6805. The level of noise from aircraft operations, for comparison with Ldn 55 dBA, is calculated from the total amount of noise energy produced by each aircraft event (landing or take-off) over a period of 90 days. This method of control does not directly control individual aircraft events, but does so indirectly by taking into account their contribution to the amount of noise generated a 24 hour period.

(b) Movements of New Zealand military combat aircraft shall be limited to 80 per year.

(c) For the purpose of this rule:

- military transport aircraft means any fixed wing transport or logistics aircraft including Andover, Boeing 727, Hercules, Orion and Airtrainer (and their replacements)
- military combat aircraft means any fixed wing strike or training aircraft including Macchi and Skyhawk (and their replacements)
- movements of New Zealand military combat aircraft equate to:

landing = 1 movement  
takeoff = 1 movement  
touch and go = 2 movements  
low level pass = 2 movements.

- 11.1.1.1.4 No non-noise certified jet aircraft or chapter 2 jet aircraft shall be operated, except:
- in the event of unscheduled non-serviceability when substitute aircraft meeting chapter 2 may be used for the period of the non-serviceability; or
  - in the event of Wellington Airport being used as an alternate airport; or
  - in the event of emergencies; or
  - military aircraft which shall be subject to rule 11.1.1.1.2.

*Chapter 2 jet aircraft are those which are certified with noise levels defined in the International Civil Aviation Organisation Convention Annex 16. Non noise certified jet aircraft are those which have no certification within the context of the International Civil Aviation Organisation Convention Annex 16 - Environmental Protection, Volume 1 (Aircraft Noise) Chapters 2 (second edition 1988) or United States Federal Aviation Regulations Part 36, Stage 2.*

**Night flying operations**

11.1.1.1.5 Domestic operations must not occur during the hours from midnight to 6am.

International operations must not occur during the hours:

- midnight to 6 am for departures
- 1 am to 6 am for arrivals

*For the purposes of this Rule 'operations' means the start of a take off roll or touch down on landing.*

11.1.1.1.6 The following are exceptions to rule 11.1.1.1.5:

- (a) disrupted flights where operations are permitted for an additional 30 minutes
- (b) in statutory holiday periods when operations are permitted for an additional 60 minutes
- (c) aircraft using the Airport as a planned alternative to landing at a scheduled airport, but which shall not take off until otherwise permitted under rule 11.1.1.1.5
- (d) aircraft landing in an emergency
- (e) the operation of emergency flights required to rescue persons from life-threatening situation or to transport patients, human vital organs or medical personnel in a medical emergency
- (f) [the operation of unscheduled flights required to meet the needs of any state of emergency declared under the Civil Defence Emergency Management Act 2002 or any international civil defence emergency.] PC76
- (g) aircraft carrying heads of state and/or senior dignitaries acting in their official capacity
- (h) no more than 4 aircraft movements per night with noise levels not exceeding 65 dB L<sub>AFmax</sub> (1 sec) at or beyond the airnoise boundary.

For the purpose of (b), statutory holiday period means:

- (i) the period from 25 December to 2 January, inclusive. Where 25 December falls on either a Sunday or a Monday, the period includes the entire of the previous weekend. Where New Year's day falls on a weekend, the period includes the two subsequent working days. Where 2 January falls on a Friday the period includes the following weekend
- (ii) the Saturday, Sunday and Monday of Wellington Anniversary weekend, Queens Birthday weekend and Labour weekend
- (iii) Good Friday to Easter Monday inclusive
- (iv) Waitangi Day
- (v) ANZAC Day
- (vi) where Waitangi Day or ANZAC Day falls on a Friday or a Monday, the adjacent weekend is included in the statutory holiday period
- (vii) the hours from midnight to 6:00am immediately following the expiry of each statutory holiday period defined in (i) to (vi) above.

*The purpose of (h) is to allow certain quiet aircraft to operate at Wellington Airport during the curfew. The 65 L max (1sec) dBA noise limit has been based on noise levels from aircraft that have been found to be acceptable for operating at night at Wellington. The level does not purport to be the upper limit necessary to avoid sleep disturbance.*

**Engine testing**

- 11.1.1.1.7 (a) Aircraft propulsion engines may be run for the purpose of engine testing:
- during the hours of 0600 to 2000

- to carry out essential unscheduled maintenance between 2000hrs and 2300hrs
  - to operate an aircraft within flying hours but provided the engine run is no longer than required for normal procedures, which for the purpose of this rule shall provide solely for short duration engine runs by way of flight preparation while the aircraft is positioned on the apron.
- (b) No person shall start or run any aircraft propulsion engine for the purposes of engine testing on the hardstand area south and west of the Air New Zealand hanger at any time. This area is depicted by the shaded portion of Map 35.
- (c) Restrictions on engine testing from 2300hrs to 0600hrs do not apply if engine testing can be carried out in compliance with all of the following:

- (i) measured noise levels do not exceed 60dB  $L_{Aeq(15min)}$  at or within the boundary of any residentially zoned site
- (ii) measured noise levels do not exceed 75dB  $L_{AFmax}$  at or within the boundary of any residentially zoned site
- (iii) noise levels shall be measured in accordance with NZS6801:2008 "Acoustics - Measurement of Environmental Sound"
- (iv) the total number of engine test events to which rule 11.1.1.1.6(c) applies shall not exceed 18 in any consecutive 12 month period
- (v) the total duration of engine test events to which rule 11.1.1.1.6(c) applies shall be no more than 20 minutes.

**Land based activities**

11.1.1.1.8 Noise emission levels, from any activity within the Airport area, other than aircraft operations, engine testing and the operation of APUs (as provided for in rule 11.1.1.1.9) when measured at any residential site shall not exceed the following limits:

Monday to Saturday 7am to 10pm	55 dB $L_{Aeq(15min)}$
At all other times	45 dB $L_{Aeq(15min)}$
All days 10pm to 7am	75 dB $L_{AFmax}$

**Ground power and auxiliary power units (GPUs/APUs)**

- 11.1.1.1.9 (a) GPUs must comply with the noise limits in rule 11.1.1.1.8.
- (b) APUs must comply with the noise limits in rule 11.1.1.1.8, with the exception of:
- aircraft under tow
  - the first 90 minutes after the aircraft has stopped on the gate
  - 60 minutes prior to scheduled departure
  - the use of APUs to provide for engine testing pursuant to rule 11.1.1.1.7.

**11.1.1.2 Screening of Activities and Storage**

Sites with yards which abut a Residential or Open Space Area must be screened from view by a fence not less than 1.8m high.

**11.1.1.3 Dust**

- 11.1.1.3.1 Activities must not create a dust nuisance. A dust nuisance will occur if:
- there is visible evidence of suspended solids in the air beyond the site boundary; or
  - there is visible evidence of suspended solids traceable from a dust source settling on the ground, building or structure on a neighbouring site, or water.

11.1.1.3.2 With regard to the above provisions where sites are contiguous and located within the Airport Boundary as defined on the Planning Maps then any dust nuisance shall be measured at the periphery of the Airport.

**11.1.1.4 Vehicle parking**

11.1.1.4.1 *Removed by NPS-UD 2020 Policy 11*

11.1.1.4.2 All parking shall be provided and maintained in accordance with the standards set out in Appendix 2.

**11.1.1.5 Site Access for Vehicles**

These rules apply only to (i) the properties on the east side of the runway fronting Broadway, Miro Street and Calaber Road, (ii) the land on the west side of the runway, and (iii) the land subject to the access restrictions on 46.

11.1.1.5.1 No vehicle access is permitted to a site across any restricted road frontage identified on District Plan Maps 43 to 45.

11.1.1.5.2 Site access for vehicles must be provided and maintained in accordance with the standards set out in Appendix 3.

- 11.1.1.5.3 There shall be a maximum of one vehicle access to any site except that sites with more than one frontage may have one access across each frontage.
- 11.1.1.5.4 The width of any vehicle crossing to a site shall not exceed 6 metres.
- 11.1.1.5.5 Where vehicular access can be provided from a service lane or right-of-way registered in favour of the site or other private road or private right-of-way, no vehicle access shall be from a street.
- 11.1.1.5.6 Subject to Rule 11.1.1.5.1 no vehicular access, as shown in Appendix 3.1, shall be situated closer to an intersection than the following:

Arterial and principal streets	20m
Collector streets	15m
Other streets	10m

- 11.1.1.5.7 All access to sites must be designed to permit a free flow of traffic so that vehicles do not queue on the street.

[The standards for site access are designed to promote safety.] PC57

#### 11.1.1.6 Lighting

- 11.1.1.6.1 Any non-aviation activity which requires the lighting of outdoor areas must ensure that direct or indirect illumination does not exceed 8 lux at the windows of residential buildings in any nearby Residential Area.
- 11.1.1.6.2 Subject to rule 11.1.1.6.1 any development which includes pedestrian routes and carparks available for public use during the hours of darkness must be lit at a minimum of 10 lux measured in accordance with [AS/NZS1158.3.1:2005] PC57 and amendments.

[The lighting rules are designed to ensure that areas or sites available for public use are adequately lit to keep people safe, and that where sites on the periphery of the Airport areas are illuminated, the amenities of nearby residents are reasonably protected.] PC57

In all cases the Council will seek to ensure that the adverse effects of glare from lighting sources are avoided, remedied or mitigated.

#### 11.1.1.7 Use, Storage or Handling of Hazardous Substances

- 11.1.1.7.1 For those activities which are not specifically exempted (see Section 3.5.2.2) the cumulative Effect Ratio calculated using the HFSP will be used to determine whether or not those other activities should be Permitted Activities according to the table below:

See exemptions to the Hazardous Facilities Screening Procedure contained in Section 3.5.2

Location	Hazard Area	Not Hazard Area	Either Area
Effect Ratio	0.002 < ER PC35 <=0.05	0.002 < ER PC35 <=0.1	<=0.002
Conditions applying	11.1.1.7.2 to 11.1.1.7.11	11.1.1.7.2 to 11.1.1.7.11	11.1.1.7.8, 11.1.1.7.10 and 11.1.1.7.11 only

Activities that do not meet the above Effect Ratio criteria or do not otherwise comply with the applicable conditions will be Discretionary (Restricted) Activities.

