

BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL

IN THE MATTER OF the Resource Management Act 1991

AND

IN THE MATTER OF the Queenstown Lakes Proposed
District Plan

Chapter 21 (Rural), Chapter 22 (Rural
Residential and Rural Lifestyle),
Chapter 23 (Gibbston Character Zone),
Chapter 33 (Indigenous Vegetation),
Chapter 34 (Wilding Exotic Trees)

SUPPLEMENTARY EVIDENCE OF KIRSTY O’SULLIVAN
(Submitter 433 and Further Submitter 1340)

(18 May 2016)

Lane Neave
Level 1, 2 Memorial Street
PO Box 701
Queenstown
Solicitor Acting: Rebecca Wolt
Phone: 03 409 0321
Email: rebecca.wolt@laneneave.co.nz
Fax: 03 409 0322

Mitchell Partnerships
Level 2, 286 Princes Street
PO Box 489
Dunedin
Kirsty O’Sullivan
Phone: 03 477 7884
Email: kos@mitchellpartnerships.co.nz

1 INTRODUCTION

Qualifications and Experience

- 1.1 My name is Kirsty O’Sullivan. I am a Senior Resource Management Consultant with the firm Mitchell Partnerships Limited.
- 1.2 My qualifications and experience are set out in paragraphs 1.1 to 1.4 of my statement of evidence on Chapter 3 (Strategic Directions), Chapter 4 (Urban Development) and Chapter 6 (Landscapes) of the Proposed Queenstown Lakes District Plan (“PDP”), dated 29 February 2016.
- 1.3 I re-confirm my obligations in terms of the Environment Court’s Code of Conduct for Expert Witnesses contained in the Practice Note 2014. I re-confirm that the issues addressed in this brief of evidence are within my area of expertise. I re-confirm that I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

Scope of Supplementary Evidence

- 1.4 This supplementary brief of evidence relates to three matters that were raised during the presentation of the Council’s legal submissions and evidence in relation to the Rural zones, on 2 May 2016, and relating to Queenstown Airport Corporation’s (“QAC”) submission on Chapter 21. Specifically, my supplementary evidence responds to:
 - Questions from the Panel (to the reporting officer) around what a “good” planning framework for Wanaka Airport might be; and
 - Comments from the Queenstown Lakes District Council’s (“QLDC”) legal counsel regarding the inclusion of Runway End Protection Areas (“REPA”) at Wanaka Airport.
 - Queries from Panel (to the reporting officer) regarding the spatial extent of the REPA
- 1.5 In preparing this supplementary brief of evidence I have read the opening legal submissions of Mr Winchester on behalf of QLDC and re-read Mr Barr’s section 42A report.

2 WANAKA AIRPORT PLANNING FRAMEWORK

- 2.1 Section 5 of my Evidence in Chief (dated 20 April 2016) sets out the reasons why I consider that it is appropriate for the PDP to include a bespoke set of planning provisions relating to Wanaka Airport and addresses the particular framework sought in QAC's submission, namely, a Wanaka Airport overlay.
- 2.2 Following questions from the Panel (to the reporting officer) regarding what a 'good' planning framework at Wanaka Airport might look like, I have taken the opportunity to further consider the potential methods available for addressing the resource management issues raised in QAC's submissions
- 2.3 Specifically, I have considered:
- 2.3.1 The use of an Airport Overlay or Wanaka Airport Sub-zone within which bespoke Wanaka Airport provisions would apply;
 - 2.3.2 The creation of a Wanaka Airport Mixed Use Zone or an amendment to the Queenstown Airport Mixed Use Zone, to include Wanaka Airport.
- 2.4 I address each of these methods below.

Overlays and Sub Zones

- 2.5 Overlays and subzones are methods adopted in the PDP to define discrete areas within a zone where specific provisions apply. Examples of these include:
- 2.5.1 the Wanaka Town Centre Transition Overlay¹;
 - 2.5.2 the Wanaka Town Centre Entertainment Precinct Overlay²;
 - 2.5.3 the Rural Industrial Sub Zone; and
 - 2.5.4 the Ski Area Sub Zone;
- 2.6 Overlays and sub zones appear to serve the same purpose (i.e. they define the spatial extent within which specific zone provisions apply). The distinction between the two is not immediately apparent, nor are the circumstances when one method may be adopted over another.

¹ refer to Chapter 8 Medium Density Residential.

² refer to Chapter 13 Wanaka Town Centre.

- 2.7 Within the Rural Zone of the PDP there are two existing sub zones – the Rural Industrial Sub Zone and the Ski Area Sub Zone. There are currently no overlays within the Rural zone. A Wanaka Airport sub zone would therefore appear to be a ‘better fit’ with the current drafting approach of the PDP, as opposed to an overlay
- 2.8 In Appendix B of my Evidence in Chief I set out, in tracked format, the changes to the Rural Zone provisions I considered necessary to give effect to QAC’s submission, and to satisfy section 32 and the purpose of the Act, if the overlay method were adopted. Some minor amendments to these provisions would be required if a sub zone were adopted instead, so to ensure the provisions appropriately reference the sub zone.

Airport Mixed Use Zone

- 2.9 The establishment of an Airport Mixed Use Zone over Wanaka Airport is a potential alternative method that could recognise and provide for Wanaka Airport.
- 2.10 The bespoke provisions for Wanaka Airport as sought in QAC’s submission, and addressed in Appendix B of my Evidence in Chief, were drafted while having regard to the wider context of the Rural Zone chapter. Reliance was therefore placed on the Rural Zone objectives, policies and rules to ensure development at Wanaka Airport is of a nature, scale and intensity that fits within the surrounding rural landscape. The Appendix B provisions are therefore not, in themselves, comprehensive enough to be simply lifted out of the Rural Zone to form the basis of a Wanaka Airport Mixed Use Zone. Further additional provisions, such as a purpose statement and provisions around the management of activities sensitive to aircraft noise (“ASAN”) (at a minimum), would be required in order to ensure the resource management issues are appropriately addressed.
- 2.11 I consider that there are potential efficiencies from incorporating bespoke provisions for Wanaka Airport as a subsection of the Queenstown Airport Mixed Use zone. For example, it would result in a single, focussed “Airport Mixed Use” zone which recognises and provides for the District’s Regionally Significant Airports within a single chapter of the PDP.

- 2.12 As set out by Ms Wolt in her legal submissions, the delivery of an Airport Mixed Use zone would need to remain within the scope of the original relief sought by QAC³.
- 2.13 To assist the Panel in determining whether this approach might be appropriate, I have prepared a revised set of provisions for Wanaka Airport (**Appendix A**) which demonstrate how the Queenstown Airport Mixed Use zone chapter could be adapted to include Wanaka Airport specific provisions. The Wanaka Airport specific provisions in Appendix A are derived from my Evidence in Chief Appendix B Provisions, and QAC's submission. I note the provisions in Appendix A are in draft form, and require further refinement to ensure the resource a management issues for Wanaka Airport are appropriately addressed. I have also not attempted to reword these provisions to fit the tone of the Airport Mixed Use Zone. Such amendments could be addressed prior to the hearing of submissions on the Airport Mixed Use Zone in late November 2016.
- 2.14 Consequential changes to the Rural Zone provisions would also be required to address the location and drafting of the Airport related provisions that will remain will Rural Zone chapter.

3 RUNWAY END PROTECTION AREAS

- 3.1 Mr Winchester, on behalf of QLDC, has raised some issues around the proposed inclusion of REPA for Wanaka Airport in the PDP⁴. Specifically:
- 3.1.1 That some of the activities proposed to be prohibited by the REPA rule (21.4.x) are beyond the jurisdiction of QLDC, as a territorial authority;
- 3.1.2 That it would be unfair to affected landowners to impose a prohibited activity status on certain activities, via a submission;
- 3.1.3 That insufficient evidence has been provided by QAC to justify a prohibited activity status for these activities.

³ Refer to paragraphs 83 to 93 of the Legal Submissions of Ms Wolt, dated 16 May 2016.

⁴ Refer to paragraph 4.21 to 4.22 of the Council's legal submissions, dated 2 May 2016.

- 3.2 I address the concerns regarding the evidential basis for the REPA and the jurisdictional issues with the proposed REPA rule below. I understand that QLDC's concerns around consultation are of a legal nature and are addressed by Ms Wolt in her legal submissions (dated 16 May 2016).

Evidential basis for prohibiting activities within REPA

- 3.3 In March 2013 Airbiz⁵ prepared a report titled "*Wanaka Airport Land Use Planning Report*".

- 3.4 Below is an extract from section 3.6 of this report:

A runway end protection area (REPA) is an area defined at each end of a runway where certain land use controls are established to protect the public (i.e. people and property on the ground beyond the end of a runway) from the risk of an incident of an aircraft undershooting or overshooting a runway. Land uses to be permitted in a REPA should be activities that do not attract the assembly of a large number of people.

A number of national aviation authorities have specific regulations for REPAs or the equivalent. The US Federal Aviation Administration (FAA) provides requirements for Runway Protection Zones (RPZs) at the end of runways covered by US regulations.

There are no equivalent aviation regulations for REPAs in New Zealand. The Civil Aviation Authority of New Zealand (CAANZ) in their document titled "Guidance Material for Land Use at or Near Aerodromes - June 2008, encourages local authorities in New Zealand to "protect aerodromes in their areas to ensure the long term sustainability of the aerodrome, the safety of the aircraft operations, and the safety of persons and property".

