

SECTION 13:

AIRPORT ZONE

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13. AIRPORT ZONE

13.1 Introduction

This part of the Plan is concerned with the functioning of the Airport Zone. The Airport Zone is comprised of two distinct precincts:

- **Core Airport Precinct** – land within the Airport Zone encompassing the Palmerston North Airport's airfield, hangars, apron, terminal, public parking and other core airside activities; and
- **Airport Environs Precinct** – land on the southern half of Airport Drive and McGregor Street, which has no airside access.

The Palmerston North Airport represents a significant regional resource and enabler of regional economic activity, being the major gateway airport (with the exception of Wellington) in the lower North Island. The Airport has been gradually developed and will continue to develop to provide a range of air services to the Region. While the most obvious service is the movement of air passengers, a substantial element of the Airport's operation involves the movement of freight and the teaching activities of the Massey University Aviation School. The air transport and teaching activities based at the Airport also attract a range of associated servicing activities such as freight forwarding agents who provide services based on air transport activities. The airport is a significant maintenance airport with a number of active maintenance companies maintaining helicopters and heavy freight aircraft on a 24hr basis when required.

Palmerston North Airport's Masterplan was ratified by the Palmerston North Airport Limited Board in April 2014. The Masterplan is a key strategic planning document. It outlines planned development within the Core Airport Precinct, including the expansion of terminal, runway, aprons, car park, and freight. The Masterplan also recognises the critical role that PNAL's developing commercial precinct (referred to above as the Airport Environs Precinct) will perform in the development of Palmerston North Airport. Specifically the Airport Environs Precinct has been identified as an area with convenient airport access and which, as has been witnessed in other New Zealand Airport locations, can be expected to become the home of many businesses seeking the comparative advantage of being located within close proximity to passenger and airfreight service providers. In turn the presence of these businesses will further reinforce the sustainability of activities within the Core Airport Precinct. Recognition of the role all precincts have in the development of Palmerston North Airport is therefore critical.

The District Plan has an important role in ensuring that the Airport's Masterplan, development objectives, and resources can be effectively and efficiently utilised while ensuring that any adverse effects of the Airport's operations & development can be measured and where necessary mitigated. The requirement for sound insulation for noise sensitive activities beneath the airnoise contours is one example.

The particular safety concerns associated with the operation of aircraft mean that there are a number of issues which are unique to the airport. For example, the prohibiting of activities that result in the congregation of people within the Runway End Protection Areas, so as to avoid risk of harm or to loss of life in the event of an aviation accident.

While the Airport Zone is unique and can attract businesses that might not otherwise look to or be able to establish in the City, it is important that development within the Airport Zone does not undermine the existing Business Zones. Therefore, there are restrictions on commercial developments within the Airport Zone. For example: stand-alone office activities and retail activities over 100m² are classified as Discretionary Activities.

13.2 Resource Management Issues

The following resource management issues have been identified in the Airport Zone:

1. The efficient use of physical resources within the Airport Zone;
2. The adverse effects of activities within the Airport Zone on other activities within the Airport Zone, adjoining Residential, Rural and Recreation Zones and the City's established Business Zones;
3. The protection of the Palmerston North Airport's potential capacity to meet the reasonably foreseeable needs of future generations, as a physical resource of regional importance;
4. The effects of activities on the amenity levels of the roads approaching the Airport Terminal, given the Airport's gateway function; and
5. The potential for aircraft to undershoot or overshoot the Palmerston North Airport runway.

Explanation

The Resource Management Issues reflect the needs of the Palmerston North Airport, in terms of its continued use and development, the effects of the Airport and its operations on adjoining activities, particularly with regard to noise, and effects on other business in the City.

The Airport Zone is an important gateway to Palmerston North and the wider Manawatu-Wanganui Region. Therefore, the quality of the streetscape and frontages are important. Development within the Airport Zone has the potential to impact on amenity levels, which has the potential to undermine its importance as a gateway to the City.

13.3 Objectives and Policies

Within the broad framework of the City View objectives in Section 2, the following specific objectives and policies were identified with regard to the Airport Zone:

OBJECTIVE 1

To promote and enable the continued operation, maintenance and upgrading of the Palmerston North Airport and provide for its future development as an important infrastructure asset for Palmerston North City and the wider Manawatu-Wanganui Region.