- 11.1.1.7.2 Except for the storage, use or handling of Liquid Petroleum Gas (LPG), any area where hazardous substances are used, stored or handled in any manner on-site shall have secondary containment (via bunding or otherwise) using materials that are resistant to the hazardous substances handled on-site. [Secondary containment systems also need to comply with any relevant provisions under the Hazardous Substances and New Organisms Act 1996.] PC35
- [11.1.1.7.3 Except for the storage, use or handling of Liquid Petroleum Gas (LPG), any secondary containment system shall be maintained to ensure that it will perform the functions for which it was designed and contain any spill or accidental release.] PC35
- 11.1.1.7.4 Except for the storage, use or handling of Liquid Petroleum Gas (LPG), any area(s) where hazardous substances are loaded, unloaded, packaged, mixed, manufactured or otherwise handled shall have a spill containment system [that is compliant with relevant provisions under the Hazardous Substances and New Organisms Act 1996.] PC35
- 11.1.1.7.5 Except for the storage, use or handling of Liquid Petroleum Gas (LPG), secondary containment systems shall be designed to contain any spill or accidental release of hazardous substance, and any storm water and/or fire water that has become contaminated, and prevent any contaminant from entering the sewerage or stormwater drainage system unless expressly permitted under a resource consent or trade waste permit.
- 11.1.1.7.6 All stormwater grates, collection structures and inspection chamber covers on the site shall be clearly marked as such.
- 11.1.1.7.7 Any area where vehicles, equipment or containers that are or may have been contaminated with hazardous substances are washed down shall be designed, constructed and managed to prevent the effluent from the washdown area from discharge into or onto land, entry or discharge into the sewerage or stormwater drainage system unless expressly permitted by a rule in a regional plan, trade waste permit or resource consent.
- 11.1.1.7.8 Underground tanks for the storage of petroleum products shall be designed, constructed, installed, maintained, operated, managed and at the end of their life removed to prevent leakage and spills. Compliance with [any relevant provisions under the Hazardous Substances and New Organisms Act 1996 and] PC35 the Code of Practice for the "Design, Installation and Operation of Underground Petroleum Storage Systems" (1992) is a minimum [requirement.] PC35

1, 2, 3, 4, 5 District Plan Change No.35 – Hazardous Substances (Operative 6 July 2006)

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*[The Hazards rule relates only to the elements of the activity that involve hazardous substances. A threshold has been set to ensure that the use, storage and disposal of significant amounts of hazardous substances are managed to protect the human and natural environment. The threshold that has been set reflects the necessity for petroleum products to be stored at and reticulated to and within the Airport Regulations under other Acts still apply.] PC57*

**Signage**

11.1.1.7.9 [All facilities must display signage to indicate the nature of the hazardous substances present (compliance with the provisions of the Hazardous Substances and New Organisms Act 1996 and the requirements of the Building Code (F8) or the Code of Practice "Signage for Premises Storing Hazardous Substances and Dangerous Goods" of the New Zealand Chemical Industry Council (Nov 2004) is a minimum requirement.)] PC35

**Waste Management**

11.1.1.7.10 Any process waste or waste containing hazardous substances shall be stored in a manner which complies with 11.1.1.7.1 to 11.1.1.7.9 above.

11.1.1.7.11 Any hazardous facility generating wastes containing hazardous substances shall dispose of these wastes to facilities which or waste disposal contractors who meet all the requirements of regional and district rules for discharges to the environment [and also the provisions of the Hazardous Substances and New Organisms Act 1996.] PC35

*[The on-site disposal of hazardous substances will be controlled through Council's Waste Management Strategy, through obtaining the appropriate discharge consents from the Regional Council or trade waste permits, and through relevant controls on disposal of hazardous substances by the Hazardous Substances and New Organisms Act 1996] PC35.*

**Other**

11.1.1.7.12 Council must be informed of the activity's location, the nature of the activity and when the activity commences and ceases.

*[In addition to the provisions of the Plan, all activities which involve the use, storage, handling or transportation of hazardous substances are regulated for on-site and off-site effects by a range of other legislation and regulations, and associated standards and codes of practice which should be complied with. Key pieces of legislation include:*

- *the Hazardous Substance and New Organisms Act 1996*
- *legislation, rules and standards relating to the transportation of hazardous substances (Land Transport Act 1993, Land Transport Rule: Dangerous Goods 1999 and New Zealand Standard 5433:1999)*
- *Building Act 1991*
- *Health Act 1956*
- *Fire Service Act 1975*
- *Health and Safety in Employment Act 1992*
- *Radiation Protection Act 1965*
- *Agricultural Compounds and Veterinary Medicines Act 1997]*PC35

**11.1.1.8 Landscape Design**

Existing trees, particularly pohutukawa, must be retained where they do not affect the safe operation of the Airport.

The pohutukawa trees on Tirangi Road are to be retained. Any trees which need to be relocated are to be resited on or near this boundary.

Pohutukawa trees needing to be relocated are to be transplanted to locations for maximum visual effect on or near to Airport boundaries.

The boundary at the east end of Lyall Bay Parade is to be planted with pohutukawa trees and other appropriate coastal tree and shrub species.

Fencing and planting on common boundaries with residential properties must be undertaken so as to reduce visual and noise effects.

Fencing and replanting on common boundaries with industrial and commercial properties and the golf course must be planned to maximise screening and security considerations.

The north and south ends of the runway, and the Calabar Road and Moa Point Road boundaries of the Airport are to be maintained in grass.

As far as is practicable, the regeneration of native plants and trees is to be encouraged on the gorse-covered embankments above the Cobham Drive and Calabar Road roundabout.

**11.1.1.9 Discharge of Contaminants**

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The discharge of contaminants to land, air or water is a Regional Council responsibility and activities causing discharges may need to obtain a relevant consent from the Regional Council. However, every person has a general duty under section 17 of the Act to avoid, remedy or mitigate the adverse effects of activities. Where adverse effects are generated the Council will use its enforcement powers as appropriate to protect the environment.

#### 11.1.1.10 Electromagnetic Radiation

Activities must be conducted to comply with the New Zealand Standard NZS 6609:1990 (Radio Frequency Radiation) and any subsequent amendments.

The Utilities chapters contain rules regarding safety from utility structure from where the highest levels of energy will be created. Council wishes to take a precautionary approach with adverse effects from other electromagnetic sources and acknowledges the provisions of section 17 of the Act regarding the duty to avoid, remedy or mitigate adverse effects.

Noise provisions exist to control the general level of noise around the Airport generated by the operation of aircraft, in order to manage the effect of noise on surrounding residents, while ensuring that the continued operation of the Airport for the benefit of the region and the nation is not unreasonably compromised.

Exterior storage is required to be screened to avoid, remedy or mitigate its unsightliness from nearby properties. Because of the large distance from some residential sites, screening may serve little purpose. A rule on the generation of dust is included to avoid, remedy or mitigate problems from this source.

The standards for site access are designed to promote safety.

The lighting rules are designed to ensure that areas or sites available for public use are adequately lit to keep people safe, and that where sites on the periphery of the Airport area are illuminated, the amenities of nearby residents are reasonably protected.

The hazards rule relates only to the elements of the activity that involve hazardous substances. A threshold has been set to ensure that the use, storage and disposal of significant amounts of hazardous substances are managed to protect the human and natural environment. The threshold that has been set reflects the necessity for petroleum products to be stored at and reticulated to and within the Airport. Regulations under other Acts still apply.

The landscape rules recognise that the relatively harsh climate and poor soil at the Airport impose practical limits on what can be achieved. Added to this is the need to ensure that security boundaries are not screened by vegetation.

**11.1.2** [The construction, alteration of or addition to buildings and structures related to the primary function of the Airport are Permitted Activities provided that they comply with the following conditions:]<sup>PC57</sup>

#### 11.1.2.1 Maximum Heights

[Terminal Area	
• For buildings related to the primary function of the Airport (which includes aircraft maintenance) within the Terminal Area	25m
Outside the Terminal Area	
• For buildings related to the primary function of the Airport] <sup>PC57</sup>	12m
• Aircraft maintenance provided that no account shall be had to those parts of an aircraft maintenance building necessary to accommodate the tail of 767-sized aircraft)	15m
Lighting poles and navigation instruments	No maximum

[The extent of the Terminal Area is shown in Appendix 4]<sup>PC57</sup>

Several maximum building heights are provided for because the purposes which those buildings perform are very diverse. The lowest height limit of 12m applies to those parts of the area where the buildings would be closest are likely to be closer to Residential Areas and is consistent with the maximum height provided for elsewhere in the District Plan for Centres surrounded by residential properties.

The other maximum heights provide for a degree of flexibility consistent with the functional nature of the buildings. As well as the specific limits of the rules set out above, all building heights are subject to limitation imposed by airport flight controls and safety setbacks in CAA documentation.

#### 11.1.2.2 Height Control Adjoining Residential Areas

11.1.2.2.1 No building within 5 metres of an Outer Residential Area shall be more than 3 metres high.

11.1.2.2.2 No part of any building located closer than 5 metres from a Residential Area shall be higher than 2.5 metres plus the shortest horizontal distance between that part of the building and any Residential Area boundary.

This rule provides for a transition in the height of buildings between the Airport area of the Precinct and the surrounding Outer Residential Areas, and protect residents from the impact of buildings, particularly overshadowing.

#### [11.1.2.3 Height Control Adjoining the Golf Course Recreation Area

11.1.2.3.1 No part of any building in the Terminal Area shall be higher than 12 metres plus the shortest horizontal distance between that part of the building and the Golf Course Recreation Area, except that at a horizontal distance of 8 metres from this joint boundary buildings in the Terminal Area may be up to 25 metres in height.

This condition provides for a transition in the height of buildings between the Airport area of the Precinct and the surrounding Golf Course recreation area. The condition is to protect the Miramar Golf Course from the impact of buildings, particularly overshadowing. This provision was agreed between Wellington International Airport Limited and the Miramar Golf Course.]<sup>PC57</sup>

**11.1.3** Subdivision, including lease, company lease, cross lease and unit title subdivision, is a Permitted Activity provided

that it complies with the following conditions:

- 11.1.3.1 Every allotment must have services in compliance with the City Bylaws or if applicable the Council's Code of Practice for Land Development.
- 11.1.3.2 The allotment must have practical physical and legal access directly to a legal road.
- 11.1.3.3 Every allotment must have drive-on vehicle access and parking constructed in accordance with Council's Code of Practice for Land Development.
- 11.1.3.4 All earthworks needed to complete the subdivision are completed.
- 11.1.3.5 No subdivision may occur within a heritage area or on a site associated with a heritage item unless in the latter case the subdivision involves land that is not occupied by the heritage item and is not specifically identified for preservation in the Plan as important to the setting of the item.
- 11.1.3.6 A Certificate of Compliance must be obtained for the subdivision to allow Council to assess survey plans for approval.