To provide certainty, it is considered that the FAA RPZ provision would be appropriate for a REPA at each runway end for use in external land use planning at Wanaka Airport.

The REPA is trapezoidal in shape and centred around the extended runway centreline. The dimensions for a particular runway are a function of the type of aircraft and approach visibility minimum associated with that runway end. The

⁵ A specialist aviation consultancy.

REPA begins at a distance of 60m beyond the area usable for take-off and landing – i.e. the end of the runway strip.

For Wanaka Runway 11/29, with planning allowing for jet aircraft operations and with landing aids to permit approaches in visibility conditions of lower than 1,200m, the base of the REPA would be 300m, widening to 525m at a distance of 750m from the end of the strip.

Figure 3-1 illustrates the REPA dimensions that should be protected at each end of Runway 11/29 at Wanaka Airport.

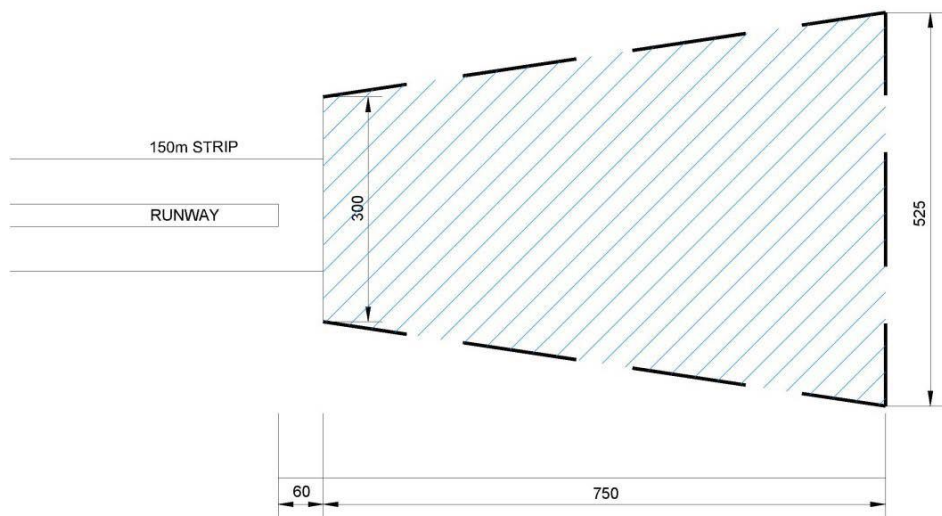


FIGURE 3-1 RUNWAY END PROTECTION AREA

Although not currently shown on the Wanaka Airport Master Plan, it is recommended that REPAs with dimensions shown on Figure 3-1 should be provided at both ends of the future Runway 11/29.

- 3.5 The technical advice provided by Airbiz formed the basis for QAC seeking the inclusion of REPA in the PDP via its submission
- 3.6 REPAs can be found at a number of airports throughout New Zealand, including (but not limited to) Christchurch International Airport, Auckland International Airport and Hamilton Airport. At these airports, REPA are provided for by way of designation, land use controls, or a combination of the two⁶. Attached as **Appendix B** is an example of the approach used at each of these airports. The

⁶ Auckland International Airport Limited and Christchurch International Airport Limited have sought a dual Approach. Hamilton Airport by comparison only uses zone provisions.

range of activities sought to be managed within the proposed REPA at Wanaka Airport is consistent with the management response found at other airports throughout the country. These management responses are based on technical aviation advice and the recommendations of the United States Federal Aviation Administration.

- 3.7 Maintaining an efficient and effective airport which, provides for the safe passage of aircraft and their passengers, provides economic benefits to the community through commercial tourism and recreational opportunities. The income generated from these activities, including employment opportunities, in turn provides for the social wellbeing of the community. Providing for REPAs at Wanaka Airport will assist to ensure that these benefits continue to be realised.
- 3.8 The potential costs of a runway over or undershoot by an aircraft include potential loss of property, injury, or loss of life. There are obvious social and economic costs associated with this outcome which will adversely impact on the social and economic wellbeing of the community. While the probability of runway overshoot or undershoot is low, the potential impact of such an occurrence is high (section 3(f) of the Act). I therefore consider that it is appropriate to prohibit the presence of objects and/or land use activities that could potentially exacerbate the damage caused by a runway overshoot or undershoot. The potential cost of not including such provisions, or of a lesser activity status, is significant.
- 3.9 The REPA will result in some additional costs for the affected landowners by restricting their future development opportunities on land affected by the REPA. I note however, that the Wanaka Airport Outer Control Boundary (“OCB”) captures a significant portion of the landholdings affected by the proposed new REPA. In practical terms, this means that the development of new activities sensitive to aircraft noise (“ASAN”) within the OCB is already prohibited. A number of activities that result in the mass assembly of people (such as community activities) is therefore already a prohibited activity that cannot occur in these locations.

- 3.10 Against this backdrop, I consider that there is adequate justification in terms of section 32 for a prohibited activity status. As noted by Ms Wolt in her legal submissions, the costs of a lesser activity status would be intolerably high⁷.

Jurisdiction

- 3.11 With respect to the concerns around jurisdiction, I agree that the discharge of contaminants to air falls within the jurisdiction of the Otago Regional Council. The rule was therefore drafted in a manner that would manage the activity that gives rise to the effect rather than the discharge itself. Territorial authorities will often use this approach to manage activities that are technically controlled by other authorities. For example, district plans will often impose controls on earthworks in order to manage sediment runoff and/or dust emissions which both technically constitute regional council considerations. The storage and use of hazardous substances is another example, where such activities are managed under the Hazardous Substances and New Organisms Act, yet councils will often see fit to place controls over the location and management of such activities.
- 3.12 Notwithstanding the above, I accept that some elements of the proposed new rule are difficult to measure and lack the certainty required of district plan provisions, particularly ones attracting a prohibited activity status. I have therefore revised the proposed rule in an endeavour to provide greater certainty and clarity in its application, as follows:

Rule 21.4.X

Activities – Rural Zone

Activities within the Runway End Protection Areas – Wanaka Airport

Within the Runway End Protection Areas, as indicated on the District Plan Maps,

- a) *Buildings, excluding navigational aids for aircraft, except those required for aviation purposes;*
- b) *Activities which generate or have the potential to generate the mass assembly or people any of the following effects:*
- c) *The storage of hazardous substances;*
- d) *Activities that produce direct light beams or reflective glare that could interfere with the vision of a pilot, excluding the normal operational light from motor vehicles.*

⁷ Refer to paragraph 108 of Ms Wolt legal submissions dated 16 May 2016.

- e) Activities that produce radio or electrical interference which could affect aircraft communications or navigation equipment.
- i. mass assembly of people
 - ii. release of any substance which would impair visibility or otherwise interfere with the operation of aircraft including the creation of smoke, dust and steam
 - iii. storage of hazardous substances
 - iv. production of direct light beams or reflective glare which could interfere with the vision of a pilot
 - v. production of radio or electrical interference which could affect aircraft communications or navigational equipment
 - vi. attraction of birds

Activity Status

PR

Definitions:

Mass assembly of people means any activity intended to attract a group of people in numbers greater than what would be anticipated for activities provided for in that zone to a place where none of them resides and which encourages them to remain in the same location. Mass assembly of people includes gatherings associated with recreation activities, entertainment activities or markets. Golf course recreation does not constitute mass assembly of people.

- 3.13 While I note that the revision has resulted in the removal of subparagraph ii) relating to the release of any substance that would impair visibility or otherwise interfere with the operation of aircraft, and subparagraph vi) relating to the attraction of birds, activities that give rise to these effects will continue to pose a safety risk to aircraft and their passengers. QAC will therefore need to pursue other avenues, such as control under aviation related legislation and/or regional council plan review processes to restrict such activities within the defined REPA.

Spatial Extent of REPA

- 3.14 I understand that the Panel queried Mr Barr regarding the spatial extent of the proposed REPA. In response to these queries, I attach as **Appendix C**, a map prepared by Airbiz which demonstrates the spatial extent of the REPA.

3.15 The District Plan map would need to be updated accordingly to reflect the proposed REPA.

A handwritten signature in black ink, appearing to read 'K O'Sullivan', written in a cursive style. The signature is positioned above a horizontal line.

K O'Sullivan

18 May 2016

APPENDIX A

Preliminary Airport Mixed Use Zone Provisions

QUEENSTOWN AIRPORT MIXED USE 17

Key:

Amendments required to the notified Queenstown Airport Mixed Use zone to incorporate Wanaka Airport as part of the zone. Red underlined text show additions and ~~strike-through~~ text show deletions.

Please note that the purpose of these amendments (prepared by Kirsty O'Sullivan, Mitchell Partnerships Limited) is to demonstrate that Wanaka Airport could be included in the Mixed Use Zone. Further refinements would likely be required.

17 ~~Queenstown~~ Airport Mixed Use

17.1 Zone Purpose

Queenstown Airport provides facilities for the transportation of people and freight and is a key asset to the District in terms of supporting the tourism industry and the needs of local and business travellers.

Queenstown Airport acts as an important gateway into the District and facilitates access and economic activity in the local and broader regional economies.

The Airport's main function is for domestic and international scheduled passenger movements as well as freight. The Airport is recognised as a nationally significant asset in the light of its significant contribution to the tourism industry. Queenstown Airport also provides facilities and infrastructure for helicopter, flightseeing and general aviation operations. It is also a critical provider of emergency services and is a lifeline utility under the Civil Defence Emergency Management Act 2002.

