

## 25 Airport [Inserted by Plan Change 3: 01/09/08]

### *Introduction*

Dunedin International Airport is situated at Momona. The airport occupies an area of approximately 300 hectares and is owned and operated by Dunedin International Airport Limited (DIAL).

The Dunedin International Airport is an integral part of the local and regional transportation network, providing a link to national and international destinations for passengers, goods and freight. There has been steady growth in passenger numbers and freight volumes, both domestic and international, and a continuation of this growth is expected. There is also increased demand from airport users to provide a greater range of services at airports. The airport is a physical resource that provides for the economic and social well being of the Dunedin area and beyond.

The operation of the airport is undertaken in accordance with two designations (Aerodrome and Runway Extension, and Flight Path Protection), which extend across the majority of the area making up the Airport Zone and beyond. The designations focus upon ensuring safe and efficient operation of the airport activities, while securing a future runway extension and providing a limited range of associated airport activities.

The Airport Zone recognises the function of the Dunedin International Airport within the transportation network, sustainable management of the resource and the need to manage effects of activities located at the airport. The zone enables an integrated approach to the management of the airport resource.

The intention is that development within the Airport Zone is clearly associated with the operation and functions of the airport. This will ensure land within the Airport Zone is retained for its primary operational functions. The provisions allow for the continued use and development of Dunedin International Airport providing certainty for airport operators and the community.

As a significant physical resource, Dunedin International Airport and its impacts are also recognised through other sections of the District Plan. The role of the airport in the transportation network is recognised in the Transportation Section, the management of airport noise effects is contained in the Environmental Issues Section, while rules manage the effects of airport noise upon noise sensitive activities where they are established in the Rural Zone.

## 25.1 Significant Resource Management Issues

### Issue 25.1.1

**The evolving character of activities associated with the airside operation of Dunedin International Airport creates a demand for landside based airport associated activities.**

*Objective:* 25.2.1

*Policy:* 25.3.1

### Explanation

In responding to the continuing growth in the airside (areas used by aircraft) activities associated with air travel and export of goods the landside (areas not used by aircraft) character of airports is changing. There is pressure to provide an expanded range of airport related activities on land at Dunedin International Airport, changing the traditional character of the airport.

### Issue 25.1.2

**The efficient operation of Dunedin International Airport at Momona can be compromised by inappropriate use and development surrounding the airport operations.**

*Objective:* 25.2.1

*Policies:* 25.3.1-25.3.4

### Explanation

As a physical resource that is an integral part of the City's transportation network and contributes towards social and economic well-being it is important that the Dunedin International Airport maintains its ability to operate efficiently. The development of activities that are sensitive to airport operations or that generate effects that are not compatible with airport operations can impact upon the airports ability to operate efficiently.

### Issue 25.1.3

**The land available at Dunedin International Airport is limited and activities establishing there could result in inappropriate utilisation of that land and affect existing activity areas throughout the city.**

*Objective:* 25.2.1

*Policies:* 25.3.1, 25.3.2

### Explanation

The availability of land at Dunedin International Airport may be attractive for a range of complementary airport activities. This land is a limited resource and therefore should be used for activities ancillary to the airport that are planned in an integrated manner. The establishment of unlimited retail and other commercial activities at the airport may consequently impact (either directly or cumulatively) upon existing commercial centres.

### Issue 25.1.4

**Activities at Dunedin International Airport can generate effects that impact upon the surrounding rural environment.**

*Objective:* 25.2.2

*Policy:* 25.3.5

### Explanation

The activities at the airport, including operations of Dunedin International Airport, can generate effects that may extend into adjoining areas. Some activities that locate close to the Airport site can be sensitive to the effects of airport activities.

**Issue 25.1.5**

**The visual quality of areas accessible and visible to the public at Dunedin International Airport, a major gateway to Dunedin City and the wider Otago Region, can be diminished by inappropriate development and design.**

*Objective:* 25.2.2

*Policy:* 25.3.6

**Explanation**

Dunedin International Airport provides a significant visitor entrance and exit point for Dunedin City and Otago Region. The visual amenity of the airport is important, as is its location in a rural setting. As land at the airport is developed for airport related activities there is a potential increased threat to the visual quality of the environment through inappropriate structures and design.