An applicant must supply the following:

- information to allow Council to assess compliance with conditions 11.1.3.1 to 11.1.3.5
- a certificate stating that all existing services have been located so that they are all contained entirely within the boundaries of the site being serviced and are in accordance with Council's Code of Practice for Land Development
- current copies of titles for all affected properties
- accurately drawn A4 plans at a scale of 1:500 or at a larger scale as appropriate
- a certificate stating that the land is not likely to be subject to material damage by erosion, subsidence, slippage or inundation from any source

All certificates, plans and information supplied must be signed by a registered surveyor or other suitably qualified person certifying their accuracy.

*Subdivision is a Permitted Activity in the precinct, subject to meeting specified conditions. This will facilitate airport operations and associated activities with other rules of the Plan controlling building and other land use effects.*

**11.1.4** Any activity relating to the upgrade and maintenance of existing formed roads and [public]<sup>PC70</sup> accessways [including associated earthworks<sup>PC70</sup>, except the construction of new legal road, is a Permitted Activity.

*[Archaeological sites associated with human activity that occurred before 1900 are protected by the Historic Places Act 1993. An archaeological authority will be required from the New Zealand Historic Places Trust to destroy damage or modify these sites.]<sup>PC70</sup>*

**11.1.5** Any sign is a Permitted Activity provided it complies with the following conditions:

**[11.1.5.1 Signs**

11.1.5.1.1 Any sign located on a building:

- that is affixed to the underneath of a verandah must provide at least 2.5 metres clearance directly above the footpath or ground level.
- must be displayed only on plain wall surfaces
- must not obscure windows or architectural features
- must not project above the parapet level, or the highest part of that part of the building to which it is attached (including above the verandah). This part of the standard does not apply to temporary signs.
- any illuminated sign (excluding signs below verandah level) within 50 metres and visible from a Residential Area must not flash
- within any part of the Airport area except the Terminal Area and the West Side, the total maximum area of signage permitted on each elevation is 20<sup>2</sup>
- within the West Side, the total maximum area of signage permitted on each elevation of a tenancy is 20m<sup>2</sup>

11.1.5.1.2 In addition to 11.1.5.1.1, within the Terminal Area:

- any sign in excess of 12 metres in height above ground level must bear only the name and/or logo of the building owner or occupier, or the building on which the sign is located
- any sign in excess of 12 metres in height above ground level must not flash



11.1.5.1.3 For any free-standing sign or sign located on a structure within any part of the Airport area, except the Terminal Area:

- the maximum area is 8m<sup>2</sup>
  - the maximum height is 4m
  - any illuminated sign must not flash.
  - any sign that is visible from Outer Residential Area zoned land must be located a minimum of 50 metres from that area
  - no sign shall front onto State Highway 1, Moa Point Road, or Lyall Parade
- The limit on the area, height and number of signs shall not apply to signs for the purpose of directing pedestrian or vehicular traffic, or to provide safety and security information.

11.1.5.1.4 For any free-standing sign or sign located on a structure within any part of the Terminal Area:

- the maximum height is 9m

*Signs in the Airport area perform a range of functions. They provide directional and warning information that is required for the safe and effective operation of the airport. Signs are also used to identify buildings and activities, and for advertising purposes.*

*Conditions are imposed to ensure that the adverse effects of signs are appropriately managed. This includes managing the potentially obtrusive nature of signs, the effects on building design, and risks to traffic and pedestrian safety. This is particularly important for residential areas, and the main entrance routes to the Airport and along the coastline where stricter conditions apply. The Terminal Area, the golf course provides some buffering to adjacent residential areas from airport activities, and on this basis more flexibility to erect signage is provided in this area. Accordingly, no size limit has been placed on signs attached to buildings in the Terminal Area.*

**11.1.6** Earthworks are Permitted Activities on Rongotai Ridge (Sec 1 SO 31875) provided that they comply with the following conditions:

- 11.1.6.1 That existing ground level is not to be altered by more than 2.5 metres measured vertically.
- 11.1.6.2 That total area of ground surface disturbance is less than 250m<sup>2</sup>.
- 11.1.6.3 That earthworks are not undertaken on slopes of more than 45°.
- 11.1.6.4 That no contamination, including siltation, of any waterbody or coastal water occurs.

*The ridgeline is a prominent landform in the vicinity of the airport. It provides an important visual reference point when approaching the city, waterfront, eastern suburbs and the airport by air or by road. Given its elevation and location, it has high amenity values in terms of views, sun and aspect. The permitted activity conditions seek to ensure that minor earthworks are appropriately managed, and that more significant earthworks requiring a resource consent can be assessed against Policies 10.2.4.2 and 10.2.4.3.] PC57*

## 11.2 Controlled Activities

Section 11.2 describes which activities are Controlled Activities in the Airport and Golf Course Recreation Precinct. A resource consent will be required but consent cannot be refused. Conditions may be imposed relating to the matters specified. The decision on whether or not a resource consent application will be notified will be made in accordance with the provisions on notification in the Act.

**11.2.1** The use, storage or handling of aviation fuel up to a maximum of 900,000 litres is a Controlled Activity in respect of:

- 11.2.1.1** siting
- 11.2.1.2** safety.

### Standards and Terms

There are no standards and terms.

### Assessment Criteria

**In determining the conditions to be imposed, if any, Council will have regard to the following criteria:**

- 11.2.1.3 Site layout and design to avoid, remedy or mitigate the adverse effects of the activity.
- 11.2.1.4 Risk analysis of potential hazards, failure modes and exposure pathways.
- 11.2.1.5 Site management and emergency planning.
- 11.2.1.6 Necessity for secondary containment of bulk storage vessels.
- 11.2.1.7 Resistance of materials for secondary containment to the substance to be contained.
- 11.2.1.8 Provisions made for the detection of leaks and the prevention of tank overflow.
- 11.2.1.9 Location of and separation distance between the hazardous facility, public spaces and residential activities.
- 11.2.1.10 Location of and separation distance between the hazardous facility and critical facilities and lifelines.
- 11.2.1.11 Access routes to the facility, location and separation distance between the facility and sensitive activities and uses, sensitive environments and areas of high population density.
- 11.2.1.12 Transport of hazardous substances to and from the site.

- 11.2.1.13 Existing and proposed (if any currently under consideration by Council) neighbouring uses.
- 11.2.1.14 Potential cumulative hazards presented in conjunction with nearby facilities.
- 11.2.1.15 Potential for contamination of the surroundings of the site and sensitivity of the surrounding environment.
- 11.2.1.16 Arrangement for the environmentally safe disposal of any hazardous substance or hazardous wastes generated.
- 11.2.1.17 Emergency service access, fire safety and fire water management.
- 11.2.1.18 Site drainage and utility infrastructure.
- 11.2.1.19 Site security arrangements.
- 11.2.1.20 Additional measures are required to mitigate the potential effect of a natural hazard event.
- [11.2.1.21 Whether appropriate contingency measures and emergency plans are in place.] PC35
- [11.2.1.22 Whether the facility complies with the provisions of the Hazardous Substances and New Organisms Act 1996, and whether more stringent controls are required to take account of site-specific conditions.]PC35

**11.2.2** Any activity listed in Section 3.5.2.2 is a Controlled Activity in respect of:

**11.2.2.1** use, storage or handling of hazardous substances.

**Standards and Terms**

There are no standards and terms.

**Assessment Criteria**

**In determining the conditions to be imposed, if any, Council will have regard to the following criteria:**

- 11.2.2.2 Site layout and design to avoid, remedy or mitigate any adverse effects of the activity.
- 11.2.2.3 Site management and emergency planning.
- 11.2.2.4 Necessity for secondary containment of bulk storage vessels.
- 11.2.2.5 Location of and separation distance between the hazardous facility and residential activities.
- 11.2.2.6 Location of and separation distance between the hazardous facility and critical facilities and lifelines.
- 11.2.2.7 Access routes to the facility, location and separation distance between the facility and sensitive activities and uses, sensitive environments and areas of high population density.
- 11.2.2.8 Transport of hazardous substances to and from the site.
- 11.2.2.9 Existing and proposed (if any currently under consideration by Council) neighbouring uses.
- 11.2.2.10 Potential cumulative hazards presented in conjunction with nearby facilities.
- 11.2.2.11 Potential for contamination of the surroundings of the site and sensitivity of the surrounding environment.
- 11.2.2.12 Arrangement for the environmentally safe disposal of any hazardous substance or hazardous wastes generated.
- 11.2.2.13 Fire safety and fire water management.
- 11.2.2.14 Site drainage and utility infrastructure.
- 11.2.2.15 Identification and mitigation of exposure pathways .
- 11.2.2.16 Additional measures are required to mitigate the potential effect of a natural hazard event.
- [11.2.2.17 Whether appropriate contingency measures and emergency plans are in place.] PC35
- [11.2.2.18 Whether the facility complies with the provisions of the Hazardous Substances and New Organisms Act 1996, and whether more stringent controls are required to take account of site-specific conditions.] PC35

**[11.2.3** In the Terminal Area:

*The extent of the Terminal Area is shown in Appendix 4*

- any non-airport activity, or
- the construction, alteration of, or addition to buildings and structures relating to a non-airport activity;

is a Controlled Activity in respect of:

- 11.2.3.1** the design, external appearance and siting of buildings and structures
- 11.2.3.2** traffic generation, vehicle parking, site access and servicing
- 11.2.3.3** ongoing connectivity and accessibility through the Terminal Area from Calabar Road to Moa Point Road

### 11.2.3.4 landscaping

#### **Non-notification/ service**

In respect of rule 11.2.3 applications do not need to be publicly notified and do not need to be served on affected persons.

#### **Standards and Terms**

All activities must meet the conditions specified under rules 11.1.1, and 11.1.2.

The maximum height for buildings shall not exceed 12 metres.

A traffic report must be supplied, which addresses:

- details of the parking to be provided on the site and its use (whether it is intended for staff or customers)
- site access
- provision for servicing
- internal traffic circulation, to the extent that it is relevant to the movement of vehicular traffic to and from the site
- what effect the extra traffic will have on local streets and the surrounding road network

Safety of airport operations:

All applications must be accompanied by certification from WIAL that the proposal will not adversely impact the safety of airport operations.

#### **Assessment Criteria**

**In determining the conditions to be imposed, if any, Council will have regard to the following criteria:**

#### **11.2.3.6 Design, External Appearance and Siting**

11.2.3.6.1 The extent to which the proposal is consistent with the relevant objectives and policies of the Airport and Golf Course Recreation Precinct.