International tourism is New Zealand's largest foreign exchange earner and the Queenstown Lakes District tourism industry is heavily reliant on air transport. The airport is a significant source of employment for the District.

The Airport Mixed Use zone applies to all land used for airport and airport-related activities at Queenstown Airport. The Zone rules apply a range of performance standards to manage the effects of land uses carried out at the Airport on amenity values.

Commented [K01]: Text would need to be included in the purpose statement to address Wanaka Airport. This could be drawn from the general themes of QAC's submission relating to Wanaka Airport and its role in the District.

17.2 Objectives and Policies

17.2.1 Objective – Queenstown Airport is recognised as a generator of nationally and regionally significant economic, social and cultural benefits.

Policies

17.2.1.1 Provide for those aviation activities necessary to enable Queenstown Airport to operate in a safe and efficient manner.

17.2.1.2 Provide for a range of airport related service, business, industrial and commercial activity to support or complement the functioning of Queenstown Airport.

17.2.1.3 Zone sufficient land to meet the foreseeable future requirements of activities that support or complement the functioning of Queenstown Airport.

17.2.2 Objective – Provision for the requirements of Queenstown Airport is balanced with achieving an acceptable level of amenity for those using the airport and for those residing on neighbouring land.

QUEENSTOWN AIRPORT MIXED USE 17

Policies

- 17.2.2.1 Maintain Queenstown Airport as a memorable and attractive gateway to the District.
- 17.2.2.2 Manage adverse effects on amenity values arising from the on-going development, use and maintenance of Queenstown Airport.
- 17.2.2.3 Avoid the establishment of activities that are incompatible with the ongoing operation and functioning of Queenstown Airport.

17.2.3 Objective - The role of Wanaka Airport in supporting the social and economic wellbeing of the District is recognised and provided for, while managing reverse sensitivity effects.

Policies

17.2.3.1 Ensure that an appropriate noise boundary is established and maintained around Wanaka Airport to enable operations at the Airport to continue and to expand over time.

17.2.3.2 Provide for a range of airport related service, business, industrial and commercial activity at Wanaka Airport to support or complement the functioning of the Airport, where those activities are located on land within the Airport's Aerodrome Purpose Designation.

17.2.4 Objective – XXXXXX

Note: an objective that seeks to manage the effects of Wanaka Airport on the surrounding environment would be required. Could draw from Objective 21.2.9 of the Rural Zone. Associated policies could draw from Policies 21.2.1.3, 21.2.1.5, 21.2.9.1, 21.2.9.2 and 21.2.9.6.

17.2.5 Objective – XXXXXX

Note: an objective that seeks to manage ASAN within the OCB would be required. Could draw from Objective 21.2.7 from the Rural Zon. Associated policy could draw from Policy 21.2.7.1.

Commented [K02]: The Outer Control Boundary for Wanaka Airport would cover the Rural Zone and the Airport Mixed Use Zone. A version of this policy would therefore need to be retained in both chapters or could be centrally located within a higher order chapter of the PDP.

17.3 Other Provisions and Rules

17.3.1 District Wide

Attention is drawn to the following District Wide chapters. All provisions referred to are within Stage 1 of the Proposed District Plan, unless marked as Operative District Plan (ODP).

1 Introduction	2 Definitions	3 Strategic Direction
4 Urban Development	5 Tangata Whenua	24 Signs (ODP)
25 Earthworks (ODP)	27 Subdivision	28 Natural Hazards
29 Transport (ODP)	30 Utilities and Renewable Energy	31 Hazardous Substances (ODP)
35 Temporary Activities and Relocated Buildings	36 Noise	37 Designations
Planning Maps		

17.3.2 District Wide

QUEENSTOWN AIRPORT MIXED USE 17

- 17.3.2.1 Where an activity does not comply with a Standard listed in the Standards table, the activity status identified by the 'Non-Compliance Status' column shall apply. Where an activity breaches more than one Standard, the most restrictive status shall apply to the Activity.
- 17.3.2.2 The Objectives and Policies of Section 6.2 apply to all activities. Site or location specific Objectives and Policies will apply in addition to all other Objectives and Policies.
- 17.3.2.3 The following abbreviations are used within this Chapter.

P	Permitted	C	Controlled
RD	Restricted Discretionary	D	Discretionary
NC	Non Complying	PR	Prohibited

17.4 Rules - Activities

	Activities located in the Queenstown Airport Mixed Use Zone	Activity Status
17.4.1	Any airport activity or airport related activity or farming activity which complies with all the relevant rules in section 17.5 shall be a Permitted Activity.	P
17.4.2	Any non-airport related activity which is not listed as Prohibited, with Council's discretion restricted to: <ul style="list-style-type: none"> • Design, external appearance and siting of buildings and structures; • Traffic generation, vehicle parking, site access and servicing, including provision for an integrated transport assessment; • Landscaping and screening of any outdoor storage; • The extent to which the activity benefits from an Airport location. 	RD
17.4.3	Forestry	PR
17.4.4	Factory Farming	PR
17.4.5	Mining	PR
17.4.6	Any activity requiring an Offensive Trade Licence under the Health Act 1956	PR
17.4.7	Residential Activities	PR
17.4.8	Community Activities (excluding police stations, fire stations, medical facilities and education facilities provided they serve an aviation related purpose)	PR
17.4.9	Day Care Facilities	PR
	Activities located in the Wanaka Airport Mixed Use Zone	Status
17.4.10	<u>Any activity not listed in Rule 17.4.11 to 17.4.14.</u>	<u>NC</u>

Commented [K03]: Remains consistent with the approach of the Rural General Zone.

QUEENSTOWN AIRPORT MIXED USE 17

	Activities located in the Queenstown Airport Mixed Use Zone	Activity Status
17.4.11	<u>Farming that complies with Table 2 of the Rural Zone.</u>	P
17.4.12	<p><u>Airport Activity – Wanaka Airport</u></p> <p>Control is reserved to all of the following:</p> <ul style="list-style-type: none"> • <u>Design, external appearance and siting of buildings and structures;</u> • <u>Traffic generation, vehicle parking, site access and servicing</u> • <u>Landscaping and screening of any outdoor areas;</u> <p><u>The extent to which the activity benefits from an Airport location.</u></p>	C
17.4.13	<p><u>Airport Related Activity – Wanaka Airport</u></p> <p>Control is reserved to all of the following:</p> <ul style="list-style-type: none"> • <u>Design, external appearance and siting of buildings and structures;</u> • <u>Traffic generation, vehicle parking, site access and servicing</u> • <u>Landscaping and screening of any outdoor areas;</u> <p><u>The extent to which the activity benefits from an Airport location.</u></p>	C
17.4.14	<p><u>New Building Platforms and Activities within the Outer Control Boundary - Wanaka Airport</u></p> <p><u>On any site located within the Outer Control Boundary, any new activity sensitive to aircraft noise or new building platform to be used for an activity sensitive to aircraft noise (except an activity sensitive to aircraft noise located on a building platform approved before 20 October 2010).</u></p>	PR

Commented [K04]: Rule 21.4.2 from the Rural Zone or similar

Commented [K05]: Taken directly from QAC's submission.

Commented [K06]: Taken directly from QAC's submission.

Commented [K07]: Taken from Rule 21.4.30. Would need to be amended to ensure that rescue and medical facilities (ie. Search and Rescue) and aviation schools could be provided at Wanaka Airport, as per the definition of Airport Activity.

17.5 Rules - Standards

	Table 1 Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance status:
17.5.1	<p>Maximum Building Coverage</p> <p>75% of the site area</p> <p>*Discretion is limited to consideration of the effects on urban design outcomes and the positive economic, social and/or cultural effects that may be generated from the proposed activity.</p>	RD
17.5.2	<p>Minimum Buildings Setback</p> <p>17.5.2.1 For buildings at Queenstown Airport:</p> <p>a. Where the site adjoins the Residential Zone the setback</p>	RD

~~QUEENSTOWN~~ AIRPORT MIXED USE 17

	Table 1 Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance status:
	<p>shall be 5m.</p> <p>b. The setback for all other zones shall be 3m.</p> <p>c. The setback from any public road shall be 5m.</p> <p>17.5.2.2 Security fencing around the perimeter of Queenstown Airport and jet blast fences are not subject to the building setback standards in (a) above.</p> <p>*Discretion is limited to consideration of the effects on urban design outcomes and the positive economic, social and/or cultural effects that may be generated from the proposed activity.</p>	
17.5.3	<p>Maximum Building Height</p> <p>The maximum building height of all buildings within the Zone is 15m. The limit specified above shall not apply to control towers, lighting towers, hangars or meteorological, navigation or communication masts and aerials which shall not be subject to a height limit.</p> <p>*Discretion is limited to consideration of the effects on urban design outcomes and visual effects and the positive economic, social and/or cultural effects that may be generated from the proposed activity.</p>	RD
17.5.4	<p>Landscaping</p> <p>At Queenstown Airport, those properties fronting Lucas Place and Hawthorn Drive to the west of Copper Beech Ave shall provide and maintain a landscape strip extending the full length of the road boundary, except across vehicle and pedestrian entranceways. The strip shall be not less than 1m deep and shall have an average depth of 3m over its entire length.</p> <p>*Discretion is limited to consideration of the urban design and landscape effects of reduction in landscaping and the functional and operational requirements of the site.</p>	RD
17.5.5	<p>Building Design and Glare</p> <p>17.5.5.1 Buildings situated within the landside area at Queenstown Airport shall be designed so that roof and wall colours are limited to a maximum reflectivity of 36%, except where:</p> <p>a. Trims, highlights and signage totalling up to 10% of the façade area may exceed this level and be of contrasting colour.</p> <p>17.5.5.2 Any landside activity which requires the lighting of outdoor areas shall ensure that direct or indirect illumination does not exceed 10 lux at the windows of residential buildings in any adjacent Residential Zone.</p> <p>*Discretion is limited to the extent of adverse effects from lighting on Residential Activities, and the extent to which the lighting is required for operational purposes.</p>	RD
17.5.6	<p>Maximum Noise – Land Based Activities</p> <p>17.5.6.1 Sound from land based activities measured in accordance</p>	RD