POLICIES

- 1.1 To provide a zone to encompass the Palmerston North Airport's activities and other activities which are compatible with the airport's operations.
- 1.2 To enable the operation, maintenance and upgrade of the Palmerston North Airport to meet future freight, passenger and other commercial needs of Palmerston North City and the Manawatu-Wanganui Region.
- 1.3 To manage the emission of noise from the operation of the Airport to avoid or mitigate significant adverse environmental effects on existing residential activities within existing residential zones but which are outside of the Airnoise Contour.
- 1.4 To discourage the establishment or intensification of activities sensitive to airport-related noise within the Airport Zone.
- 1.5 To avoid or mitigate the potential adverse effects of reverse sensitivity to the Palmerston North Airport resulting from the establishment or intensification of noise-sensitive land use and developments within the Airnoise Inner and Outer Control Contours where noise generated from the use of the airport is potentially significant by:

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- Avoiding the establishment of new noise sensitive activities within the Airnoise Contour.
- Avoiding rezoning of land in a way that enables an increase in the scale or intensity of noise-sensitive activities (such as residential activities) within the Inner and Outer Control Contours; and
- Controlling development and intensification of noise sensitive activities within the Inner and Outer Control Contours to ensure that measures to avoid or mitigate airport noise are in place.

1.6 To avoid, remedy or mitigate adverse effects on the safe operation of aircraft using the Airport by:

- Defining airport protection surfaces and not allowing buildings, structures, trees or other objects to encroach into those surfaces.
- Controlling the development and management of artificial water bodies, stormwater attenuation facilities, food sources, and other activities that attract birds such that birds may fly across the airport or aircraft flight paths.
- Controlling activities within the runway approaches that could adversely affect the electronic or visual navigation of aircraft, or otherwise interfere with the operation of aircraft.

Explanation

As an important infrastructure asset, it is essential that the Palmerston North Airport is able to continue to operate, carry out maintenance and upgrade to contribute to the economic, social and cultural wellbeing of the City and the wider Manawatu-Wanganui Region.

OBJECTIVE 2

To enable a range of activities in the Airport Zone that efficiently and effectively use the physical resources of the Airport Zone, and that derive a functional or operational benefit from being close to the Airport, while addressing adverse effects on the amenity values of the adjoining Rural, Residential and Recreation Zones and commercial distribution effects on the established Business Zones.

POLICIES

- 2.1 To identify precincts within the Airport Zone which recognise the Palmerston North Airport and land on the northern side of Airport Drive (Core Airport Precinct) and land on the southern side of Airport Drive (Airport Environs Precinct) (see Map 13.1).
- 2.2 To enable, through permitted activity rules and resource consents, a range of activities in the Core Airport Precinct, which have a functional, operational or commercial connection with the Airport.
- 2.3 To discourage the development of activities in the Core Airport Precinct that do not require airport access.
- 2.4 To enable, through permitted activity rules and resource consents, a range of activities in the Airport Environs Precinct that have a relationship with or are compatible with the activities and operation of the Airport and which do not adversely affect the amenity of the adjoining Residential Zone and the Mahanga Kakariki Reserve.
- 2.5 To discourage the development of retail activities and non-ancillary office activities, which are readily provided for in the City's established Business Zones.

Explanation

The Airport is an essential element of the City's transport infrastructure and is essential to the continued

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operation of the City as a distribution centre. It also represents an increasingly important mode of transport for the community. As such, a range of businesses will choose to locate at or close to the Airport to maximise the benefits it provides as a commercial and transport hub.

However, the Airport and its associated activities have the opportunity to create significant effects on adjacent residents, particularly those in residential areas built in the knowledge of the airport operations. In some cases these effects, particularly noise, are sufficient to make it inappropriate to allow the land to be used for residential purposes.

OBJECTIVE 3

To enhance and protect the amenity of the Airport Zone as an important gateway to the City.

POLICIES

- 3.1 To ensure that amenity standards on Airport Drive, McGregor Street (south of Airport Drive) and Railway Road are commensurate with their gateway function.
- 3.2 To require high quality frontage landscaping that contributes to the amenity and streetscape on sites fronting Airport Drive, McGregor Street (south of Airport Drive) and Railway Road.
- 3.3 To avoid blank building facades, solid fences and location of service areas at the street edge, except where this is necessary to provide for the security needs of Palmerston North Airport and associated activities.
- 3.4 To require a coordinated streetscape along the length of Airport Drive and the Airport Zone interface along McGregor Street (south of Airport Drive) and Railway Road.
- 3.5 To protect the amenity of the Mahanga Kakariki Reserve from the potential adverse effects of development on adjoining sites in the Airport Zone.

OBJECTIVE 4

To reduce the risk to people and property from aircraft undershooting or overshooting the runway at the Palmerston North Airport.

POLICIES

To avoid any buildings or activities in the Runway End Protection Area which result in the mass assembly of people.

Explanation

The Runway End Protection Areas (REPA) are where aviation accidents are most likely to occur. The purpose of the REPA is to provide areas as far as practicable free of hazards to aircraft undershooting or overshooting. This minimises potential risk to people and property in the event of an aviation accident in the affected area.