#### **11.2.3.7 Vehicle Parking, Servicing and Site Access**

11.2.3.7.1 Whether the proposed development will cause congestion or affect the safe or efficient movement of traffic on streets in the local or surrounding road network.

11.2.3.7.2 Whether appropriate levels of loading, servicing and parking are provided, and ongoing connectivity through the Terminal Area is maintained.

11.2.3.7.3 Whether the proposed activity provides high standard facilities for public transport, cycling, pedestrian and vehicular movements or has easy access to those facilities or promotes the use of transport modes other than private vehicles.

#### **11.2.3.8 Landscape Design**

11.2.3.8.1 The extent to which the proposal complements the surrounding natural landform and mitigates any adverse visual effects of the development.

*Airport operations remain the primary function of the Airport area. However in the Terminal Area, where development concentrates around the terminal buildings, a mix of airport and non-airport activities is likely to develop.*

*The effects of development within the Terminal Area are relatively buffered because of the setback from adjacent residential and open space areas. However, managing building design, landscaping and transport impacts are important matters for achieving quality development within this area. Therefore, standards and conditions are imposed on these matters for non-airport developments.*

**11.2.4** Any earthworks that disturb or alters the ground of a contaminated site within the Airport Area in the locations identified in Appendix 5 is a Controlled Activity in respect of:

*Rule 11.2.4 deals with issues of site contamination. Any activity considered under this rule will also be subject under Rules 11.2.3 , 11.3.1 to 11.3.5, and 11.4.2 as appropriate.*

**11.2.4.1** the objectives and protocols for any investigations to determine the nature and extent of contamination

**11.2.4.2** the nature and extent of the contamination

**11.2.4.3** risk of contaminant exposure on public health, safety and the environment.

**11.2.4.4** the approach to decontamination, remediation or management of the contaminated [land]<sup>Var10</sup> and the mitigation measures, including monitoring, adopted to avoid adverse effects on public health, safety and the environment.

#### **Non-notification/ service**

In respect of rule 11.2.4 applications do not need to be publicly notified and do not need to be served on affected persons.

**[Assessment Criteria**

**In determining what conditions, if any, to impose, Council will have regard to, but will not be limited to, the following criteria:**

- 11.2.4.5 The proposed methodology for the remediation of the land, including as appropriate the provision of a Remediation Plan that addresses:
- How any adverse effects on the surrounding environment resulting from earth moving or removal and any potential discharges from the site will be managed (eg sediment control, site covering and dust control)
  - Where soil is to be removed from the land, the appropriate tracking and safe transport to land that is authorised and / or consented for the disposal of any contaminated soils
  - How the health and safety of the workers and the wider community will be provided for during works, including, if necessary, the presence of public exclusion zones, site security and location of worker amenity facilities
  - The standard of remediation on completion
  - The potential for recontamination to occur, where the land may become contaminated due to the presence of contamination on adjacent land or sites
  - Any alternatives to remediation, where there are more appropriate mitigation techniques to remediation that will avoid risk to public health and safety and prevent exposure to the contaminated soil
  - Any potential long-term or cumulative effects of discharges from the land.
- 11.2.4.6 The extent to which any proposal for the remediation and / or ongoing management of contaminated land meets the Ministry for the Environment's Contaminated Land Management Guidelines 1 to 5, any relevant Ministry for the Environment industry-specific contaminated land guidelines, the Ministry of Health's Guidelines for Public Health Services for Managing Lead Exposed Persons and the Management of Asbestos in the Non-Occupational Environment, and the Department of Labour's Health and Safety Guidelines on the Cleanup of Contaminated Sites.
- 11.2.4.7 The extent to which any potential adverse effects of remediation and / or ongoing management are acceptable.
- 11.2.4.8 The suitability of the land for its proposed end use, including whether adequate measures are proposed to ensure the ongoing safe use of the land.
- 11.2.4.9 The nature of any relevant Regional Council requirements or consent conditions] PV10.

*To avoid risks to the public and the environment, any disturbance of a contaminated [land] PV10 will require appropriate remediation. The memorandum of understanding between the Wellington City Council and Wellington International Airport Limited will ensure that constructive dialogue takes place and significant issues are resolved before applications for resource consent are submitted.]PC57*

### 11.3 Discretionary Activities (Restricted)

Section 11.3 describes which activities are Discretionary Activities (Restricted) in the Airport Area. Consent may be refused or granted subject to conditions. Grounds for refusal and conditions will be restricted to the matters specified in rule 11.3.1. The decision on whether or not a resource consent application will be notified will be made in accordance with the provisions on notification in the Act.

- 11.3.1** [Any activity related to the primary function of the Airport, that is not a Permitted or Controlled Activity, is a Discretionary Activity (Restricted) in respect of:]PC57
- 11.3.1.1** screening of activities and storage
  - 11.3.1.2** dust
  - 11.3.1.3** vehicle parking and access
  - 11.3.1.4** lighting
  - 11.3.1.5** use, storage, handling or disposal of hazardous substances
  - 11.3.1.6** landscape design
  - 11.3.1.7** noise, except for 11.1.1.1.1, 11.1.1.1.2, 11.1.1.1.3 and 11.1.1.1.7.

**Non-notification/ service**

[In respect of rule 11.3.1 applications do not need to be publicly notified and do not need to be served on affected persons in respect of items 11.3.1.3 (vehicle parking and access) and 11.3.1.6 (landscape design).] PC57

**Standards and Terms**

Except for the matters specified in rule 11.3.1 this activity must comply with all the conditions specified for activities in rule 11.1.1.

The conditions in rule 11.1.1 may be waived totally, except that:

- rule 11.1.1.1.8 noise emission levels shall not be exceeded by more than 5 decibels

- rule 11.1.1.6, maximum lighting levels, must not be exceeded by more than 20 percent

For hazardous substances, the cumulative Effect Ratio as assessed under the Hazardous Facilities Screening Procedure for the site where the activity is to occur is **greater than 0.1** or does not meet the conditions in rules 11.1.1.7, unless the site is located in a Hazard Area.

For hazardous substances, where the hazardous facility is located in a Hazard Area, the cumulative Effect Ratio as assessed under the Hazardous Facilities Screening Procedure for the site where the activity is to occur is **less than or equal to 0.5** but does not meet the conditions in rules 11.1.1.7.

#### **Assessment Criteria**

**In determining whether to grant consent and what conditions, if any, to impose, Council will have regard to the following criteria:**

##### **11.3.1.11 Screening of Activities and Storage**

Whether changes in topography or other measures would provide appropriate screening.

*The diversity and size of the Airport area is such that there will be instances where variations from the permitted standards can be considered.*

##### **11.3.1.12 Dust**

The extent to which existing amenities are protected. Council will seek to ensure that dust nuisances are avoided, remedied or mitigated as far as is practical.

*There may be instances where it is impractical to prevent dust nuisance because of Wellington's variable weather and winds. Such proposals will be carefully considered to ensure that any dust nuisance is of a minor nature.*

##### **11.3.1.13 Vehicle Parking and Site Access**

11.3.1.13.1 Whether the proposed activities on the site will not generate a demand for parking to the extent required in the conditions.

11.3.1.13.2 Whether adequate public transport is available or whether other means can be adopted to encourage public transport to the site.

11.3.1.13.3 The extent to which alternative parking can be provided in association with other uses or activities in the vicinity.

11.3.1.13.4 The extent to which the standards for parking and site access can be varied without jeopardising public safety or efficient traffic operations on the street.

*The parking provisions have been devised to assist efficient, convenient and safe access in the Airport area. It is nevertheless recognised that the demands of particular developments may justify variations from the prescribed conditions or standards.*

##### **11.3.1.14 Lighting**

11.3.1.14.1 Applications to provide more intensive lighting near Residential Areas must have regard to the present and future development in the Residential Area, the degree to which topography or other site features may avoid, remedy or mitigate the effects of lighting and the extent to which planting, screening or the orientation of the light source, will mitigate lighting effects.

11.3.1.14.2 The consideration of applications to provide less intensive lighting on site areas open to public use will take into account the nature of the activities on the site, the extent of public use and what other measures are being taken to keep the public safe.

*The nature of landforms and the types of development surrounding the Airport area are so different that there will be instances where the extra lighting can be added without affecting the amenities of Residential Areas. Applications to exceed the permitted levels will therefore be considered. Similarly, within the Airport area itself, development is so diverse that there will be circumstances where the lighting of publicly used areas may not need to comply with the specified standards.*

##### **11.3.1.15 Hazardous Substances**

*See Exemptions to the Hazardous Facilities Screening Procedure contained in section 3.5.2*

11.3.1.15.1 Site design and management to avoid, remedy or mitigate any adverse effects of the activity.

11.3.1.15.2 The adequacy of the design, construction and management of any part of a hazardous facility site where hazardous substances are used for their intended function, stored, manufactured, mixed, packaged, loaded, unloaded or otherwise handled such that:

- any significant adverse effects of the intended use from occurring outside the intended use, handling or storage area is prevented
- the contamination of any land in the event of a spill or other unintentional release of hazardous substances is prevented
- the entry or discharge of the hazardous substances into surface or groundwater, the stormwater drainage system or into the sewerage system (unless permitted under a regional plan, resource consent or trade waste permit) is prevented.

11.3.1.15.3 Location of the facility in relation to the nearest waterbody or the coastal marine area.

11.3.1.15.4 Location of hazardous facility in relation to residential activities.

11.3.1.15.5 Location of hazardous facility in relation to critical facilities and lifelines.

11.3.1.15.6 Access routes to the facility, location and separation distance between the facility and sensitive activities and uses, sensitive

- environments and areas of high population density.
- 11.3.1.15.7 Existing and proposed (if any currently under consideration by Council) neighbouring uses.
- 11.3.1.15.8 Potential cumulative hazards presented in conjunction with nearby facilities.
- 11.3.1.15.9 Transport of hazardous substances to and from the site.
- 11.3.1.15.10 Potential for contamination of the surroundings of the site and sensitivity of the surrounding environment.
- 11.3.1.15.11 Whether the site has adequate signage to indicate the presence of hazardous substances.
- 11.3.1.15.12 Whether adequate arrangement has been made for the environmentally safe disposal of any hazardous substance or hazardous wastes generated.
- 11.3.1.15.13 Whether the site design has been subject to risk analysis, such as Hazop (Hazard and Operability's Studies), to identify the potential hazards, failure modes and exposure pathways.
- 11.3.1.15.14 Where the hazardous facility is located within a Hazard Area, any additional requirements to mitigate the potential effect of a natural hazard event.
- 11.3.1.15.15 Type and nature of the existing facility.
- [11.3.1.15.16 Whether appropriate contingency measures and emergency plans are in place.] PC35
- [11.3.1.15.17 Whether the facility complies with the provisions of the Hazardous Substances and New Organisms Act 1996, and whether more stringent controls are required to take account of site-specific conditions.]PC35

*To reduce the potential adverse effects, Council will require the production of a Site Management Plan or Environmental Management System when a resource consent application is made, this will be before hazardous substances are brought onto the hazardous facility. In addition, Council will require the design of the site to include measures which will prevent the accidental releases of any hazardous substances into the environment. Through this process, Council seeks to protect the surrounding environment from any adverse effects of the hazardous facility.*

#### **11.3.1.16 Landscape Design**

The extent to which existing amenities are protected and existing trees preserved.