QUEENSTOWN AIRPORT MIXED USE 17

	Table 1 Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance status:
	<p>with NZS 6801:2008 and assessed in accordance with NZS 6802: 2008 shall not exceed the following noise limits at any point within any Residential Zone, the notional boundary in the Rural Zone, or at any point within Activity Areas 1, 3, 4, 6 and 8 of the Remarkables Park Zone. On any site within the zone, land based activities shall be conducted such that the following noise levels are not exceeded at any adjacent Zone boundary</p> <p>a. Daytime (0700 to 2200 hrs) <i>55 dB L_{Aeq} (15 min)</i></p> <p>b. Night-time (2200 to 0700 hrs) <i>45 dB L_{Aeq} (15 min) 70 dB L_AFmax</i></p> <p>17.5.6.2 The noise limits in (a) shall not apply to any aircraft noise activities subject to the Queenstown Airport noise provisions managed through Designation 2.</p> <p>17.5.6.3 The noise limits in (a) shall not apply to construction noise which shall be assessed in accordance with NZS6803:1999 "Acoustics – Construction Noise".</p> <p>*Discretion is limited to the extent of effects of noise generated on adjoining zones.</p>	
17.5.7	<p>Hazardous Substances</p> <p>Hazardous substances must be used, stored and transported in accordance with the HSNO regulations and any CAA requirements (NB Chapter 16 Hazardous Substances of the Operative District Plan does not apply).</p>	NC
17.5.8	<p>Visitor Accommodation– Queenstown Airport</p> <p>17.5.8.1 Within the Air Noise Boundary (ANB) – New buildings and alterations and additions to existing buildings containing Visitor Accommodation shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either adhering to the sound insulation requirements in Table 1 of Appendix 13 of the Operative District Plan and installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13, or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction can achieve the Indoor Design Sound Level with the windows open.</p> <p>17.5.8.2 Between the Outer Control Boundary (OCB) and the ANB - New buildings and alterations and additions to existing buildings containing Visitor Accommodation shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13 of the Operative District Plan or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction can achieve the Indoor Design Sound</p>	NC

~~QUEENSTOWN~~ AIRPORT MIXED USE 17

Table 1 Standards for activities located in the Queenstown Airport Mixed Use Zone		Non-compliance status:
	Level with the windows open.	
17.5.9	<p>Transportation</p> <p>17.5.9.1 Loading and Access</p> <p style="padding-left: 20px;">Loading and Access shall comply with the requirements specified in Section 14 Transport of the Operative District Plan.</p> <p>17.5.9.2 Minimum Car Parking</p> <p style="padding-left: 20px;">Except for those activities undertaken within or in association with the airport terminal facility, on-site car parking shall comply with the car parking requirements specified in Section 14 of the Operative District Plan.</p>	
17.5.10	<p>Signs</p> <p>17.5.10.1 For any advertising or promotional signage located within 20m of the zone boundary whether it is affixed to a building or freestanding the rules in Section 18 – Signs of the Operative District Plan apply.</p> <p>17.5.10.2 For signage to be viewed by persons within the zone not directed at persons outside the site no limits apply.</p> <p>17.5.10.3 There are no restrictions on the dimensions or location of instructional and directional signage.</p> <p>No signage shall be permitted on building roofs.</p>	NC

Table 2 Standards for activities located in the Wanaka Airport Mixed Use Zone		Non-compliance
	<p><i>Note: In addition to these rules, any resource consent applicant within the Wanaka Airport overlay will require the written approval of the Queenstown Lakes District Council, as the requiring authority for Wanaka Airport, in accordance with section 176 of the Resource Management Act 1991.</i></p>	
17.5.11	<p>Building Height</p> <p>The maximum height of any building shall not exceed 10 metres, except that:</p> <ul style="list-style-type: none"> • <u>this restriction does not apply to control towers, lighting towers or navigation and communication masts and aerials associated with airport operations.</u> <p>* Discretion is restricted to all of the following:</p> <ul style="list-style-type: none"> • <u>Rural amenity and landscape character.</u> • <u>Privacy, outlook and amenity from adjoining properties.</u> • <u>Visual prominence from both public places and private locations.</u> 	RD

Commented [K08]: Taken from QAC's submission.

QUEENSTOWN AIRPORT MIXED USE 17

17.5.12	<p>Building Setback</p> <p>17.5.12.1 <u>The minimum setback for all buildings from all boundaries shall be 5m.</u></p> <p>17.5.12.2 <u>The minimum setback for buildings from the eastern side of the centreline of the main runway (as at 2013) shall be 217 metres.</u></p> <p>17.5.12.3 <u>Minimum setback for buildings from the western side of the centre line of the main runway (as at 2013) shall be 124 metres.</u></p> <p><u>* Discretion is restricted to all of the following:</u></p> <ul style="list-style-type: none"> • <u>Privacy, outlook and amenity from adjoining properties.</u> 	RD
17.5.13	<p>Structures</p> <p><u>Any structure within 10 metres of a road boundary, which is greater than 5 metres in length, and between 1 metre and 2 metres in height, except for:</u></p> <p>21.2.1.1 <u>post and rail, post and wire and post and mesh fences, including deer fences;</u></p> <p>21.2.1.2 <u>any structure associated with farming activities as defined in this plan.</u></p> <p><u>Discretion is restricted to all of the following:</u></p> <ul style="list-style-type: none"> • <u>Effects on landscape character, views and amenity, particularly from public roads.</u> • <u>The materials used, including their colour, reflectivity and permeability.</u> 	RD
17.5.14	<p>Buildings</p> <p><u>Any building, including any structure larger than 5m², that is new, relocated, altered, re-clad or repainted, including containers intended to, or that remain on site for more than six months, and the alteration to any lawfully established building are subject to the following:</u></p> <p><u>All exterior surfaces* shall be coloured in the range of browns, greens or greys (except soffits), including:</u></p> <p>17.5.14.1 <u>Pre-painted steel and all roofs shall have a light reflectance value not greater than 20%; and,</u></p> <p>17.5.14.2 <u>All other surface** finishes shall have a light reflectance value of not greater than 30%.</u></p> <p>17.5.14.3 <u>In the case of alterations to an existing building not located within a building platform, it does not increase the ground floor area by more than 30% in any ten year period.</u></p> <p><u>Discretion is restricted to all of the following:</u></p> <ul style="list-style-type: none"> • <u>External appearance.</u> • <u>Visual prominence from both public places and private locations.</u> • <u>Landscape character.</u> 	RD

Commented [K09]: Taken from QAC's submission.

Commented [K010]: Development control from 21.5.14 of the Rural Zone or similar.

Commented [K011]: Development control from 21.5.15 of the Rural Zone or similar.

QUEENSTOWN AIRPORT MIXED USE 17

	<ul style="list-style-type: none"> • <u>Visual amenity.</u> 	
17.5.15	<p><u>Building size</u></p> <p>The maximum ground floor area of any building shall be 500m².</p> <p>Discretion is restricted to all of the following:</p> <ul style="list-style-type: none"> • <u>External appearance.</u> • <u>Visual prominence from both public places and private locations.</u> • <u>Landscape character.</u> • <u>Visual amenity.</u> • <u>Privacy, outlook and amenity from adjoining properties.</u> 	RD
17.5.16	<p><u>Lighting and Glare</u></p> <p>21.2.1.3 <u>All fixed exterior lighting shall be directed away from adjoining sites and roads; and</u></p> <p>21.2.1.4 <u>No activity on any site shall result in greater than a 3.0 lux spill (horizontal and vertical) of light onto any other site measured at any point inside the boundary of the other site, provided that this rule shall not apply where it can be demonstrated that the design of adjacent buildings adequately mitigates such effects.</u></p>	NC

Commented [K012]: Development Control from 21.5.16 of the Rural Zone or similar.

Commented [K013]: Development Control taken from 21.5.14 of the Rural Zone, or similar

17.6 Non-Notification of Applications

17.6.1 Except as provided for by the Act, all applications for controlled, restricted discretionary or discretionary activities will be considered without public notification or the need to obtain the written approval of or serve notice on affected persons.

17.7 Non Regulatory Methods

17.7.1 Council will use advocacy to promote good urban design and form in the Queenstown Airport Mixed Use Zone.

17.7.2 As the major requiring authority in the Mixed Use Airport Zone, the Queenstown Airport Corporation will adopt best practice urban design and urban design led principles.

17.7.3 The Queenstown Airport Corporation shall prepare an urban design guideline for the Queenstown Airport Mixed Use Zone. The urban design guideline shall promote a built form and character which maintains the Airport and its surrounds as an attractive gateway to the district.