## 25.2 Objectives

### Objective 25.2.1

**Dunedin International Airport meets the changing demands of airport users and the aviation industry while not compromising the efficiency of airport operational activities.**

*Issues:* 25.1.1-25.1.3

*Policies:* 25.3.1 – 25.3.4

*AER:* 25.7.1, 25.7.2

### Explanation

Dunedin International Airport is an integral part of the City's transportation network and contributes towards the social and economic well being of both the City, and the wider region. In providing flexibility to meet changing demands of air travel and airport users, it is important that the continued efficient functioning of airport operations at Dunedin International Airport is not compromised by activities established at the airport.

### Objective 25.2.2

**Dunedin International Airport maintains a quality environment in the rural setting.**

*Issues:* 25.1.4, 25.1.5

*Policies:* 25.3.5, 25.3.6

*AER:* 25.7.3

### Explanation

Dunedin International Airport is a gateway to the City, region and, in some cases, New Zealand. Landscaping, building design, signage and the relationship of buildings to their setting can contribute to a quality airport environment that is attractive and welcoming to visitors. Activities undertaken at Dunedin International Airport have the potential to adversely impact upon the adjoining area. Likewise activities undertaken in close proximity to the airport can be sensitive to airport activities. The management of such effects will maintain a quality environment.

## 25.3 Policies

### Policy 25.3.1

**Provide for airport related services at Dunedin International Airport.**

*Objective:* 25.2.1

*Methods:* 4.4.1, 25.4.1, 25.4.3

### Explanation

The Dunedin International Airport resource will be sustained by providing for activities that are clearly associated with the operation, function and location of the airport. Such activities include those related to airport operations and associated services, air travel, the freighting of goods and activities that derive a benefit from an airport location.

### Policy 25.3.2

**Manage the location and scale of retail activities that are provided for at Dunedin International Airport.**

*Objective:* 25.2.1

*Methods:* 4.4.1, 25.4.1, 25.4.3

### Explanation

Applying limits to the location and scale of retail activities associated with the airport will focus management of the physical resource upon airport activities and reduce the potential for consequential effects upon activity areas in the City.

### Policy 25.3.3

**Prohibit the establishment of new noise sensitive activities within the Air Noise Boundary at Dunedin International Airport.**

*Objective:* 25.2.1

*Policy:* 21.3.4

*Method:* 25.4.2

### Explanation

The management of aircraft noise in the vicinity of airports is established through a New Zealand Standard designed to ensure that people living close to airports are properly protected from the effects of aircraft noise, while recognising the need for the efficient operation of airports. The area within the Air Noise Boundary immediately surrounding the runway has the highest exposure to noise. The establishment of new noise sensitive activities is not appropriate within this area.

### Policy 25.3.4

**Require acoustic insulation for new noise sensitive activities and alterations to existing noise sensitive activities within the Outer Control Boundary at Dunedin International Airport.**

*Objective:* 25.2.2

*Policy:* 21.3.4

*Method:* 25.4.2

### Explanation

The area covered by the Outer Control Boundary specifies noise attenuation measures for noise sensitive activities in proximity to the airport to mitigate the adverse effects of aircraft noise. This is necessary for the health and wellbeing of occupants of those buildings.

**Policy 25.3.5**

**Control the effects of glare, lighting, traffic, bulk and location of structures at Dunedin International Airport.**

*Objective:* 25.2.2

*Policy:* 21.3.3

*Methods:* 4.4.1, 25.4.3

**Explanation**

The area available for the development of activities at the airport is located around the edges of the airport operational area. These areas adjoin roads or the zone boundary, shared with the Rural Zone. Controls on bulk, location, traffic, glare and lighting will mitigate effects along these edges.

**Policy 25.3.6**

**Requiring landscaping and screening of outdoor storage areas at Dunedin International Airport will ensure a high standard of amenity is maintained within the airport and in relation to the surrounding environment.**

*Objective:* 25.2.2

*Method:* 25.4.3

**Explanation**

The Dunedin International Airport functions as a gateway to the City and is also located in a rural environment. As such it is important that careful consideration is given to those elements of land use activities that can have adverse effects upon amenity and the quality of the environment.