13.4 Methods

- Zoning
- Rules
- Noise Management Plans
- Operational Requirements of Other Organisations
- Designations
- Map identifying the Airport Precincts

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The District Plan through zoning, precinct definition, rules and designation can contribute to establishing the Airport and associated activities and to put in place standards to control adverse environmental effects.

In respect of any land severely affected by airport noise, one of the options available is for the Requiring Authority to designate land for airport purposes (and subsequently purchase it) or to simply purchase land without designation. Palmerston North Airport Limited was granted requiring authority status in July 1995. The Palmerston North Airport Company has a designation for the purpose of airport operations (excluding engine testing), airport navigational control and safety equipment and the future extension of the runway.

However, because of the safety issues involved, the activities of agencies such as the Ministry of Civil Aviation also have a bearing on the operations of the Airport while Noise Management Plans developed and instituted by the Airport Company or airport operators may also serve to achieve the objective of mitigating the effects of noise.

In addition to noise-related considerations, the Zone straddles Airport Drive. This raises an issue as to the extent to which land on its northern side should be used for activities that do not inherently require airside access. The location of the Airport Terminal, in conjunction with airside land noise constraints and opportunities, has led to precinct differentiation within the Zone.

These various methods have been adopted as the most appropriate Methods as they represent the most effective and efficient means of achieving the Objectives and Policies for the Airport Zone.

13.4.1 RULES: PERMITTED ACTIVITIES

R13.4.1.1 Permitted Activities – Core Airport Precinct

Unless otherwise specified, as a Restricted Discretionary, Discretionary, Non-Complying or Prohibited Activity, the following are Permitted Activities in the Core Airport Precinct, provided they comply with the specified Performance Standards:

- (a) Airport operations, including freight and passenger facilities;
- (b) Airport navigational, control and safety equipment;
- (c) Aviation, educational and training and recreational facilities and activities;
- (d) Maintenance and servicing of aircraft;
- (e) Retailing;
- (f) Warehousing, storage and distribution of goods;
- (g) Fuel installations and fuel servicing facilities;
- (h) Restaurants, takeaway bars and licensed premises;
- (i) Catering and preparation of food;
- (j) Car parking and storage;
- (k) Farming;
- (l) Commercial Service Activities; and
- (m) Air Ambulance Services.

Performance Standards

(a) Hazardous Substances

Compliance with the provisions of Section 14 - Hazardous Substances

(b) Airnoise Control

Compliance with R10.6.1.1 (h).

NOTE TO PLAN USERS

Proposals that do not comply are provided for as a Non-Complying Activity under R13.4.5.1.

(c) Outdoor Storage

- (i) Any outdoor storage area, excluding outdoor motor vehicle rental yards and the activities listed in (a) to (d) and (m) in R13.4.1.1 above, situated on a site which adjoins or directly faces a road, right-of-way, access strip or service lane, shall be screened from view by either a fence or wall of not less than 1.8 metres in height or dense planting of vegetation capable of growing to 1.8 metres in height.
- (ii) Nothing in (i) shall limit the provision of a gate or entry point to the site.
- (iii) The outdoor storage of free-standing products, goods or materials, excluding motor vehicles within motor vehicle rental and sales yards, shall comply with R13.4.7.1.
- (iv) There shall be no outdoor storage of organic products or organic waste on any site. For the purpose of this rule, "organic product or waste" means any uncovered perishable material likely to attract birdlife.

(d) Retail, Restaurants, Takeaway Bars, Licenced Premises and Commercial Service Activities

- (i) Stand-alone Retail, Takeaway Bars, Licenced Premises and Commercial Service Activities can be established as Permitted Activities in the Core Airport Precinct, provided they are located within the Palmerston North Airport's Terminal Buildings.
- (ii) In the rest of the Core Airport Precinct stand-alone Retail, Takeaway Bars, Licenced Premises and Commercial Service Activities must be no more than 100m² in gross floor area.
- (iii) In relation to (d)(ii) above, vehicle hire services are excluded from the gross floor area restrictions.

Explanation

Providing for stand-alone Retail Activities, Restaurants, Takeaway Bars, Licenced Premises and Commercial Service Activities within the Palmerston North Airport's terminal building recognises the importance of these activities to the function of the Airport as a commercial passenger service. Restricting these activities to the terminal building reduces potential adverse effects of commercial distribution on the established Business Zones.

(e) Ancillary Office and Retail Activities

- (i) Compliance with R12.4.1 (g)(i), (ii) & (iii).

NOTE TO PLAN USERS

For non-ancillary retail outside of the Palmerston North Airport's Terminal Building refer to R13.4.1.1 (d).
For non-ancillary office activities refer to Restricted Discretionary R13.4.2.4.