APPENDIX B

Examples of REPA

- Operative Christchurch City Plan
- Proposed Christchurch City Plan
- Auckland Unitary Plan
- Operative Waipa District Plan

6.2 Prohibited Activity

Updated 24 January 2011

An activity shall be a **prohibited activity** for which no resource consent shall be granted where:

(a) a building, or any utility, as defined in this plan (except a navigational aid for aircraft) shall penetrate the protection surfaces described in Clauses 6.2.1-6.2.6, or be located within the REPA indicated on Appendix 4;

excluding

- structures associated with upgrades for State Highway 1;
- maintenance or repair works on any existing permitted building or utility;
- enclosed walkways associated with vehicle parking areas which are no greater than 2.4m in height and 1.8m in width

or

(b) any tree that penetrates the protection surfaces described in Clauses 6.2.1-6.2.6;

or

(c) an activity that results in the following effects within the REPA indicated on Appendix 4:

- mass assembly of people, including but not limited to gathering associated with recreation activities, public entertainment events, or fairs. Golf course recreation does not amount to mass assembly of people;
- the release of any substance which will impair visibility or otherwise interfere with the operation of aircraft, including the creation of smoke, dust and steam;
- Notwithstanding the zoning applicable to land within the REPA, the use or storage of hazardous substances in excess of the quantities specified for a Group 1 Zone in Volume 3, Part 11 (Hazardous Substances) in the City Plan;
- production of direct light beams, or reflective glare which will interfere with the vision of a pilot, provided that for the purposes of this rule the following are excluded:
 - (i) Reflections from glass and mirrors used in motor vehicles; and
 - (ii) Light from motor vehicle lights.

Note: refer also Rule 11-2.3.5 with regard to glare restrictions within a 500m distance of the runway thresholds.
- production of radio or electrical interference which could affect aircraft communication or navigational equipment;
- the use of land for activities which may attract birds, including but not limited to crops, orchards, and waterbodies (including swales or retention basins for the management of stormwater).



6.3 Reasons for rules

Updated 14 November 2005

Unobstructed airspace is essential for the approach orbit and manoeuvring of aircraft in the vicinity of airfields. The comprehensive provisions in the City Plan are a modification of long-standing provisions in earlier district schemes, and are necessary for the operation of the large and increasing numbers and types of aircraft using the International Airport. The rules are essential to maintaining the safety of aircraft operations, and because these cannot be compromised, no provision is made to break the protection surfaces (hence prohibited activity status).

The rules logically relate to diverging fans from the airport with increasing restriction over structures closer to the airport. This is supplemented by controls on height around the airfield.

The impact of the rules extends over private land beyond the Special Purpose (Airport) Zone, although only very high structures and trees would be affected at distant points within the protection surfaces.

To be effective the controls must contain proposed buildings, or any other structures (including utilities not related to navigation). In addition, trees must not be allowed to grow through the protection surfaces consideration must be given to the type of trees planted within these surfaces, to ensure that they will not grow to a height that will obstruct them.

REPAs are provided at the end of each runway strip. These areas are required to be free of obstructions or activities which could interfere with aeronautical navigational aids. They are also areas in which statistically there are greater chances of aircraft related accidents. It is therefore desirable that the public's exposure to such risks be reduced by limiting the range of activities permitted in the REPAs.

The REPAs comprise fan shaped areas commencing at the ends of the runway strips as shown in Appendix 4 (defined in the Section Airport Protection Surfaces) consistent with the dimensions shown in the diagram Runway End Protection Areas.

While the likelihood of concentrations of people occurring on land within the REPA's is low, the consequences of any aircraft accident related effect are potentially of major impact (refer section 3(f) of the Act). Activities which result in a substantial number of people gathering on land within the REPA's have the potential to exacerbate loss of life in the event of an aircraft accident. A number of these activities are addressed indirectly through controls on buildings. Others, which occur outside or independently of buildings include sports or entertainment events. Golf courses do not normally involve intensive gatherings of people and/or spectators, and are therefore excluded from the application of the rule.

Other activities may attract birds and increase the risk of bird strike accidents, particularly in take off/landing operations; light sources or smoke, dust, or steam could impair pilot visibility, while the presence of significant quantities of hazardous substances could exacerbate the effects of an aircraft accident. A balance has to be struck between the reasonable use of land within the REPA's and the degree of risk associated with potentially incompatible activities. Some potentially incompatible activities already exist and have been recognised. Exclusions have been provided for reasons of practical necessity, for example effects of vehicles on traffic routes passing across parts of the REPA's

Chapter 6 - General Rules and Procedures

Proposed Christchurch City Plan
 REPA District Plan Provisions
 following final hearing 09 May 2016 -
 Decision yet to be issued.

Key:

The Revised Proposal is prepared for the purposes of the General Rules and Procedures hearing and reflects changes made in response to directions from the Panel in the hearing and in further discussions with submitters.

The following text combines the notified Stage 2, Stage 3 and Central City versions of the General Rules and Procedures proposals.

Proposal-wide changes:

1. Delete section 13.14 Central City General Rules and Procedures of Proposal 13 Central City and incorporate the relevant provisions in Proposal 6 General Rules and Procedures.
2. Combine the notified Stage 2 and Stage 3 versions of the chapter.

Text is colour coded and formatted as follows:

Original Notified Text	Proposed Amended Text in Response to Submissions	Proposed Amended Text in Response to Informal and Formal Mediation	Proposed Amended Text for Rebuttal Evidence	Proposed Amended Text post-4 March 2016 Revised Proposal	Submission giving scope for change
Stage 2 and Stage 3 - Proposal 6	Notified <u>version amendment in response to submission</u>	Previous <u>version amendment in response to mediation</u>	Previous <u>version amendment in response to discussion post-formal mediation</u>	Previous <u>version amendment in response to Panel directions or further mediation post-hearings</u>	[Christchurch City Council, #2123]
Stage 3 - Proposal 13 (Central City)	Notified <u>version amendment in response to submission</u>	Previous <u>version amendment in response to mediation</u>	Previous <u>version amendment in response to discussion post-formal mediation</u>	Previous <u>version amendment in response to Panel directions or further mediation post-hearings</u>	[Christchurch City Council, #2123]
<u>Definitions that are relied on</u>	<u>Defined term in amended text</u>				

6.7 Aircraft Protection

6.7.1 Objectives and Policies

6.7.1.1 Objective - Safe and efficient aircraft operation

- a. Aircraft are able to safely and efficiently approach, land, take-off and depart from airports, airfields or helipads.

6.7.1.1.1 Policy - Avoidance of physical obstructions

- a. Avoid physical obstructions that are not essential to aircraft operations in take-off, approach, landing or departure paths and in runway end protection areas (REPAs).

6.7.1.1.2 Policy - Avoidance or mitigation of navigational or operational impediments

- a. Avoid or mitigate the potential effects of activities that could interfere with the safe navigation and control of aircraft including activities that could interfere with visibility or increase the possibility of bird strike.

6.7.1.1.3 Policy - Risk minimisation

- a. Avoid or mitigate activities at the ends of runways that would significantly exacerbate the effects of an aircraft accident. [CIAL 2348.70]

6.7.2 Rules

6.7.2.1 How to Use the Rules

6.7.2.1.1 The Rules that apply to areas covered by Christchurch International Airport's protection surfaces, Runway End Protection Areas (REPAs) and Bird Strike Management Areas are contained in the Activity Status Tables in Rule 6.7.2.2.

6.7.2.1.2 The Rules that apply to Defence Wigram's protection surfaces are contained in the Activity Status Tables in Rule 6.7.2.3.

6.7.2.1.3 The Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009 (NESETA) contain a separate code of rules for the operation, maintenance, upgrading, relocation or removal of National Grid transmission lines existing on 14 January 2010. The Regulations in the NESETA apply where such works penetrate the protection surfaces set out in 6.7.2.2.4 and would otherwise be prohibited by Rule 6.7.2.2.1.6 (PR1). [Transpower 2218.19]

6.7.2.2 Rules – Christchurch International Airport

6.7.2.2.1 Activity Status Tables – Protection Surfaces

6.7.2.2.1.1 Permitted Activities

Within areas covered by Christchurch International Airport’s protection surfaces as set out in 6.7.2.2.4 and shown on the diagrams in Appendix 6.11.7.1 and 6.11.7.2, the activities listed below are Permitted.

Activities may also be Prohibited as specified in Rule 6.7.2.2.1.6 below.

Activity	Activity Specific Standards
P1 Any activity, building, structure or vegetation that does not penetrate the protection surfaces and that would otherwise be a Permitted activity	a. NIL

6.7.2.2.1.2 Controlled Activities

There are no Controlled activities.

6.7.2.2.1.3 Restricted Discretionary Activities

There are no Restricted Discretionary activities.

6.7.2.2.1.4 Discretionary Activities

There are no Discretionary activities.

6.7.2.2.1.5 Non-Complying Activities

There are no Non-Complying activities.

6.7.2.2.1.6 Prohibited Activities

The activities listed below are Prohibited within areas covered by Christchurch International Airport’s protection surfaces as set out in 6.7.2.2.4 and shown on the diagrams in Appendix 6.11.7.1 and 6.11.7.2.