## **25.4 Methods of Implementation**

In addition to the Airport Zone and rules, the methods to be used to achieve the objectives and policies identified in this section include the following:

### **Method 25.4.1 Designation**

As a requiring authority Dunedin International Airport Limited utilises designations to protect the internationally accepted operational requirements for Dunedin International Airport, ensuring safe and efficient operation of the airport. The designations also secure future runway areas and manage aircraft noise and height of structures.

*Policies:* 25.3.1-25.3.2

### **Method 25.4.2 Noise Area Maps**

The New Zealand Standard 6805:1992 is used to guide management of land use and noise around airports. District Plan Map 71 illustrates the full extent of the Air Noise Boundary and the Outer Control Boundary. Rules controlling noise sensitive activities in relation to the Air Noise Boundary and the Outer Control Boundary are provided for where the noise boundaries extend into the Rural Zone.

*Policies:* 25.3.3, 25.3.4

### **Method 25.4.3 Dunedin Airport Master Plan**

Dunedin International Airport Limited has prepared a master plan that manages airport land uses under its direct control. It uses this master plan to manage future growth and development of the airport as well as the allocation of spaces within its land holdings.

For all activities located within the Airport Zone, approval is required from Dunedin International Airport Limited as landowner and requiring authority.

*Policies:* 25.3.1, 25.3.2, 25.3.5, 25.3.6

## 25.5 Rules

**Note to Plan Users:** For all activities within the Airport Zone approval is required from Dunedin International Airport Limited as landowner and requiring authority.

### Rule 25.5.1 Prohibited Activities (Policy: 25.3.3)

The following are prohibited activities in the Airport Zone within the Air Noise Boundary identified on District Plan Maps 6 and 54, and shown in its entirety on District Plan Map 71, for which no resource consent application may be lodged:

- (i) Residential Activity
- (ii) Commercial Residential Activity
- (iii) Community Support Activity

### Rule 25.5.2 Permitted Activities (Policy: 25.3.1)

The following activities are permitted activities provided that they comply with the relevant performance standards in Rule 25.5.3 except that listed in (iii) below:

- (i) Airport Activity
- (ii) Airport Commercial Activity
- (iii) On Section 73 Block IV Maungatua Survey District (CT 15D/487) the only permitted activity is the establishment, maintenance and operation of a sewage treatment facility
- (iv) Commercial Residential Activity
- (v) Farming Activity
- (vi) Industrial Activity
- (vii) Service Activity
- (viii) Service Stations

*[Amended by Consent Order 21/07/08]*

### Rule 25.5.3 Performance Standards for Permitted Activities

#### (i) Minimum Yards (Policy: 25.3.5)

A minimum yard of 20 metres shall be provided along boundaries adjoining the Rural Zone and fronting any road. This rule does not apply to Section 73 Block IV Maungatua Survey District (CT 15D/487).

No other yards are required.

#### (ii) Maximum Height (Policy: 25.3.5)

10 metres



(iii) **Minimum Car Parking** (*Policy: 25.3.5*) [*Amended by Consent Order 21/07/08*]

Except for those activities undertaken within the airport terminal building, on-site car parking shall comply with the performance standards in Section 20 (Transportation) and shall be provided on the following basis:

**(a) Airport Activity, Industrial Activity and Service Activity**

- (i) Freight forwarding and other freight facilities
  - (a) Staff requirements of 1 carpark per 200m<sup>2</sup> gross floor area
  - (b) Visitor requirement of 50% of the staff car parking (minimum of 1)
- (ii) Maintenance activities
  - (a) Staff requirements of 1 carpark per 120m<sup>2</sup>
  - (b) Visitor requirement of 50% of the staff car parking (minimum of 1)
- (iii) All other Airport, Industrial and Service Activities
  - (a) Staff requirement as follows:
    - (i) Up to 99m<sup>2</sup> gross floor area: 2 car parks
    - (ii) 100m<sup>2</sup> to 149m<sup>2</sup> gross floors area: 3 car parks
    - (iii) 150m<sup>2</sup> to 249m<sup>2</sup> gross floor area: 4 car parks
    - (iv) 250m<sup>2</sup> to 400m<sup>2</sup> gross floor area: 5 car parks
    - (v) Over 400m<sup>2</sup> gross floor area: 5 car parks, plus one for each additional 200m<sup>2</sup> gross floor area in excess of the initial 400m<sup>2</sup> gross floor area.
  - (b) Visitor requirement of 20% of staff carparks (1 car park minimum)

**(b) Airport Commercial Activity**

- (i) Staff requirements of 1 carpark per 40m<sup>2</sup>.
- (ii) Visitor requirement of 1 carpark per 20m<sup>2</sup>.