Explanation

The above provision recognises the role of retail and office activities as integral ancillary activities in the operation of some businesses and those retail activities which have a legitimate place within the Airport Zone. It also remains consistent with the Plan's objectives of containing retail and office activity within identified business areas; and, efficiently using and developing existing business resources, by restricting the size of retail and office activity which can establish within the Airport Zone as ancillary activities.

- (ii) Performance Standard 13.4.1.1(e)(i) does not apply to Stand-alone Retail, Takeaway Bars, Licenced Premises and Commercial Service Activities within the Palmerston North Airport's Terminal Buildings.

(f) Signs

Compliance with R6.1.5.

(g) Parking, Cycle Parking, Loading and Access

- (i) Compliance with the following performance standards of R20.4.2:
 - 20.4.2(a) Vehicle Access;
 - 20.4.2(b)(i) Parking Spaces for People with Disabilities;
 - 20.4.2(d) Formation of Parking Spaces;
 - 20.4.2(e) and (f) Loading Space Provision and Design;
 - 20.4.2(g) Cycle Parking Provision and Design;
 - 20.4.2(h) Cycle Parking End of Trip Facilities;
- (ii) Compliance with R20.4.2(c) Car Park Landscape Design, provided that for sites that do not front Airport Drive, the minimum width of the planting area may be reduced to 1 metre and the total area per tree may be reduced to 1m².

(h) Fencing

- (i) Except where required by the Civil Aviation Authority for Airport security purposes, if landscaping is required or exists, any fence facing the frontage of Airport Drive must be located behind any landscaping.
- (ii) Except where required by the Civil Aviation Authority for Airport security purposes, solid fences at the frontage of Airport Drive must not exceed a height of 1.2 metres.
- (iii) Fences higher than 1.2 metres at the frontage of Airport Drive must be at least 75% transparent.
- (iv) Except where required by the Civil Aviation Authority for Airport security purposes, any front fence on a site fronting Airport Drive must not contain barbed wire, razor wire or fabric netting.
- (v) All fences must be well maintained at all times.

R13.4.1.2 Permitted Activities – Airport Environs Precinct

Any Activity Except For:

- Those Specified As Restricted Discretionary Activities, Discretionary Activities, Non-Complying or Prohibited Activities.

Is a Permitted Activity, provided that the following performance standards are complied with:

Performance Standards

(a) Hazardous Substances

Compliance with the provisions of Section 14: Hazardous Substances.

(b) Airnoise Control

Compliance with R10.6.1.1(h)

NOTE TO PLAN USERS

For non-ancillary retail outside of the Palmerston North Airport's Terminal Building refer to R13.4.5.1. For non-ancillary office activities refer to Restricted Discretionary R13.4.2.4.

(c) Outdoor Storage

- (i) Any outdoor storage area, excluding outdoor motor vehicle rental and sale yards, situated on a site which adjoins or directly faces a road, right-of-way, access strip or service lane, shall be screened from view by either a fence or wall of not less than 1.8 metres in height or dense planting of vegetation capable of growing to 1.8 metres in height.
- (vi) Nothing in (i) shall limit the provision of a gate or entry point to the site.
- (vii) The outdoor storage of free-standing products, goods or materials, excluding motor vehicles within motor vehicle rental and sales yards, shall comply with R13.4.7.1 – Airport Protection Surfaces.
- (viii) There shall be no outdoor storage of organic products or organic waste on any site. For the purpose of this rule, “organic product or waste” means any uncovered perishable material likely to attract birdlife.

(d) Ancillary Office and Retail Activities

Compliance with R12.4.1 (g)(i), (ii) & (iii).

NOTE TO PLAN USERS

For non-ancillary retail within the Airport Environs Precinct refer to R13.4.1.2(j). For non-ancillary office activities refer to Restricted Discretionary R13.4.2.6.

(e) Servicing and Loading Hours

Compliance with R11.9.1.1 (g).

(f) Lighting

Compliance with R11.6.1.1 (a)(vi).

(g) Signs

Compliance with R6.1.5.

(h) Parking, Loading and Access

Compliance with Performance Standard R13.4.1.1 (g).

(i) Fencing

- (i) If landscaping is required or exists, any fence facing the frontage of Airport Drive or the Airport Zone interfaces of McGregor Street (south of Airport Drive) must be located behind the landscaping;
- (ii) Solid fences at the street frontage of Airport Drive and the Airport Zone interfaces of McGregor Street (South of Airport Drive) and the Mahanga Kakariki Reserve must not exceed a height of 1.2 metres;
- (iii) Fences higher than 1.2 metres at the frontage of Airport Drive and McGregor Street (south of Airport Drive) must be at least 75% transparent;
- (iv) Front fences and fences interfacing with the Mahanga Kakariki Reserve must not contain barbed wire, razor wire or fabric netting; and
- (v) All fences must be well maintained at all times.