Activity	
PR1	Any part of a building, structure, tree or utility that penetrates the protection surfaces excluding: <ol style="list-style-type: none"> 1. navigational aids for aircraft; 2. structures associated with upgrades for State Highway 1 [CIAL 2348.76, Airways 2382.19] 3. maintenance or repair works on any existing permitted [Crown 2387.5] building, structure or utility, not including upgrading unless that upgrading does not increase the footprint, height or external envelope of the building, structure or utility including minor upgrading of existing utility structures where this does not increase the height of the utility [Transpower 2218.19]; and 4. enclosed walkways associated with vehicle parking areas which are no greater than 2.4m in

	<p>height and 1.8m in width. [CIAL 2348.76]</p> <p>Rule PR1 does not apply to the upgrading or relocation of National Grid lines or structures existing as at 14 January 2010, as a result of the rules contained in the Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009. [Transpower 2218.19]</p>
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6.7.2.2.2 Activity Status Tables – Runway End Protection Areas

6.7.2.2.2.1 Permitted Activities

Within the Runway End Protection Areas (REPAs) as shown in Appendix 6.11.7.3, the activities listed below are permitted.

Activities may also be Discretionary or Prohibited as specified in Rule 6.7.2.2.2.4 or 6.7.2.2.2.6 below.

Activity	Activity Specific Standards
P1 Any activity, building, structure or vegetation not specified as a Discretionary or Prohibited activity below and that would otherwise be a Permitted activity	a. NIL

6.7.2.2.2.2 Controlled Activities

There are no Controlled activities.

6.7.2.2.2.3 Restricted Discretionary Activities

There are no Restricted Discretionary activities.

6.7.2.2.2.4 Discretionary Activities

~~Within the Runway End Protection Areas (REPAs) as shown in Appendix 6.11.7.3, the activities listed below are Discretionary activities.~~

Activity	
D1	Mass assembly of people [CIAL #2348.80]

There are no Discretionary activities.

6.7.2.2.2.5 Non-Complying Activities

There are no Non-Complying activities.

6.7.2.2.6 Prohibited Activities

Within the Runway End Protection Areas (REPAs) as shown in Appendix 6.11.7.3, the activities listed below are Prohibited activities.

Activity	
PR1	Any building or utility excluding: <ol style="list-style-type: none"> 1. navigational aids for aircraft 2. structures associated with upgrades for State Highway 1 3. maintenance or repair works on any existing permitted [Orion 2340.21] building or utility; and 4. enclosed walkways associated with vehicle parking areas which are no greater than 2.4m in height and 1.8m in width 5. the establishment or replacement of any underground utility [Orion 2340.22]
PR2	Mass assembly of people [CIAL 2348.80]
PR2	Notwithstanding any zone provisions, t he use or storage of hazardous substances in excess of the Permitted Standard for Group 3 zones in Rule 12.1.2. fuel storage facilities or for other industrial or commercial operations. [Ch 12 Joint memo of Crown and CCC dated 27 November 2015].
PR3	Production of direct light beams or reflective glare that could interfere with the vision of a pilot excluding: <ol style="list-style-type: none"> 1. normal operational reflection from glass and mirrors used in motor vehicles; and 2. normal operational light from motor vehicles Note: <ol style="list-style-type: none"> 1. Refer also to Rule 6.3.2.2.5 with regard to Outdoor Lighting and Glare restrictions within a 500m distance of the runway thresholds.

6.7.2.2.3 Activity Status Tables – Bird Strike Management Areas

6.7.2.2.3.1 Permitted Activities

In the Bird Strike Management Areas shown in Appendix 6.11.7.5, the activities listed below are Permitted.

Activities may also be Restricted Discretionary or Discretionary as specified in Rule 6.7.2.2.3.3 or 6.7.2.2.3.4 below.

	Activity	Activity Specific Standards
P1	Any activity in either of the Bird Strike Management Areas shown in Appendix 6.11.7.5 not specified as a Restricted Discretionary or Discretionary activity below and that would otherwise be a Permitted activity.	a. Nil

SCHEDULE 1

Proposed Christchurch City Plan
Christchurch International Airport
Limited - REPA Designation -
confirmed.

D1 Christchurch International Airport

Designation Number	D1
Requiring Authority	Christchurch International Airport Limited
Location	Harewood, Christchurch
Roll-over Designation	Yes (with modification)
Legacy Reference	Christchurch City Plan, Volume 3, Part 12, Clause 2.1
Lapse Date	Given effect to
Underlying Zone	To be confirmed – Phase 2 District Plan Review
Map Number	16, 17, 22, 23

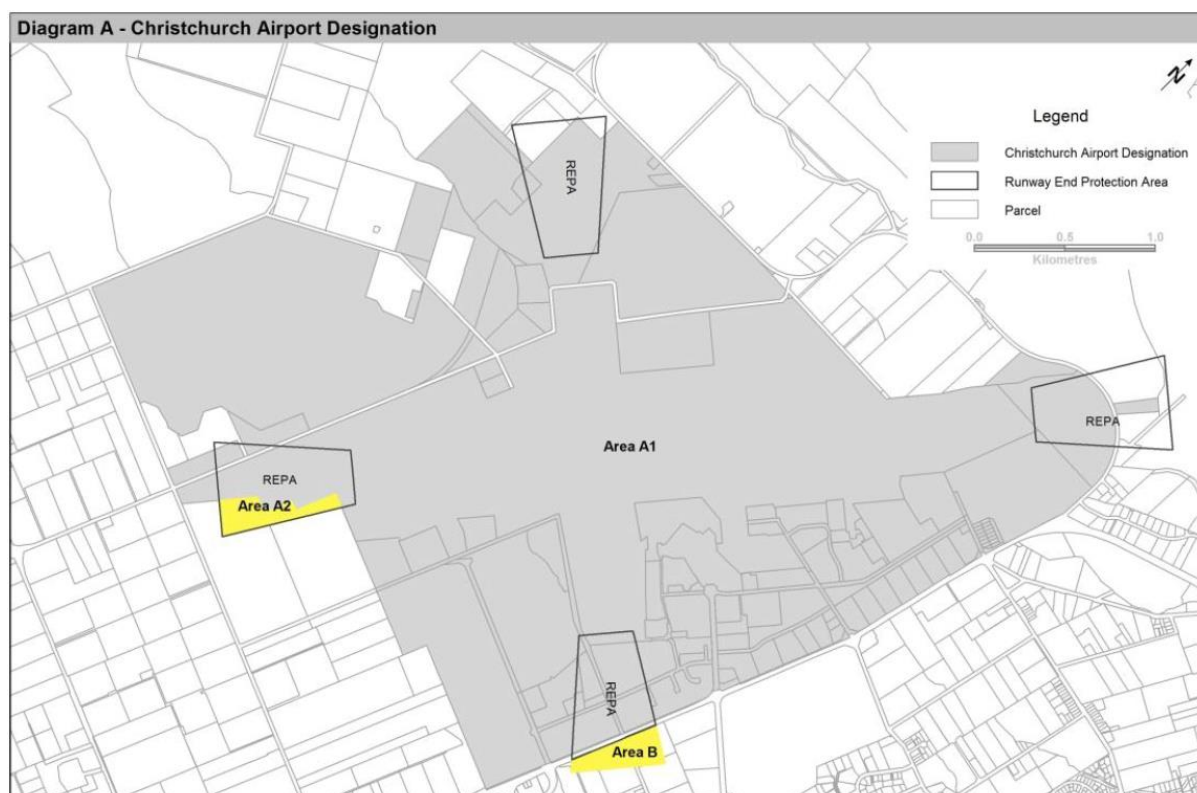
Purpose

Area (as shown on attached plan)	Purpose
A1	Airport. Airport purposes
A2 and B	<p>Airport – Restriction in respect of land and associated airspace for the purposes of a Runway End Protection Area (REPA), for the safe and efficient functioning of the Airport, as follows:</p> <p>Restrictions on undertaking uses such as the following, including by changing the character, intensity or scale of the use:</p> <p>i. Any new building or utility,* as defined in this plan (except a navigational aid for aircraft) not present on the land covered by Area B as at 27 August 2014, or any change in any building or utility’s character, scale or intensity, excluding:</p> <ol style="list-style-type: none"> a. Structures associated with upgrades for State Highway 1; b. Maintenance or repair works on any building or utility; c. Enclosed walkways associated with vehicle parking areas which are no greater than 2.4m in height and 1.8m in width. <p>ii. In addition to buildings and utilities, all new activities or changes in the character, scale or intensity of existing activities carried out within Area B which generate or have potential to generate any of the following effects:</p> <ol style="list-style-type: none"> a. Mass assembly of people (golf course recreation does not amount to mass assembly of people);

	<ul style="list-style-type: none"> b. Release of any substance which would impair visibility or otherwise interfere with the operation of aircraft including the creation of smoke, dust and steam; c. The use or storage of hazardous substances exceeding the quantities permitted within the underlying zone; d. Production of direct light beams or reflective glare which could interfere with the vision of a pilot, excluding reflections or lights from motor vehicles; e. Production of radio or electrical interference which could affect aircraft communications or navigational equipment; and f. Attraction of birds, including but not limited to crops, orchards, and waterbodies (including swales or retention basins for the management of storm water). <p>*Note 'new building or utility' excludes any building or utility not yet constructed but allowed by resource consent, building consent or existing use rights on 27 August 2014.</p>
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Conditions

N/A



Auckland Unitary Plan
International Airport Limited -
REPA Rules - Decision yet to
be released.