#### **11.3.1.17 Noise**

- 11.3.1.17.1 The degree to which noise emissions can be reduced through mitigation or management measures, changes in the location, or methods of operation of the activity.
- 11.3.1.17.2 Whether the proposal will have any adverse effects on the health and safety of people.
- 11.3.1.17.3 The effects of the type, intensity and duration of the noise emitted from any activity.

*It is appropriate for noise sensitive activities locating within the Airport area to be protected from intrusive noise effects.*

**[11.3.2** The construction or alteration of, and addition to buildings or structures related to the primary function of the Airport, that is not a Permitted or Controlled Activity, is a Discretionary Activity (Restricted) in respect of:

- 11.3.2.1** maximum heights
- 11.3.2.2** height control adjoining Residential Areas
- 11.3.2.3** height control adjoining the Golf Course recreation area
- 11.3.2.4** vehicle parking and access

In respect of rule 11.3.2, applications do not need to be publicly notified and do not need to be served on affected persons in respect of item 11.3.2.4 (vehicle parking and access).

#### **Standards and Terms**

- rule 11.1.2.1, maximum height of buildings related to the primary function of the Airport within the Terminal Area must not exceed 30 metres, and buildings outside the Terminal Area, must not exceed 18 metres.
- rule 11.1.2.2, height control adjoining Residential Areas must not be exceeded by more than 20 percent.
- rule 11.1.2.3, height control adjoining Golf Course recreation area must not be exceeded by more than 20 percent.

#### **Assessment Criteria**

**In determining whether to grant consent and what conditions, if any, to impose, Council will have regard to the following criteria:**

#### **11.3.2.6 Vehicle Parking and Site Access**

- 11.3.2.6.1 Whether the proposed activities on the site will not generate a demand for parking to the extent required in the conditions.
- 11.3.2.6.2 Whether adequate public transport is available or whether other means can be adopted to encourage public transport to the site.
- 11.3.2.6.3 The extent to which alternative parking can be provided in association with other uses or activities in the vicinity.
- 11.3.2.6.4 The extent to which the standards for parking and site access can be varied without jeopardising public safety or efficient traffic

operations on the street.

*The parking provisions have been devised to assist efficient, convenient and safe access in the Airport area. It is nevertheless recognised that the demands of particular developments may justify variations from the prescribed conditions or standards.*

#### **11.3.2.7 Maximum Heights**

11.3.2.7.1 Whether additional height would have a material effect upon sunlight access to residential buildings in Residential Areas or public space.

*The permitted building height for the Airport area provides reasonably for most development, but in some cases additional height may be necessary or desirable. Taller buildings will not generally be favoured towards the boundaries with Residential Areas or Open Spaces. Council seeks to protect any adjacent Residential or Open Space Area from the effects of additional height.*

#### **11.3.2.8 Height Control Adjoining Residential Areas and the Golf Course Recreation Area**

11.3.2.8.1 Whether the topography of the site or surrounding land or the nature of the proposed building development is such that the amenities of adjacent Residential Areas and the Golf Course recreation area will be protected.

*The diversity of possible building forms on sites is such that in some cases developments may occur which do not comply fully with the standards for Permitted Activities.*

**11.3.3** Any non-airport activity, or the construction or alteration of, or addition to any non-airport building or structure, that is not a Controlled Activity, is a Discretionary Activity (Restricted) in respect of:

**11.3.3.1** design, external appearance and siting of buildings and structures

**11.3.3.2** traffic generation, vehicle parking, site access and servicing

**11.3.3.3** landscaping

**11.3.3.4** within the Rongotai Ridge area (Sec 1 SO 31875), the effects of any earthworks and development on the form and character of the ridge

**11.3.3.5** the effect of any retail activity on the vitality and viability of surrounding Town Centres (particularly Kilbirnie and Miramar) and the Central Area

#### **Non-notification**

In respect of rule 11.3.3 applications do not need to be publicly notified and do not need to be served on affected persons in respect of items 11.3.3.1, 11.3.3.2, 11.3.3.3 and 11.3.3.4.

#### **Standards and Terms**

The maximum height of buildings shall not exceed 12 metres.

All conditions specified for Rule 11.1.1 and conditions 11.1.2.2 and 11.1.2.3 must be met.

A traffic report must be supplied, which addresses:

- details of the parking to be provided on the site and its use (whether it is intended for staff or customers)
- site access
- provision for servicing
- internal traffic circulation, to the extent that it is relevant to the movement of vehicular traffic to and from the site
- the effect extra traffic will have on local streets and the surrounding road network
- transportation impact assessments

An application for resource consent for a retail activity must supply a Centre Impact Report which addresses:

- the extent to which the retail activity impacts on the overall vitality and viability of the Kilbirnie and Miramar town centres. Any application for resource consent that contains a retail tenancy in excess of 2500m<sup>2</sup> gross floor area, or a combined total gross floor area of all retail tenancies in excess of 4000m<sup>2</sup> must address the extent to which the retail activity impacts on the overall vitality and viability of other nearby town centres including the CBD and Central Area.
- the extent to which the activity promotes the efficient use of resources and a compact urban form
- the extent to which the activity affects existing public investment and minimises the need for additional public investment in infrastructure and public spaces
- how the activity promotes accessibility, enables sustainable transport choices (including public transport), and minimises trip generation through the co-location of similar activities.

All applications must be accompanied by certification from WIAL confirming the proposal will not adversely impact the safety of airport operations.

*Non-airport activities will be managed in a way that is both consistent with airport activities and to a standard that does not adversely impact on adjacent areas within and around the Airport area. The objectives and policies provide guidance on how Council will assess resource consent applications*

triggered by this rule.

<b>11.3.4</b>	Signs that do not meet one or more of the conditions specified in Rule 11.1.5 are a Discretionary Activity (Restricted) in respect of:
<b>11.3.4.1</b>	position
<b>11.3.4.2</b>	dimensions
<b>11.3.4.3</b>	flashing lights
<b>11.3.4.4</b>	the sign display for signs on buildings extending 12m above ground level
<b>11.3.4.5</b>	traffic and pedestrian safety

**Non-notification**

In respect of rule 11.3.4 applications do not need to be publicly notified and do not need to be served on affected persons.

**Standards and Terms**

Rule 11.1.5, the maximum height of any free standing sign must not exceed 9m.

All applications must be accompanied by certification from WIAL confirming the proposal will not adversely impact the safety of airport operations.

<b>11.3.5</b>	Earthworks on Rongotai Ridge (Sec 1 SO 31875) that do not comply with the conditions for Permitted Activities are a Discretionary Activity (Restricted) in respect of:
<b>11.3.5.1</b>	visual appearance
<b>11.3.5.2</b>	geomorphological impacts
<b>11.3.5.3</b>	dust and sediment control
<b>11.3.5.4</b>	traffic impacts caused by transporting earth and construction fill material

**Non-notification**

In respect of rule 11.3.5 applications do not need to be publicly notified and do not need to be served on affected persons. ]PC57

## 11.4 Discretionary Activities (Unrestricted)

Section 11.4 describes which activities are Discretionary Activities (Unrestricted) in the Airport area of the Airport and Golf Course Recreation Precinct. The decision on whether or not a resource consent application will be notified will be made in accordance with the provisions on notification in the Act.

<b>11.4.1</b>	Any subdivision that is not a Permitted Activity is a Discretionary (Unrestricted) Activity.
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**Assessment Criteria**

**In determining whether to grant consent and what conditions, if any, to impose, Council will have regard to the following criteria:**

- 11.4.1.1 The requirements of section 106 of the Act.
- 11.4.1.2 Whether proposed allotments are capable of accommodating Permitted Activities in compliance with the Precinct rules.
- 11.4.1.3 The extent of compliance with the relevant parts of the Council's Code of Practice for Land Development.

*Subdivisions in the Airport area that are not a Permitted Activity will be assessed as Discretionary Activities. This will enable the full effects of a subdivision to be considered with public involvement where appropriate. The resource consent process will be used to determine the extent of land considered suitable for subdivision and the most appropriate design having regard to the intended future use.*

<b>[11.4.2</b>	The construction or addition of, or alteration to a building or structure, and any activity that is not a Permitted, Controlled or a Discretionary (Restricted) Activity is a Discretionary Activity (Unrestricted).
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**Assessment Criteria**

**In determining whether to grant consent and what conditions, if any, to impose, Council will have regard to, but not be limited to, the following criteria:**

- 11.4.2.1 Whether the future use or development of the Airport area for its primary function, as defined in 3.10, will be significantly diminished.
- 11.4.2.2 Whether the safe and effective operation of the airport can be maintained.
- 11.4.2.3 The extent to which the existing amenities of adjacent or nearby Residential areas, the Golf Course recreation area, public space and Open Space areas will be lessened.
- 11.4.2.4 Whether vehicular traffic generated by any activity can be accommodated without a loss of amenity, safety or without causing congestion.
- 11.4.2.5 Whether the design of buildings is in keeping with the scale of the development in the immediate area and accords with good urban design principles.



- 11.4.2.6 A centre impact report involving an assessment of whether any retail activity impacts on the overall vitality and viability of nearby town centres including the CBD and central area.
- 11.4.2.7 the extent to which the activity promotes the efficient use of resources and a compact urban form
- 11.4.2.8 the extent to which the activity affects existing public investment and minimises the need for additional public investment in infrastructure and public spaces
- 11.4.2.9 how the activity promotes accessibility, enables sustainable transport choices (including public transport), and minimises trip generation through the co-location of similar activities

Activities that do not meet relevant standards and terms have been included as Discretionary Activities (Unrestricted). This enables the full effects of a proposal to be evaluated.