**(c) Service Stations**

- (i) 1 carpark per 100m<sup>2</sup> of gross retail floor area.
- (ii) 1 carpark per air hose.
- (iii) 3 queuing spaces per car wash.
- (iv) Staff requirement of 3 carparks.

**(d) Commercial Residential Activity**

- (i) Guest room type construction, for example hotels:
  - (a) 1 car park per 3 guest rooms to 60 guest rooms; thereafter 1 carpark per 5 guest rooms.
  - (b) 1 coach car park per 50 guest rooms.
  - (c) Staff requirement of 1 car park per 20 guest rooms
- (ii) Other Commercial Residential Activity: 1 car park per unit or 1 per 5 beds, whichever is greater

**(iv) Loading and Access (Policy: 25.3.5)**

For activities involving the construction of a new building that requires direct access onto State Highway 86 (Alanton to Airport Road), Rule 20.5.6(ii) applies. *[Amended by Plan Change 10, 18/1/11]*

For all other activities that require direct access onto any other public road, access shall comply with the performance standards in Section 20 Transportation.

**(v) Landscaping (Policy: 25.3.6)**

(a) Where open-air car parking is provided there shall be 4m<sup>2</sup> of planting for every 4 car parking spaces within that car parking area.

(b) For any new building or outdoor storage area developed adjoining Miller Road, Otokia Road, Centre Road or the Rural Zone, landscaping to a minimum depth of 3 metres shall be provided and maintained along that boundary to create a visual and physical barrier to the adjoining road or zone.

(c) The requirements of Rule 25.5.3(v)(a) and (b) shall not apply to:

(i) Any land under the Take Off and Approach Fans defined under designation D274 as shown in its entirety on District Plan Map 72; or

(ii) The width of any complying access onto a road and the minimum sight distances as required under Rule 20.5.7(ii). *[Amended by Plan Change 10, 18/1/11]*

**(vi) Buildings for Commercial Residential Activities between the Air Noise and Outer Control Boundary (Policy: 25.3.4)**

On any site within the Airport Outer Control Boundary as shown on District Plan Maps 6 and 54, and shown in its entirety on District Plan Map 71, new buildings and additions and alterations to an existing building to be used for a Commercial Residential Activity shall be acoustically insulated from external noise so as to meet an indoor design standard of 40 dBA Ldn within any kitchen, dining area, living room, study or bedroom. Such insulation shall be certified by a registered acoustic engineer as adequate to achieve the design standard. *[Amended by Consent Order 21/07/08]*

**(vii) Retailing of Foods and Beverages (Policy: 25.3.2)**

Where any food and beverage retail activity is established outside of the terminal building no individual tenancy shall exceed a gross floor area of 250m<sup>2</sup>.

**(viii) Service Stations (Policy: 25.3.5)**

All service stations with frontage to a road shall comply with the following conditions:

(a) The road boundary shall be bordered by a nib wall or other device to control traffic flows and to clearly define entrance and exit points.

(b) Pumps shall be located a minimum of 7 m from the road boundary and 12 m from the midpoint of any vehicle crossing at the road boundary. All vehicles shall be clear of any footpath and accessways when stopped for refuelling.

**(ix) Screening (Policy: 25.3.6)**

All materials stored outside a building for any purpose other than their display or sale shall be screened from view from the adjoining Rural Zone and from any road. The screening is not required if the wall of a building or structure has the same or similar effect.

(x) **Fire Fighting Water Supplies** (*Policy: 25.3.1*)

All activities shall comply with the relevant requirements of SNZ/PAS 4509:2003 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice.

(xi) **Signs** (*Policy: 25.3.6*)

Refer to the Signs Section.

(xii) **Hazardous Substances** (*Policy: 25.3.5*)

Refer to the Hazards and Hazardous Substances Section.