1. Activity tables

Activity Table 1- Auckland Airport precinct (above MHWS)	Core sub-precinct	Gateway sub-precinct
Infrastructure		
Any activity associated with the airport operation (not including aircraft operations, runways and the testing of in situ aircraft engines) including taxiways and other aircraft movement areas, aprons, terminals, rescue facilities, navigation and safety aids, maintenance and servicing facilities, catering facilities, freight facilities, quarantine and incineration facilities, fuelling facilities, storm water facilities, roads, monitoring activities, site investigation activities, landscaping, flags and signs	P	P
Any activity associated with the needs of Airport passengers, visitors and employees, and Airport businesses, and not otherwise listed in this table	P	D
Bus depots and public transport facilities	P	P
Parking (non-accessory)	P	P
Park-and-ride	P	P
Accommodation		
Camping grounds	P	P
Workers' accommodation	P	P
Visitor accommodation	P	P
Commerce		
Offices	P	P
Retail	P	P
Large format retail	P	NC
Food and beverage	P	P
Dairies	P	P
Motor vehicle sales (car rental only)	P	P
Trade suppliers	P	P
Service stations	P	P
Markets	P	NC
Entertainment facilities	P	D
Commercial services	P	P
Retail	P	P
Community		
Public amenities	P	P
Informal recreation	P	P
Organised sport and recreation	P	P
Healthcare facilities	P	P
Community facilities	P	P
Education facilities	P	P
Care centres	P	P
Artworks	P	P

The Proposed Auckland Unitary Plan (notified 30 September 2013)

Emergency services	P	P
Industry		
Industrial activities	P	P
Waste management facilities	D	NC
Rural		
Farming	P	P
Animal breeding or boarding	P	P
Development and framework plans		
Demolition of buildings or structures	P	P
A framework plan, amendments to a framework plan or a replacement framework plan complying with clause 3 below	RD	RD
A framework plan, amendments to a framework plan or a replacement framework plan not complying with clause 3 below	NC	NC
Any building or subdivision in policy areas A – F complying with an approved framework plan	RD	RD
Any land use, development or subdivision in policy areas A – F not in compliance with an approved framework plan, or prior to the approval of a framework plan	NC	NC
Buildings outside policy areas A – F	P	NA
Additions and alterations to buildings outside policy areas A - F	P	NA
Subdivision outside policy areas A – F	P	NA

[rcj]

Activity Table 2- Auckland Airport sub-precinct - Coastal (below MHWS)	Special purpose-Airport zone	SEA-M 1 and ONF
Activity/works		
Aircraft operations and activities associated with the operation of the airport.	P	P
Activities associated with research into flora and fauna of the CMA for the purposes of bird management activities and structures	P	P
Navigational aids and airport light structures	P	P
Maintenance, repair or reconstruction of existing lawful CMA structures or buildings	P	P
Demolition or removal of any buildings or CMA structures	P	P
CMA structures associated with airport activity which are not otherwise listed as a permitted activity	C	RD
Any activity, work or structure not provided for in this table that will or is likely to adversely affect the safe operation of aircraft, including but not limited to: -activity in conflict with the obstacle limitation surfaces as detailed in designation 1102 -activity in conflict with the runway end protection areas identified in designation 1102 -artificial light (other than for airport purposes)	Pr	Pr
Anchoring of vessels	Pr	Pr

The Proposed Auckland Unitary Plan (notified 30 September 2013)

Auckland Unitary Plan
International Airport Limited -
REPA Designation

Auckland International Airport Ltd

Designation Schedule - Auckland International Airport Ltd

Number	Purpose	Location
1100	Activities for the operation of Auckland International Airport ...	George Bolt Memorial Drive, Mangere
1101	Activities for the operation of Auckland International Airport ...	200 and 260 Ihumatao Road, Mangere
1102	Auckland International Airport, specification for obstacle limitation surfaces, runway end protection areas and restrictions non-aeronautical ground lights	Vicinity of Auckland International Airport

1100 Auckland International Airport

Designation Number	1100
Requiring Authority	Auckland International Airport Limited
Location	George Bolt Memorial Drive, Mangere
Rollover Designation	Yes
Legacy Reference	Designation 231, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The land to which this designation applies ("the designated area") may be used for activities for the operation of Auckland International Airport ("the Airport") subject to the conditions set out below, including but not limited to:

- aircraft operations,
- runways,
- taxiways and other aircraft movement areas,
- aprons,
- terminals,
- rescue facilities,
- navigation and safety aids,
- maintenance and servicing facilities including the testing of aircraft engines (in situ or otherwise),
- catering facilities,
- freight facilities,
- quarantine and incineration facilities,
- fuelling facilities including Joint User Hydrant Installations,
- stormwater facilities,
- roads,
- monitoring activities,
- site investigation activities,
- vehicle parking and storage,
- rental vehicle activities,
- vehicle valet activities,
- public transport facilities,
- landscaping,

The Proposed Auckland Unitary Plan (notified 30 September 2013)

4b. Approach Slopes - Proposed Second Runway

Eastern Approach Slope

Starting point - end of the eastern clearway, i.e. 400,00 metres east of Point C.

Width of inner edge - 402 metres.

Starting Level - 17.00 metres above mean sea level.

Western Approach Slope

Starting point - end of the western clearway, i.e. 235.5 metres west of point D.

Width of inner edge - 353 metres.

Starting level - 17.00 metres above mean sea level.

5. Inner Horizontal Surface

The Inner Horizontal Surface is a flat planar surface at an altitude of 52 metres above mean sea level. The outer limits are located 4000 metres from and parallel to the outer sides and ends of the runway strips as depicted on Figure 1 to this designation. The corners of the rectangle are formed by a radius of 1500 metres.

6. Transitional Surfaces

The Transitional Side Surface slopes upwards and outwards from the sides of the runway strips at a gradient of 1:7 extending until they meet the Inner Horizontal Surface and Approach Slopes.

7. Conical Surface

The Conical Surface slopes upward and outwards from the periphery of the Inner Horizontal Surface at a gradient of 1:40 until reaching an elevation of 152 metres above mean sea level.

8. Procedure Turning Area Surfaces

There are two Procedure Turning Areas located to the east and west and bounded by the Conical Surfaces. The surfaces for the Procedure Turning Areas are at 152 metres above mean sea level or 21 metres above terrain whichever is the higher. The northern limit of both Procedure Turning Areas is 4000 metres north of the northern side of the proposed second runway strip. The southern limit of both Procedure Turning Areas is 4000 metres south of the southern side of the existing runway strip. The western limit of the western Procedure Turning Area is 14,000 metres west of the Inner Horizontal Turning Surface. The eastern Procedure Turning Area extends 16,000 metres east of the Inner Horizontal Surface.

9. Controlling Surface

At any point where any two surfaces overlap and are at differing elevations, the lower of the two surfaces shall apply.

Part 2: Restrictions Relating to Runway End Protection Areas

The Runway End Protection Areas (REPAs) shown on Figure 3 to this designation, are areas off the ends of both the existing and proposed second runways which are required to be free of obstructions or activities which could interfere with aeronautical navigational aids. The areas of the REPAs as required for operational purposes are also areas in which, statistically, there are greater chances of aircraft related accidents. It is considered desirable that the public's exposure to such risks be reduced by limiting the range of activities permitted in the REPAs. The following requirements for REPAs are intended to achieve both objectives which, to a large extent, are compatible.

The requirements for REPAs detailed in this section are based on the Federal Aviation Administration (FAA) Office of Airport Standards (Washington, DC, USA) Advisory Circular 150/5300-13 Airport Design and the Civil Aviation Authority (CAA) of New Zealand Advisory Circular AC 139-06A Aerodrome Design - Aeroplanes Above 5700kg MCTOW.

The Proposed Auckland Unitary Plan (notified 30 September 2013)

The REPAs comprise fan-shaped areas plus a rectangular area which extends beyond the fan along the extended runway centre-line. The fan-shaped areas commence at the ends of the runway strips (defined in the Specification for Obstacle Limitation Surfaces) and extend equidistant about the extended runway centre-line to a point 750 metres from the end of the runway strips. The width of the fan at this point is 525 metres. The rectangular areas then extend beyond the fans and equidistant about the extended runway centre-lines, for a further 540 metres. The width of the rectangular areas is 120 metres.

All buildings, except those required for aviation purposes, are prohibited within the REPAs. For the purpose of this section, the word "building" shall have the meaning assigned to it in the Building Act 2004, except that the exclusions listed under Section 9(a), (ab), (ac), (b), (c), (f), (g), (h) (i) & (j) of that Act shall not apply and those objects shall be considered to be buildings. Any buildings erected in the REPA for the proposed second runway shall be removed unless the building has the written approval of Auckland International Airport Limited under section 176(b) of the Resource Management Act 1991.

In addition to buildings, all activities within the REPAs which generate or have the potential to generate any of the following effects are prohibited:

- a. Mass assembly of people;
- b. Release of any substance which would impair visibility or otherwise interfere with the operation of aircraft including the creation of smoke, dust and steam;
- c. Concentration of dangerous substances;
- d. Production of direct light beams or reflective glare which could interfere with the vision of a pilot;
- e. Production of radio or electrical interference which could affect aircraft communications or navigational equipment; and
- f. Attraction of birds.