Note, refer to 11.8 for the Non-Complying rule applying to the Chapter 11A.]PC57

## Chapter 11B. Golf Course Recreation Precinct Rules

### Guide to Rules

NOTE: The following table is intended as a guide only and does not form part of the District Plan. Refer to specified rules for detailed requirements.

P refers to Permitted Activities, C to Controlled Activities, DR to Discretionary Activities (Restricted) and DU to Discretionary Activities (Unrestricted).

Uses/Activities	Rule	P	C	DR	DU
Activities related to the function of the Golf Course recreation area subject to conditions	11.5.1	•			
Activities not complying with conditions for Permitted Activities	11.6.1			•	
Upgrade and maintenance of existing formed roads and accessways	11.5.3	•			
Buildings	Rule	P	C	DR	DU
Any use, construction, removal, demolition, repair, alteration of or addition to buildings and structures subject to conditions	11.5.2	•			
Buildings not complying with conditions for Permitted Activities	11.6.1			•	
Subdivision	Rule	P	C	DR	DU
Subdivision	11.7.1				•
Heritage	Rule	P	C	DR	DU
Activities affecting listed heritage items	21.0	•	•		•
Utilities	Rule	P	C	DR	DU
Utilities	23.0	•	•	•	•

### Schedule of Appendices

Number	Appendix
1	Noise
2	Vehicle Parking Standards
3	Site Access for Vehicles

## 11B GOLF COURSE RECREATION AREA RULES

[The following rules apply in the Airport Area. Rules for Earthworks (Chapter 30), Contaminated Land (Chapter 32) and Heritage (Chapter 21) may also apply.

- The sign rules in Chapter 21D apply for all signs on sites where a listed heritage building or object is located (except for individual sites on which listed heritage buildings or objects are located that are also separate heritage areas).
- The subdivision rules in Chapter 21A apply for any subdivision of a site on which a listed heritage building or object is located.
- The subdivision rules in Chapter 21B apply for any subdivision of a site in a listed Heritage Area. ]<sup>PC43</sup>

### 11.5 Permitted Activities

The following activities are permitted in the Golf Course recreation area (as shown on District Plan Maps), provided that they comply with any specified conditions.

**11.5.1** Activities related to the function of the Golf Course recreation area and activities and services ancillary to this function, are Permitted Activities provided that they comply with following conditions:

#### 11.5.1.1 Noise

11.5.1.1.1 Noise emission levels when measured at or within the boundary of any site, other than the site from which the noise is generated, shall not exceed the following:

Monday to Saturday 7am to 10pm	45 db L <sub>Aeq</sub> (15min)
At all other times	40 dB L <sub>Aeq</sub> (15min)
All days 10pm to 7am	65 dB L <sub>AFmax</sub>

11.5.1.1.2 Any activity occurring within the Golf Course recreation area when measured from any land or premises outside the precinct shall comply with the noise limits stated in Appendix 1.

#### 11.5.1.2 Dust

Activities must not create a dust nuisance. A dust nuisance will occur if:

- there is visible evidence of suspended solids in the air across a site boundary; or
- there is visible evidence of suspended solids traceable from a dust source settling on the ground, building or structure on a neighbouring site, or water.

#### 11.5.1.3 Vehicle parking

11.5.1.3.1 *Removed by NPS-UD 2020 Policy 11*

11.5.1.3.2 All parking shall be provided and maintained in accordance with the standards set out in Appendix 2.

#### 11.5.1.4. Site Access for Vehicles

11.5.1.4.1 Site access for vehicles must be provided and maintained in accordance with the standards set out in Appendix 3.

11.5.1.4.2 There shall be a maximum of one vehicle access to any site except that sites with more than one frontage may have one access across each frontage.

11.5.1.4.3 The width of any vehicle crossing to a site shall not exceed 6 metres.

11.5.1.4.4 No vehicular access, as shown in Appendix 3.1, shall be situated closer to an intersection than the following:

Arterial and principal streets	20m
Collector streets	15m
Other streets	10m

11.5.1.4.5 All access to sites must be designed to permit a free flow of traffic so that vehicles do not queue on the street.

#### 11.5.1.5 Lighting

11.5.1.5.1 Any activity which requires the lighting of outdoor areas must ensure that direct or indirect illumination does not exceed 8 lux at the windows of residential buildings in any nearby Residential Area.

11.5.1.5.2 Subject to rule 11.5.1.5.1 any development which includes pedestrian routes and carparks available for public use during hours of darkness must be lit at a minimum of 10 lux, measured in accordance with NZS CP22:1962 and amendments.

*In all cases the Council will seek to ensure that the adverse effects of glare from lighting sources are avoided, remedied or mitigated.*

#### 11.5.1.6 Use, Storage or Handling of Hazardous Substances

11.5.1.6.1 For those activities which are not specifically exempted (see Section 3.5.2.2) the cumulative Effect Ratio calculated using the HFSP will be used to determine whether or not those other activities should be Permitted Activities according to the table above.

See Exemptions to the Hazardous Facilities Screening Procedure in section 3.5.2

Location	Hazard Area	Not Hazard Area	Either Area
Effect Ratio	0.002 < ER PC35 ≤0.05	0.002 < ER PC35 ≤0.1	≤0.002
Conditions applying	11.1.1.7.2 to 11.5.1.6.11	11.1.1.7.2 to 11.5.1.6.11	11.5.1.6.8, 11.5.1.6.10 and 11.5.1.6.11only

Activities that do not meet the above Effect Ratio criteria or do not otherwise comply with the applicable conditions will be Discretionary (Restricted) Activities.

11.5.1.6.2 Except for the storage, use or handling of Liquid Petroleum Gas (LPG), any area where hazardous substances are used, stored or handled in any manner on-site shall have secondary containment (via bunding or otherwise) using materials that are resistant to the hazardous substances handled on-site. [Secondary containment systems also need to comply with any relevant provisions under the Hazardous Substances and New Organisms Act 1996.]<sup>PC35</sup>

[11.5.1.6.2A Except for the storage, use or handling of Liquid Petroleum Gas (LPG), any secondary containment system shall be maintained to ensure that it will perform the functions for which it was designed and contain any spill or accidental release.]<sup>PC35</sup>

11.5.1.6.3 Except for the storage, use or handling of Liquid Petroleum Gas (LPG), any area(s) where hazardous substances are loaded, unloaded, packaged, mixed, manufactured or otherwise handled shall have a spill containment system [that is compliant with relevant provisions under the Hazardous Substances and New Organisms Act 1996.]<sup>PC35</sup>

11.5.1.6.4 Except for the storage, use or handling of Liquid Petroleum Gas (LPG), secondary containment systems shall be designed to contain any spill or accidental release of hazardous substance, and any storm water and/or fire water that has become contaminated, and prevent any contaminant from entering the sewerage or stormwater drainage system unless expressly permitted under a resource consent or trade waste permit.

11.5.1.6.5 All stormwater grates, collection structures and inspection chamber covers on the site shall be clearly marked as such.

11.5.1.6.6 Any area where vehicles, equipment or containers that are or may have been contaminated with hazardous substances are washed down shall be designed, constructed and managed to prevent the effluent from the washdown area from discharge into or onto land, entry or discharge into the sewerage or stormwater drainage system unless expressly permitted by a rule in a regional plan, trade waste permit or resource consent.

11.5.1.6.7 Underground tanks for the storage of petroleum products shall be designed, constructed, installed, maintained, operated, managed and at the end of their life removed to prevent leakage and spills. Compliance with the Code of Practice for the "Design, Installation and Operation of Underground Petroleum Storage Systems" (1992) is a minimum.

1. 2. 3. 4. 5 District Plan Change No.35 – Hazardous Substances (Operative 6 July 2006)

#### Signage

11.5.1.6.8 All facilities must display signage to indicate the nature of the hazardous substances present (meeting the requirements of the Building Code (F8), or meeting the requirements of the Code of Practice "Warning Signs for Premises Storing Hazardous Substances" of the New Zealand Chemical Industry Council (October 1988) as a means of complying).

#### Waste Management

11.5.1.6.9 Any process waste or waste containing hazardous substances shall be stored in a manner which complies with 11.5.1.6.1 to 11.5.1.6.8 above.

11.5.1.6.10 Any hazardous facility generating wastes containing hazardous substances shall dispose of these wastes to facilities which or waste disposal contractors who meet all the requirements of regional and district rules for discharges to the environment.

#### Other

11.5.1.6.11 Council must be informed of the activity's location, the nature of the activity and when the activity commences and ceases.

[In addition to the provisions of the Plan, all activities which involve the use, storage, handling or transportation of hazardous substances are regulated for on-site and off-site effects by a range of other legislation and regulations, and associated standards and codes of practice which should be complied with. Key pieces of legislation include:

- the Hazardous Substance and New Organisms Act 1996
- legislation, rules and standards relating to the transportation of hazardous substances (Land Transport Act 1993, Land Transport Rule: Dangerous Goods 1999 and New Zealand Standard 5433:1999)
- Building Act 1991
- Health Act 1956
- Fire Service Act 1975
- Health and Safety in Employment Act 1992
- Radiation Protection Act 1965

• *Agricultural Compounds and Veterinary Medicines Act 1997* PC35

### 11.5.1.7 Landscaping

Fencing and planting on common boundaries with residential properties must maximise screening where possible.

### 11.5.1.8 Signs

11.5.1.8.1 For signs on buildings:

- the maximum size of any one sign is 10m<sup>2</sup>
- no more than one sign may be displayed on a building
- signs must denote only the name, character or purpose of any permitted activity on the site
- illuminated signs must not flash.

11.5.1.8.2 Subject to rule 11.5.2.2, for free-standing signs not attached to any building:

- the maximum size is 5m<sup>2</sup>
- the maximum height is 4m
- only two signs shall be permitted on any site frontage
- signs must denote only the name, character or purpose of any permitted activity on site
- illuminated signs must not flash.

*The function of the Golf Course recreation area is to allow people to enjoy this recreational activity. Activities associated with this function include the operations of the golf course itself, and all associated activities (such as clubhouse buildings, storage facilities, catering and entertainment facilities, Pro-shop, accommodation and vehicle parking).*

*A rule about generating dust is included to avoid, remedy or mitigate problems from this source.*

*The lighting rules are designed to ensure that areas available for public use are adequately lit to ensure people's safety, and that where sites on the edge of the Golf Course recreation area are lit, that the amenities of nearby residents are reasonably protected.*

*The standards to site access are designed to promote safety.*

*The hazards rule relates only to the elements of the activity that involve hazardous substances. A threshold has been set to ensure that the use, storage or disposal of significant amounts of hazardous substances are managed to protect the human and natural environment. The threshold that has been set reflects the level of activity expected in the area. Regulations under other Acts still apply.*

*The rules recognise that the relatively harsh climate and poor soil of the Golf Course recreation area imposes practical limits on what can be achieved in terms of landscape design.*

*The rules relating to signs are generally consistent with those for signs in Centre Areas.*

**11.5.2** Any use, construction, removal, demolition, repair, alteration of or addition to buildings and structures are Permitted Activities, provided that they comply with the following conditions:

### 11.5.2.1 Maximum building height

The maximum building height is 12m, except for lighting poles which may be up to 20m high.