(j) Retail Activities, Restaurants, Takeaway Bars, Licensed Premises and Commercial Service Activities

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- (i) Gross Floor Area dedicated to each activity must be no more than 300m².
- (ii) Total Gross Floor Area for the aggregate of these activities must be no more than 1,500m² within the Airport Environs Precinct.
- (iii) Vehicle hire services are excluded from the gross floor area restrictions in (j) (i) and (ii) above.

R13.4.1.3 Temporary Military Training Activities in the Airport Zone

Temporary Military Training Activities are a Permitted Activity in the Airport Zone, provided the following Performance Standards are complied with:

Performance Standards

- (a) Compliance with R9.5.8(a), (b), (c) and (d) (i)-(iii)
- (b) Sound emissions from any other activity sources not described in R9.5.8(d) (i)-(iii), shall comply with R12.9.1 Noise.

R13.4.1.4 Construction, External Alteration of, and Addition to Buildings and Structures

Unless otherwise specified as a Restricted Discretionary, Discretionary, Non-Complying or Prohibited Activity, the construction, external alteration of, and addition to buildings and structures is a Permitted Activity provided that the following Performance Standards are complied with:

Performance Standards

(a) Maximum Building Height

Any buildings or structures shall comply, in terms of maximum height with R13.4.7.1 – Airport Protection Surfaces.

(b) Height of any building on a site which adjoins a site in a Residential Zone or Recreation Zone

Any building or structure on a site adjoining a site in a Residential Zone or Recreation Zone must comply with R10.6.1.1 (a) and (b) except that the 9m maximum height limit does not apply beyond 20 metres from all boundaries.

(c) Building Frontages and Setbacks

- (i) No building will create a featureless façade or blank wall at the ground level street frontage wider than 6 metres. A featureless façade or blank wall is a flat or curved wall surface without any openings or glazing.
- (ii) On sites fronting onto Airport Drive, McGregor Street (south of Airport Drive) and Railway Road, any building or structure, excluding signs, shall be set back no less than 6.5 metres from the road frontage. The road frontage shall be measured from the building-side edge of the landscaping strip described in R13.4.1.4(e) (i) and illustrated in Figure 13.3 Building Setbacks and Landscaping Dimensions

Explanation

It is critical that the external appearance of buildings promote a high quality public environment and that featureless facades or blank walls that are visible from the public realm are avoided. Where a proposal fails to articulate or eliminate wall surfaces that are featureless or blank a restricted discretionary consent will be required.

The road setback standard ensures that more uniform site presentation occurs along roadways and provides an area for visual amenity planting, where this is required. This is particularly important along Airport Drive, which is a key entrance to the City.

(d) Height of buildings in relation to the road frontage

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- (i) Between 6.5 metres and 12 metres from the building-side edge of the landscaping strip described in R13.4.1(e)(i) and *Figure 13.3* the maximum height of any building is 7 metres.

(e) Landscape Amenity

- (i) For any Airport Zoned site adjoining Railway Road, McGregor St (south of Airport Drive) or Airport Drive a landscaping strip measuring no less than 3.3 metres wide shall be provided on any frontage of these three roads. The landscaping strip must be comprised of the following:
 - a A footpath measuring no less than 1.5 metres in width
 - b Low level landscaping measuring no less than 2 metres in width. The landscaping shall be comprised of 80% of plantings of a similar form, spread and height to:
 - *Apodasmia similis*
 - *Lomandra Tanika*
 - *Carex secta*
 - *Meuhlenbeckia* species such as *complex*, *axillaris* and *astonii*
 - *Phorium surfer*
 - Hebe species such as *Wiri mist*
 - *Griselinia Broadway mint*
 - *Thuja smaragd*
 - *Coprosma* species such as *Poor Knights*, *Taiko* and *Red Rocks*

And these shall be capable of growing to a minimum height of 0.7 metres when fully mature. The remaining 20% can be comprised of lawn/turf species.