(xiii) **Noise, Lighting, Glare and Electrical Interference** (*Policy: 25.3.5*)

Refer to the Environmental Issues Section.

**Rule 25.5.4 Discretionary Activities (Restricted)** (*Policy: 25.3.1, 25.3.4-25.3.6*)

The following activities are discretionary activities (restricted):

- (i) Any permitted activity, which does not comply with one or more of the performance standards in Rule 25.5.3, except for Rule 25.5.3(vi). The Council's discretion is restricted to the performance standard or standards with which the activity fails to comply.
- (ii) Residential Activity. The Council's discretion is restricted to the relevant matters in 25.6. *[Inserted by Consent Order 21/07/08]*

**Rule 25.5.5 Discretionary Activities (Unrestricted)** (*Policy: 25.3.2*)

The following activities are discretionary activities (unrestricted):

- (i) Airport Commercial Activity that does not comply with Rule 25.5.3(vi).
- (ii) Childcare Facilities

**Rule 25.5.6 Non-Complying Activities** (*Policy: 25.3.1*)

The following activities are non-complying activities:

- (i) Any activity not specifically identified as permitted, controlled, discretionary or prohibited by the rules in this zone or in the rules of Sections 17 to 22 of this Plan is non-complying. This rule does not apply to activities identified as permitted, controlled or discretionary in the rules of Sections 13 to 16 of the Plan, regardless of where in the zone those activities are undertaken.

## **25.6     *Assessment of Resource Consent Applications***

In assessing any application, in addition to the matters contained in the Fourth Schedule of the Act, the Council will have regard to, but not be restricted by, the following matters:

### **25.6.1     Sustainability**

The objectives and policies of the Sustainability Section.

### **25.6.2     Manawhenua**

The objectives and policies of the Manawhenua Section.

### **25.6.3     Bulk and Location**

The bulk and location of buildings associated with the proposed activity and their effects on the amenity values of the environment in which they are located and the environment of surrounding areas.

### **25.6.4     Amenity Values**

The impact on amenity values generally.

### **25.6.5     Signage**

The objectives and policies of the Signs Section.

### **25.6.6     Noise, Glare and Lighting**

The objectives and policies of the Environmental Issues Section.

### **25.6.7     Odour and Dust**

The impact of odour and dust generated by the activity.

### **25.6.8     Cumulative Effects**

The actual or potential cumulative effects on the environment as a result of allowing the activity.

### **25.6.9     Safety**

The need to restrict public access to areas of the Dunedin International Airport site to protect its operational requirements.

### **25.6.10    Hazards**

Whether or not the application relates to a site that the Council has good cause to suspect may be prone to a natural or technological hazard.

### **25.6.11    Fire Fighting Water Supplies**

The effects of non-compliance with SNZ PAS 4509:2003 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice.

### **25.6.12 Transportation**

The objectives, policies and assessment matters of the Transportation Section.

### **25.6.13 Retail Activities**

The need to establish at Dunedin International Airport and how the activity relates to the functions of the airport.

### **25.6.14 Conflict and Reverse Sensitivity**

- (a) The extent to which the proposed activity may adversely affect the ability of existing rural activities to continue to operate.
- (b) The extent to which the proposed activity may result in conflict with existing rural activities.

### **25.6.15 Archaeological Sites**

The effect that the activity will have on any archaeological site.

### **25.6.16 Childcare Facilities and Residential Activities** *[Amended by Consent Order 21/07/08]*

- (a) The acoustic treatment measures proposed to achieve an acceptable internal noise environment in relation to operation of the airport, which should be no less than the requirements of Rule 25.5.3(vi).
- (b) The nature, size and scale of the proposed activity, and any potential effect arising from that activity on airport operations.
- (c) For any outdoor facilities or amenities provided, the likely exposure to aircraft noise and any management mechanisms proposed so that health and safety concerns are not affected.

## **25.7     *Anticipated Environmental Results***

The anticipated environmental results are:

### **25.7.1**

Activities established at Dunedin International Airport are directly related to its operation and function.

*Objective: 25.2.1*

### **25.7.2**

No new noise sensitive activities are established within the Air Noise Boundary.

*Objective: 25.2.1*

### **25.7.3**

The Dunedin International Airport is an attractive environment.

*Objective: 25.2.2*