*This height limit is consistent with the maximum height provided for elsewhere in the District Plan in suburban commercial centres surrounded by residences.*

### 11.5.2.2 Height Control Adjoining Residential Areas

11.5.2.2.1 No building within 5 metres of a Residential Area shall be more than 3 metres high.

11.5.2.2.2 No part of any building located closer than 5 metres from a Residential Area shall be higher than 2.5 metres plus the shortest horizontal distance between that part of the building and any residential boundary.

*This rule provides for a transition in the height of buildings on the Golf Course and surrounding Residential Areas, and protects residents from overshadowing.*

**11.5.3** Any activity relating to the upgrade and maintenance of existing formed roads and [public] PC70 accessways [including associated earthworks] PC70, except the construction of new legal road, is a Permitted Activity.

*[Archaeological sites associated with human activity that occurred before 1900 are protected by the Historic Places Act 1993. An archaeological authority will be required from the New Zealand Historic Places Trust to destroy*

damage or modify these  
sites.] PC70

## 11.6 Discretionary Activities (Restricted)

Section 11.6 describes which activities are Discretionary Activities (Restricted) in the Golf Course recreation area. Consent may be refused or granted subject to conditions. Grounds for refusal and conditions will be restricted to the matters specified in rule 11.6.1. The decision on whether or not a resource consent application will be notified will be made in accordance with the provisions on notification in the Act.

<b>11.6.1</b>	Activities and buildings that do not meet the conditions for Permitted Activities in the Golf Course recreation area are Discretionary Activities (Restricted) in respect of:
<b>11.6.1.1</b>	noise
<b>11.6.1.2</b>	dust
<b>11.6.1.3</b>	vehicle parking and access
<b>11.6.1.4</b>	lighting
<b>11.6.1.5</b>	use, storage, handling or disposal of hazardous substances
<b>11.6.1.6</b>	landscaping
<b>11.6.1.7</b>	signs
<b>11.6.1.8</b>	maximum building heights
<b>11.6.1.9</b>	height control adjoining Residential Areas.

### Non-notification

The written approval of affected persons will not be necessary in respect of items 11.6.1.3, 11.6.1.5 and 11.6.1.7. [Notice of applications need not be served on affected persons] PC28 and applications need not be notified.

### Standards and Terms

Except for the matters specified in rule 11.6.1 this activity must comply with all the conditions specified for activities in rules 11.5.1 and 11.5.2.

The conditions in rule 11.5.1 and 11.5.2 may be waived totally, except that:

- rule 11.5.1.5, maximum lighting levels, must not be exceeded by more than 20 percent
- rule 11.5.1.8, conditions relating to any sign dimension, must not be exceeded by more than 50 percent
- noise emission levels under Rule 11.5.1.1, shall not be exceeded by more than 5 decibels
- rule 11.5.2.1, maximum building heights, must not be exceeded by more than 50 percent
- rule 11.5.2.2, height control adjoining Residential Areas, must not be exceeded by more than 20 percent.

For hazardous substances, the cumulative Effect Ratio as assessed under the Hazardous Facilities Screening Procedure for the site where the activity is to occur is **less than or equal to 1** but does not meet the conditions in rules 11.5.1.6 unless the site is located in a Hazard Area.

For hazardous substances, where the hazardous facility is located in a Hazard Area, the cumulative Effect Ratio as assessed under the Hazardous Facilities Screening Procedure for the site where the activity is to occur is **less than or equal to 0.5** but does not meet the conditions in rules 11.5.1.6.

### Assessment Criteria

**In determining whether to grant consent and what conditions, if any, to impose Council will have regard to the following criteria:**

#### 11.6.1.10 Noise

The extent to which noise emissions will be intrusive. Council will seek to ensure that the best practicable option is used to mitigate noise and that adverse effects are minor.

#### 11.6.1.11 Dust

Council seeks to ensure that existing amenities are protected and generally requires that dust nuisances are mitigated as far as practical.

*There may be instances where it is impractical to prevent dust nuisance, because of Wellington's variable weather and winds. Such proposals are carefully considered to ensure that any dust nuisance is minor.*

#### 11.6.1.12 Vehicle Parking and Access

- |             |  |
|-------------|--|
| 11.6.1.12.1 | Whether the proposed activities on the site will generate a demand for the required parking.   |
| 11.6.1.12.2 | The extent to which parking might be shared with other uses or activities in the vicinity.   |
| 11.6.1.12.3 | The extent to which the standards for parking and access can be varied without jeopardising public safety or efficient traffic operations on the street. |

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*The parking provisions have been established to assist efficient, convenient and safe access in the Golf Course recreation area. It is nevertheless recognised that the variability and demands of particular developments may justify variations from the prescribed conditions or standards.*

**11.6.1.13 Lighting**

11.6.1.13.1 Applications to provide more intensive lighting near Residential Areas will be considered with regard to present and future development in the Residential Area, the degree to which topography or other site features may avoid, remedy or mitigate the effects of lighting, and the extent to which planting, screening or the orientation of the light source will mitigate lighting effects.

11.6.1.13.2 The consideration of applications to provide less intensive lighting on site areas open to public use will take into account the nature of the activities on the site, the extent of public use and whether other measures will be taken to keep the public safe.

*The nature of landforms and the types of development on the edge of the Airport and Golf Course recreation area are so different that there will be instances where extra lighting can be added without affecting the amenities of Residential Areas. For this reason, applications to exceed the permitted levels will therefore be considered.*

**11.6.1.14 Hazardous Substances**

11.6.1.14.1 Site design and management to avoid, remedy or mitigate any adverse effects of the activity.

11.6.1.14.2 The adequacy of the design, construction and management of any part of a hazardous facility site where hazardous substances are used for their intended function, stored, manufactured, mixed, packaged, loaded, unloaded or otherwise handled such that:

- any significant adverse effects of the intended use from occurring outside the intended use, handling or storage area is prevented
- the contamination of any land in the event of a spill or other unintentional release of hazardous substances is prevented
- the entry or discharge of the hazardous substances into surface or groundwater, the stormwater drainage system or into the sewerage system (unless permitted under a regional plan, resource consent or trade waste permit) is prevented.

11.6.1.14.3 Location of the facility in relation to the nearest waterbody or the coastal marine area.

11.6.1.14.4 Location of hazardous facility in relation to residential activities.

11.6.1.14.5 Location of hazardous facility in relation to critical facilities and lifelines.

11.6.1.14.6 Access routes to the facility, location and separation distance between the facility and sensitive activities and uses, sensitive environments and areas of high population density.

11.6.1.14.7 Existing and proposed (if any currently under consideration by Council) neighbouring uses.

11.6.1.14.8 Potential cumulative hazards presented in conjunction with nearby facilities.

11.6.1.14.9 Transport of hazardous substances to and from the site.

11.6.1.14.10 Potential for contamination of the surroundings of the site and sensitivity of the surrounding environment.

11.6.1.14.11 Whether the site has adequate signage to indicate the presence of hazardous substances.

11.6.1.14.12 Whether adequate arrangement has been made for the environmentally safe disposal of any hazardous substance or hazardous wastes generated.

11.6.1.14.13 Whether the site design has been subject to risk analysis, such as Hazop (Hazard and Operabilities Studies), to identify the potential hazards, failure modes and exposure pathways.

11.6.1.14.14 Where the hazardous facility is located within a Hazard Area, any additional requirements to mitigate the potential effect of a natural hazard event.

11.6.1.14.15 Type and nature of the existing facility.

[11.6.1.14.16 Whether appropriate contingency measures and emergency plans are in place.] PC35

[11.6.1.14.17 Whether the facility complies with the provisions of the Hazardous Substances and New Organisms Act 1996, and whether more stringent controls are required to take account of site-specific conditions.] PC35

*To reduce the potential adverse effects, Council will require the production of a Site Management Plan or Environmental Management System when a resource consent application is made, this will be before hazardous substances are brought onto the hazardous facility. In addition, Council will require the design of the site to include the measures which will prevent the accidental releases of any hazardous substances into the environment. Through this process, Council seeks to protect the surrounding environment from any adverse effects of the hazardous facility.*

**11.6.1.15 Landscape Design**

The extent to which existing amenities are protected and existing trees preserved.

**11.6.1.16 Signs**

11.6.1.16.1 Whether any signs are obtrusively visible from any residential or public space.

11.6.1.16.2 Whether the area of the sign is in scale with associated activities or building development and is compatible with the visual character of the area in which it is situated.

- 11.6.1.16.3 Whether signs detract from the architecture of the building to which they are attached.
- 11.6.1.16.4 Whether additional signs will result in clutter.
- 11.6.1.16.5 Whether free-standing signs form part of a landscape plan for an area or are designed to screen unsightly sites, activities or buildings.

*Because of the diversity of sign types and the situations in which they are erected, variations from the rules may be justified in certain cases. In all instances, however, Council seeks to ensure that visual amenities are maintained.*

#### 11.6.1.17 Maximum Building Height

Whether additional height will have a material effect upon sunlight access to residential buildings in Residential Areas or public space.

*The permitted building height for the Golf Course recreation area provides reasonably for most development, but in some cases additional height may be necessary or desirable. Taller buildings will not generally be favoured towards the boundaries with Residential Areas or public spaces. Council seeks to protect any adjacent Residential or Open Space area from the effects of additional height.*

#### 11.6.1.18 Height Control Adjoining Residential Areas

Whether the topography of the site or surrounding land or the nature of the proposed building development is such that the amenities of adjacent Residential Areas will be protected.

*The diversity of possible building forms on sites is such that there will be instances where developments may occur which do not comply fully with the standards for Permitted Activities.*

## 11.7 Discretionary Activities (Unrestricted)

Section 11.7 describes which activities are Discretionary Activities (Unrestricted) in the Golf Course area of the Airport and Golf Course Recreation Precinct. The decision on whether or not a resource consent application will be notified will be made in accordance with the provisions on notification in the Act.