- (ii) For any site fronting onto Airport Drive, McGregor Street (south of Airport Drive) or Railway Road, where carparking is to be provided with the building setback required under R13.4.1.4(c)(ii), an additional 1 metre wide low level (not more than 900mm in height) landscaping area shall be provided to the immediate building-side edge of the landscaping strip required under R13.4.14(e)(i), as part of the overall 6.5 metre building setback.
- (iii) Where there is no parking within the building setback required under R13.4.1.4(c)(ii), an open frontage, such as a grassed area, is required up to the building.
- (iv) Where a site interfaces with a Residential Zone site or the Mahanga Kakariki Reserve, a landscaping strip shall be provided in accordance with R11.9.1.2(i)(ii).
- (v) For any frontage requiring a landscaping strip described in R13.4.1.4(e)(i), at least 1 specimen tree shall be planted at the frontage of a building for every full 7 metres of width that the building frontage measures. The following requirements must be met when conducting specimen tree planting:
 - a. Specimen trees do not need to be evenly spaced at 7 metre intervals. Trees may be grouped or arranged in a manner that enables planting to be sensitive to the functional necessity of the built form.
 - b. Specimen trees shall be a plant grade of a minimum of PB95 at the time of planting;
 - c. The stem of the specimen tree shall be setback a minimum of 2 metres from any building;

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- d. Specimen trees shall be capable of growing to height of 7 metres within 10 years of planting;
- e. Specimen trees shall be planted in a tree pit, which exhibits the following characteristics:
 - i. Measures at least 3 metres by 3 metres;
 - ii. Is free of any paving or other impervious surfaces; and
 - iii. Contains backfill media around the root ball of any specimen tree that is a 50/50 blend of clean topsoil and compost.
- f. Specimen trees shall be double staked with tension ties and shall be maintained in good order at all times; and
- g. Tree species shall exhibit a fastigated growth habit.

Explanation

Airport Drive is not defined as typical Council Roads are. It is a private road and is part of a wider land parcel that encompasses the Airport terminal, runway, hangars and other commercial operations. There is no demarcated road reserve that identifies where roads, landscaping, footpaths and utilities will be provided. R13.4.1.4(d)(i) seeks to artificially create a road reserve so that a consistent streetscape design outcome can be achieved as future development occurs.

(f) Separation Distances

- (i) No building or activity addressed directly by the performance standards in R13.4.1.2 shall come within 6 metres of any boundary with a Residential Zone or Recreation Zone site.

(g) Glare

The roofs of buildings must have a matt finish and not have roof glazing.

(h) Essential Services

- (i) All essential services must be available for connection within 30 metres of the nearest point of the land being developed.
- (ii) All new sewer, stormwater and water supply services must be connected to essential services and located through a public service corridor.

NOTE TO PLAN USERS

This performance standard applies to land, which is the subject of "Development" as defined in Section 4. For the purposes of this rule, land being developed means the immediate area of land upon which the development work is being carried out.

(i) Loading

- (i) Compliance with R20.4.2(e) and (f) Loading Space Provisions and Design.

(k) Access

- (i) Compliance with R20.4.2(a) Vehicle Access.

(l) Parking

- (i) Compliance with Rules:
 - 20.4.2(b)(i) Parking Spaces for People with Disabilities;
 - 20.4.2(d) Formation of Parking Spaces;
 - 20.4.2(g) Cycle Parking Provision and Design;
 - 20.4.2(h) Cycle Parking End of Trip Facilities.

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(ii) Compliance with R12.4.1(b)iv.

R13.4.1.5 Roads

Roads are a Permitted Activity in the Airport Zone.

13.4.2 RULES: RESTRICTED DISCRETIONARY ACTIVITIES

R13.4.2.1 Activities which do not comply with the Performance Standards for Permitted Activities

Activities which do not comply with the Performance Standards for Permitted Activities (in R13.4.1.1 and 13.4.1.2) in relation to:

- (i) Lighting;
- (ii) Vehicle Parking, Cycle Parking, Loading and Access;
- (iii) Car Park Landscape Design;
- (iv) Outdoor Storage;
- (v) Fencing;
- (vi) Ancillary Retail (i) and Office Activities (ii);
 - (i) Ancillary Retail Activity - where ancillary retail activity does not exceed 17.25% or 230m², whichever is the lesser, of the gross floor area of the premises for merchandising area; and
 - (ii) Ancillary Office Activity – where ancillary office activity does not exceed 23% of the total gross floor area of the premises.
- (vii) Servicing and Loading Hours.

are Restricted Discretionary Activities with regard to:

- Design and appearance
- The safe and efficient operation of the roading network
- The effects, including cumulative effects, of ancillary retail and office development on the Airport Zone and Business Zones
- Effects on adjoining residential areas
- The provision of car parking and cycle parking

Determination Clause

In determining whether to grant consent and what conditions to impose, if any, Council will, in addition to the City View objectives in Section 2 and the Airport Zone objectives and policies, assess any application in terms of the following assessment criteria:

Assessment Criteria

(a) Lighting

The assessment criteria contained in R11.6.2.1(a)(i), (iii) and (iv).