Part 3: Requirements for Non-Aeronautical Ground Lights Adjacent to Extended Runway Centre Lines

CAA Advisory Circular AC 139-6 requires that any non-aeronautical ground light which, by reason of its intensity, configuration or colour, might cause confusion or prevent the clear interpretation of aeronautical ground lights, should be extinguished, screened or otherwise modified so as to eliminate such a possibility. For Auckland International Airport, this requirement currently applies to the Existing Runway only. In advance of the Northern Runway becoming operational a similar requirement will need to be introduced for that runway. The current requirement applies over a rectangular area, 1500 metres wide, extending equidistant either side of the extended runway centre-line for a distance of 4440 metres from the end of the runway strip (as defined in the Specification for Obstacle Limitation Surfaces). This area is shown in Figure 4 to this designation.

For ease of administration, Auckland International Airport Ltd requires that any light in the above area be prohibited from shining above the horizontal.

Attachments

Figure 1 - Specification for Obstacle Limitation Surfaces

The Proposed Auckland Unitary Plan (notified 30 September 2013)

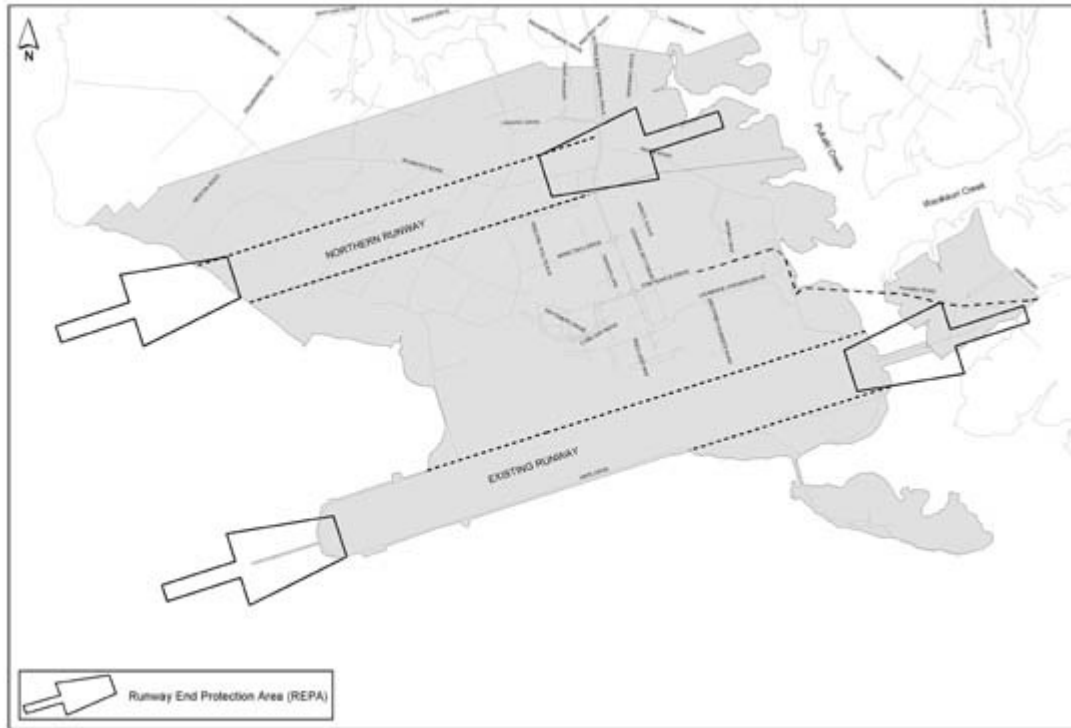


Figure 3 - RUNWAY END PROTECTION AREAS
APPENDIX 2

Figure 4 - Requirements for Non-Aeronautical Ground Lights



Figure 4 - REQUIREMENTS FOR NON-AERONAUTICAL GROUND LIGHTS
APPENDIX 3

4.4.1.3	<p>Restricted discretionary activities</p> <p>The following activities must comply with the performance standards in this zone</p>
	<ul style="list-style-type: none"> ▪ Reverse sensitivity on mineral extraction activities; and ▪ Landscaping and visual amenity. <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>
(b)	<p>Frost fans.</p> <p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> ▪ Height, bulk and location of the frost fan/s and their proximity to residential activities on an adjacent or adjoining site, or a Residential Zone or Large Lot Residential Zone; and ▪ Number of blades; and ▪ Operating conditions; and ▪ Noise. <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>
(c)	<p>Any activity (other than farming or rural based industry) within the Runway Protection Area shown on Planning Maps that isn't listed as a discretionary or prohibited activity.</p> <p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> ▪ Effects on the operational safety and performance of the Hamilton International Airport and its associated lighting and navigational aids; and ▪ The risk of exposure to aircraft related accidents. <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p> <p>Advice Note: The Operator of Hamilton International Airport shall be considered an affected party for any resource consent assessed under these criteria.</p>
(d)	<p>Buildings associated with the rural research facility at the Tokanui Dairy Research Centre which are located outside of the Core Campus Area (as shown on Planning Maps).</p> <p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> ▪ Visual effects on surrounding properties; and ▪ Transport and traffic related effects; and ▪ Vehicle access; and ▪ Effects on rural character and amenity; and ▪ Lighting and glare; and ▪ Water supply, wastewater and stormwater disposal; and ▪ Reverse sensitivity effects; and ▪ Effect on archaeological or cultural sites. <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>
(e)	<p>Poultry farming in accordance with Rule 4.4.2.6.</p> <p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> ▪ The amenity effects of the poultry farming activity; and ▪ Wind and climate patterns; and ▪ Visual impact of buildings and landscape planting; and ▪ Topography and geographical features affecting odour, dust and visual effects; and ▪ Traffic effects; and ▪ The provision of a Management Plan. <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p> <p>Activities that fail to comply with this rule will require a resource consent for a discretionary activity.</p>
(f)	<p>Construction of new buildings within the Rangiaowhia Ridge building setback area.</p> <p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> ▪ Effect on the character of the existing buildings, and St Pauls church, on the Rangiaowhia Ridge, set amongst mature trees; and ▪ Amenity, bulk and scale, location; and ▪ Relationship to heritage buildings; and

4.4.1.4	Discretionary activities
(c)	Farm workers dwellings that do not comply with Rule 4.4.2.78(a) to (d).
(d)	Community centre, marae and papakāinga.
(e)	Agritourism and nature tourism facilities.
(f)	Education facilities.
(g)	Rural based industry.
(h)	Mineral extraction activities except where located within 500m (minimum) from Lakes Cameron, Koromatua, Mangahia, Mangakaware, Maratoto, Ngārotoiti, Ngāroto, Rotomānuka, Rotopataka, Ruatuna and Rotopiko/Serpentine as measured at maximum annual water level.
(i)	Intensive farming and Poultry farming that does not comply with the minimum setbacks in Rule 4.4.2.5 or with Rule 4.4.2.6.
(j)	Visitor accommodation and education facilities (includes aviation educational training) between the OCB (Ldn55) and the ANB (Ldn55).
(k)	Boarding or breeding kennels or catteries.
(l)	Aviation educational training within the ANB (Ldn55).
(m)	Identification and imposition of a quarry buffer area and a mineral extraction area in conjunction with a new or existing mineral extraction activity.

4.4.1.5	Non-complying activities
(a)	Any building or activity that fails to comply with: <ul style="list-style-type: none"> (i) Rule 4.4.2.1(a) - Minimum building setback from roads (ii) Rules 4.4.2.42 to 4.4.2.43 - Frost Fans (iii) Rule 4.4.2.60(a) or (d) - Home occupations (iv) Rule 4.4.2.17 - Helicopter Noise (v) Rule 4.4.2.59A - Planted indigenous forestry
(b)	All other activities not listed in activity status table Rules 4.4.1.1 to 4.4.1.4 and not listed as a prohibited activity.
(c)	Mineral extraction activities located within 500m of Lakes Cameron, Koromatua, Mangahia, Mangakaware, Maratoto, Ngārotoiti, Ngāroto, Rotomānuka, Rotopataka, Ruatuna and Rotopiko/Serpentine as measured at maximum annual water level.
(d)	Fortified sites.
(e)	Scheduled engine testing that exceeds the standard in Rule 4.4.2.38 by more than 5 dBA.
(f)	Within the National Grid Yard: <ul style="list-style-type: none"> (i) Any building or addition to a building for a National Grid Sensitive Activity. (ii) Any change of use to a National Grid Sensitive Activity or the establishment of a new National Grid Sensitive Activity. (iii) Buildings for intensive farming activities, commercial greenhouses, and dairy/milking buildings. (iv) Any building, structure or earthworks which fail to comply with Rules 4.4.2.74, 4.4.2.75 or 4.4.2.76.
(g)	Farm workers dwellings that do not comply with Rule 4.4.2.78(e).

4.4.1.6	Prohibited activities
	The following activities are prohibited and no resource consent will be approved
(a)	Within the Runway Protection Area shown on the Planning Maps, places of assembly, service stations, dwellings, residential activities, visitor accommodation, hospitals, camping grounds, and educational facilities.
(b)	Inside the ANB shown on Planning Maps: dwellings, visitor accommodation, and educational facilities (except aviation education training).

4.4.2 Performance Standards

The following rules apply to activities listed as permitted, controlled or restricted discretionary.

Where rules are not complied with resource consent will be required in accordance with the rules in the activity status table or as identified in the performance standards, and will be assessed against the relevant objectives

APPENDIX C

Map showing extent of REPA