11.7.1 Any subdivision is a Discretionary Activity (Unrestricted).

#### Assessment Criteria

**In determining whether to grant consent and what conditions, if any, to impose, Council will have regard to the following criteria:**

- 11.7.1.1 The requirements of section 106 of the Act.
- 11.7.1.2 Whether proposed allotments are capable of accommodating Permitted Activities in compliance with the Precinct Area rules.
- 11.7.1.3 The extent of compliance with the relevant parts of the Council's Code of Practice for Land Development.

*Subdivisions in the Golf Course area will be assessed as Discretionary Activities. This will enable the full effects of a subdivision to be considered with public involvement where appropriate. The resource consent process will be used to determine the extent of land considered suitable for subdivision and the most appropriate design having regard to the intended future use.*

## 11.8 Non-Complying Activities

Activities that contravene a rule in the Plan, and which have not been provided for as Discretionary Activities (Restricted) or Discretionary Activities (Unrestricted) are Non-Complying Activities. Resource consents will be assessed in terms of section 105(2A)(b) of the Act.

The decision on whether or not a resource consent application will be notified will be made in accordance with the provisions on notification in the Act.

## Appendix 1. Noise

Activities must comply with the following noise limits.

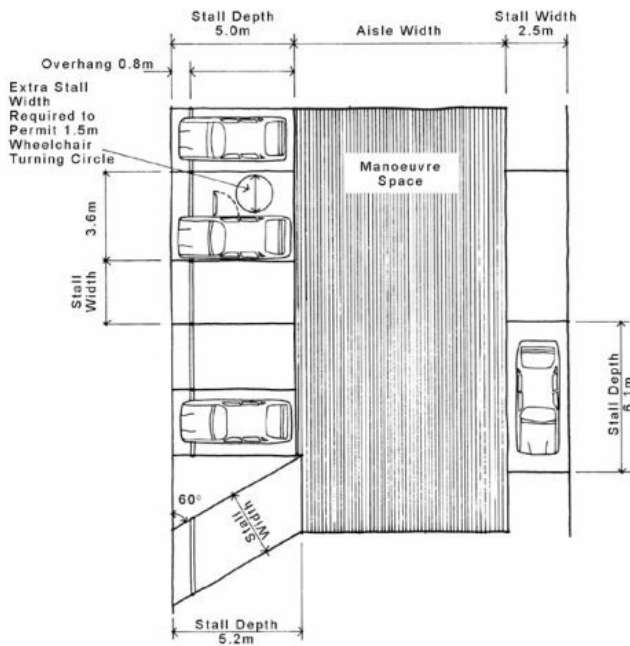
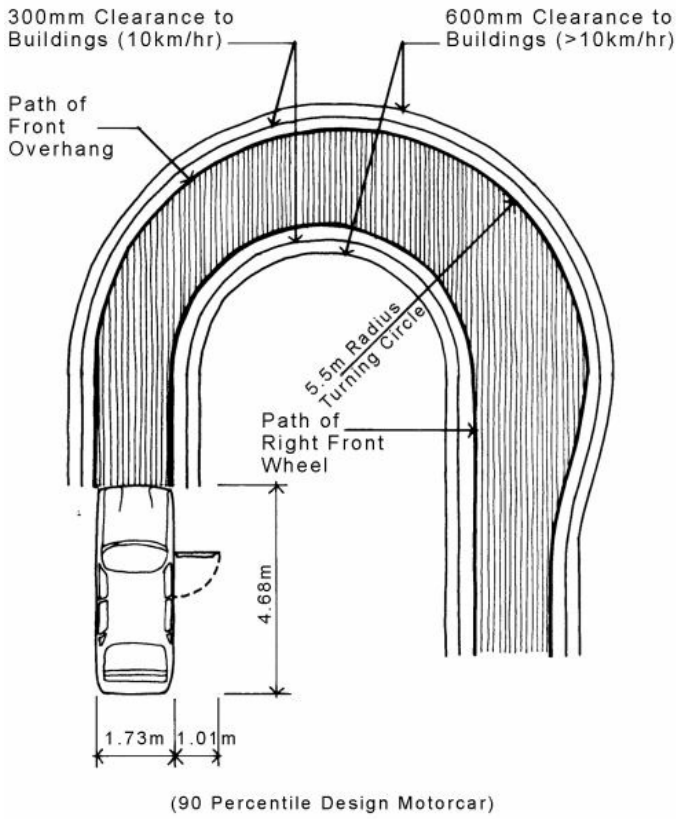
#### Residential (Outer)

Noise emission levels when measured on any residential site in the Outer Residential Area must not exceed:

Monday to Saturday 7am to 7pm	50db LAeq(15min)
Monday to Saturday 7pm to 10pm	45dB LAeq(15min)
At all other times	40dB LAeq(15min)
All days 10pm to 7am	65dB LAFmax

Where it is impractical to measure outside a dwelling, then measurements shall be made inside (with windows closed). Where indoor measurements are made the noise limits stated above shall be reduced by 15dB.

## Appendix 2. Vehicle Parking Standards



Type of User	Parking angle	Stall Width (metres)	Aisle Width (metres)	Stall Depth (metres)	Parking angle	Stall Width (metres)	Aisle Width (metres)	Stall Depth (metres)
Regular	90°	2.4	7	5	60°	2.4	4.5	5.2



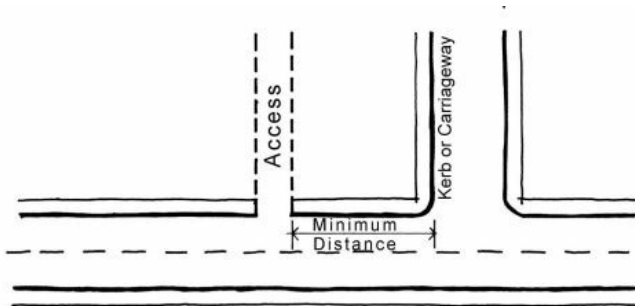
		2.5	6.6	5		2.5	4.1	5.2
		2.6	6.2	5		2.6	3.5	5.2
Casual	90°	2.5	8	5	60°	2.5	4.8	5.2
		2.6	7	5		2.6	4.4	5.2
		2.7	6.6	5		2.7	3.3	5.2
People with Disabilities	90°	3.6	8	5				
All	0° (Parallel)	2.5	3.5 (one-way) 5.5 (two-way)	6.1				

**Notes:**

- Regular users are people whose regular use gives them a familiarity with the carpark that permits smaller but safe clearances.
- Casual users are people (usually short-term visitors) who would not be familiar with the parking layout.
- Stall widths shall be increased 300mm where they abut obstructions such as columns or walls.
- All parking and manoeuvring dimensions assume the use of a 90 percentile design motor car. Compliance with the above requirements will be assessed using this standard of vehicle.

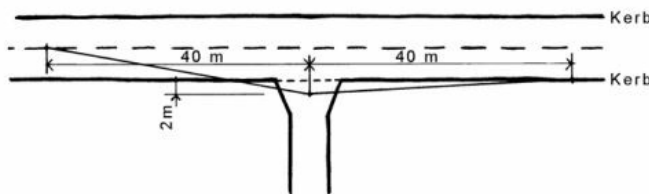
**Appendix 3. Site Access for Vehicles**

**1 Vehicular access near intersections.**



**2 Access sight lines.**

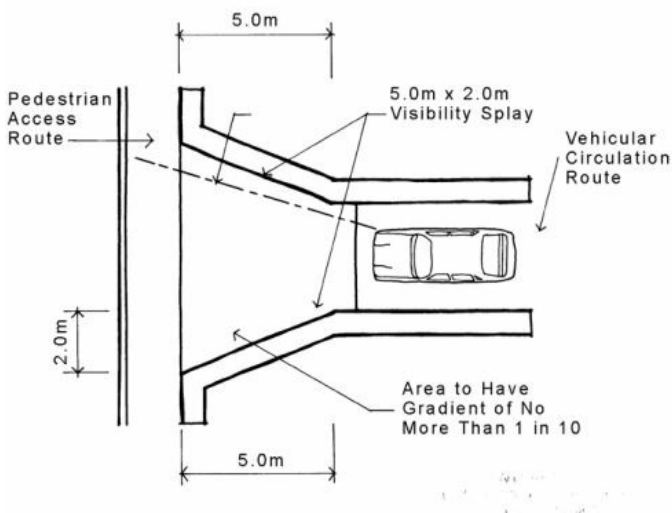
2.1



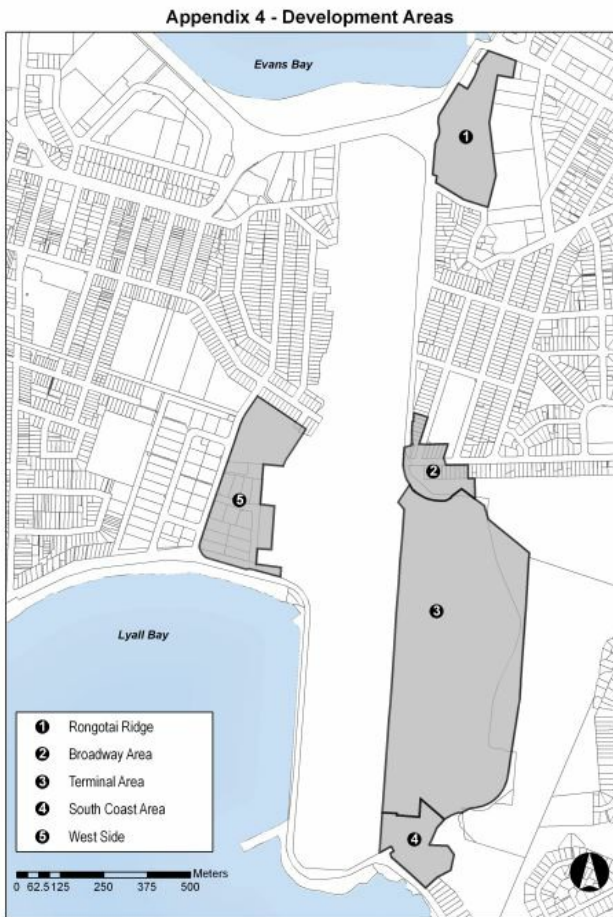
Within the area represented by the visibility splay, full visibility is required above a level of one metre above the level of the adjacent carriageway.

For one-way streets and dual carriageway visibility will only be required in the direction of approaching traffic.

**2.2 Access sight lines for access drives which cross a pedestrian access route.**



### Appendix 4. Development Areas



### Appendix 5. Map – Inserted by submission

**Appendix 5 - Potentially Contaminated Sites within the Airport Area**