(b) Vehicle Parking, Cycle Parking, Loading and Access

- (i) The extent to which failure to provide the required number of on-site carparks will result in adverse effects on the safe and efficient operation of the road network.
- (ii) The extent to which the standards for loading can be varied without endangering public safety, particularly pedestrian safety, and effects on the safe and efficient operation of the road network are avoided, remedied or mitigated.
- (iii) The extent to which other uses on the site or on adjoining sites provide opportunities for shared carparking, providing that a legal agreement binds the alternative

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parking site to the development.

- (iv) The extent to which appropriate off-site carparking is available in the locality and is readily accessible to meet the predicted parking requirements.
- (v) The extent to which it can be demonstrated that the total parking demand generated by the proposed development is less than the number of spaces required.
- (vi) The extent to which failure to provide the required number of on-site carparks will result in adverse effects on the ambience and amenity values of affected areas, in particular residential areas.
- (vii) The degree to which the carparking layout is functional, safe, convenient and accessible from building entrances.
- (viii) The extent to which the standards for loading and access can be varied without endangering public safety and affecting the safe and efficient operation of the roading network.
- (ix) Whether suitable alternative provision for loading and access can be made.
- (x) The extent to which failure to meet the required loading and access requirements will cause adverse effects on the ambience and amenity values of affected areas, in particular residential areas.
- (xi) Whether the proposed activities will generate a demand for loading facilities.
- (xii) The extent to which the topography, size or shape of the site, the location of any natural or built structures on the site or other requirements, such as easements, rights-of-way or restrictive covenants, impose constraints which make compliance impracticable.
- (xiii) The extent to which loading areas are located away from the street edge and accessed from the rear of sites.
- (xiv) The extent to which opportunities for people to use active and non-vehicular modes of transport are provided.

(c) Car Park Landscape Design

The assessment criteria contained in R11.9.3.1(e)

(d) Outdoor Storage

- (i) The extent to which the existence of any topographic or other physical feature makes compliance impracticable.
- (ii) The extent to which outdoor storage areas are sited and designed so that visual amenity and the quality of streetscape in public or residential areas are maintained.
- (iii) The extent to which outdoor storage areas are sited and designed so that the visual amenity of Airport Drive and any adjoining sites in the Residential Zone or Recreation Zone are maintained.
- (iv) The extent to which outdoor storage areas are sited and designed to allow for the efficient operation of access, parking, loading and maneuvering areas for vehicles.

(e) Fencing

- (i) The extent to which fencing is integrated with hard and soft landscaping elements, and screened by planting.
- (ii) The quality of the fencing and the choice of materials used.

- (iii) The extent to which the fence is designed so that visual amenity and the quality of the streetscape in public and residential areas are maintained or enhanced.

Explanation

Given the gateway function of Airport Drive and to a lesser degree McGregor Street (south of Airport Drive), the use of close high boarded fences on the frontages of sites adjoining roads in the Airport Zone are to be avoided.

Security fencing is problematic when facing sites in the Residential or Recreation Zones. While security fencing may be appropriate and necessary in some instances, it must be carefully designed.

(f) Ancillary Retail and Ancillary Office Activities

- (i) The extent to which any proposed ancillary retail and office activities will affect the efficient and effective operation of the Airport Zone and the amenity values of any residentially zoned land.
- (ii) The extent to which the additional ancillary retail or office area is essential to the operation of the predominant activity on the site.
- (iii) Whether the establishment of the additional office or retail activity will undermine the integrity of the Business Zones or lead to a dispersal of retail and office activity.
- (iv) The extent to which the activity undermines the overarching Business Zone Objective and Policies.
- (v) The extent to which the breach of permitted thresholds is reflective of:
 - i. Any physical constraints such as roof heights, structural pillars and shape of the existing building;
 - ii. The nature and spatial requirements of the products that are to be displayed in the retail merchandising area; and
 - iii. The space that is required for staff amenities due to staff numbers.

Explanation

The District Plan primarily provides for the development and growth of aviation and industrial type activities in the Airport Zone, but recognises that retail and office activity has an important ancillary function in the operation of some of these activities. Council is prepared to consider ancillary retail and office activity requirements which exceed the stated standards where it is satisfied that it is necessary and will not adversely affect the integrity and effective operation of the city's industrial and business areas, neighbours, nearby residential areas and the roading network.

(g) Servicing and Loading Hours

- (i) The extent to which the adverse effects of noise and general disturbance created by the activity on any adjoining or adjacent Residential Zone land can be effectively mitigated.
- (iii) The extent to which the disturbance to residentially zoned properties from the movement of vehicles to and from the site and within the site itself can be effectively mitigated.
- (iv) The extent to which the limit on operating hours ensures that any disturbance to residentially zoned properties can be effectively mitigated.
- (v) The extent to which extended operating hours are necessary to allow the efficient and effective operation of airport activities and other activities that rely on the 24 hour operation of the airport.

Explanation

Movements on Airport Zone land which occur outside the specified hours have the potential to cause considerable disturbance to adjoining residential areas. Where the operational requirements of an activity require late night or early morning services, a careful assessment must be made to ensure any adverse effects can be mitigated.

R13.4.2.2 The Construction, External Alteration or Addition to a Building or Structure which does not Comply with the Performance Standards for Permitted Activities

The construction, external alteration or addition to a building which does not comply with the Performance Standards for Permitted Activities in R13.4.1.4 in relation to:

- (a) Height of any building on a site which adjoins a site in a Residential Zone Recreation Zone
- (b) Landscape amenity
- (c) Vehicle Parking, Cycle Parking, Loading and Access
- (d) Essential Services
- (e) Building Frontages and setbacks
- (f) Height of buildings in relation to the road frontage
- (g) Separation distances

are Restricted Discretionary Activities with regard to:

- Scale relation to existing smaller neighbours
- Landscape amenity
- Design and appearance
- Effects on adjoining residential areas
- The safe and efficient operation of the roading network
- Visual amenity
- Effects on existing dwellings located in close proximity to the Zone and Airport Drive as a key entrance into the City
- The provision of infrastructure
- Vehicle Parking, Cycle Parking, Loading, Site Access and Car Park Landscape Design

Determination Clause

In determining whether to grant consent and what conditions to impose, if any, Council will, in addition to the City View objectives in Section 2 and the Airport Zone objectives and policies, assess any application in terms of the following assessment criteria:

Assessment Criteria

(a) Building Height and Road Set back

- (i) Whether the design and appearance of any building or structure is in character with and complementary to the character of the area and the ambience and amenity values of any adjoining residential zone land.
- (ii) To ensure a coherent architectural treatment of the frontages of large buildings that front arterial roads.
- (iii) The extent to which the modulation of building form helps to achieve a scale

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transition to immediately adjacent residential buildings.

- (iv) The extent to which any topographic, or other physical feature of the site makes compliance impracticable or inappropriate.
- (v) The extent to which sunlight and daylight is maintained over neighbourhood dwellings and important outdoor areas related to these.
- (vi) Whether effects associated with overlooking lead to an actual or perceived loss of privacy for outdoor areas or dwellings on adjoining sites.

Explanation

Building height and siting standards reasonably provide for the intensive use. However, Council recognises that there are instances where these standards may not adequately provide for some activities and is therefore prepared to consider such circumstances where it is satisfied that neighbours and nearby Residential Zone and Recreation Zone areas and roadside amenity will not be adversely affected. These considerations are limited to activities in the Airport Environs Precinct, which has interfaces with both residential areas and recreation reserves.

Coherent architectural treatment of frontages means that the frontage is designed as a whole. This is particularly relevant to buildings within the Airport Environs Precinct. Coherence will depend on the underlying composition, theme and/or visual order of the facade and relate to attributes including:

- *The alignment of building forms and facade elements;*
- *Placement and proportions of windows and other openings;*
- *Selection and combinations of materials and colours; and*
- *The form and materials used to give appropriate visual interest and/or depth to the facade.*

In the Core Airport Precinct, the functional role and placement of buildings limits the ability for coherent architectural treatment of building frontages, and the Council accepts the more utilitarian arrangement and design of service buildings in this area is consistent with the visual amenity associated with a functioning airport. However, as an important public facility and main entry point to the City the passenger terminal should be designed to a high standard.

(b) Landscape Amenity

- (i) The extent to which any existing topographic or other physical feature of the site makes compliance impracticable.
- (ii) The extent to which landscaping within the boundary setback is necessary to maintain residential amenity or to reduce the visual impact of the building.
- (iii) The extent to which alternative provision of on-site amenity and landscaping maintains and enhances the amenity of the wider streetscape and residential areas.
- (iv) The extent to which growing conditions are provided that will ensure the successful establishment, growth and on-going viability of landscaping.

Explanation

Landscaping provisions within the Plan are intended to protect the adjoining Residential Zone and Recreation Zone amenity and enhance roadside amenity within the area. Council recognises that there may be other means of achieving similar amenity results and situations where the prescribed standards may be inappropriate. Alternatives will be considered where it can be demonstrated that the neighbours are not adversely affected and where roadside amenity is maintained or enhanced.

(c) Vehicle Parking, Loading and Access

The assessment criteria contained in R12.6.1(b) and (c).

(d) Essential Services

- (i) The extent to which Council has the ability to maintain and access infrastructure and services in the future.

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- (ii) Whether additional connections to main trunk services creates an adverse cumulative effect on the efficient and effective operation of essential services.
- (iii) The extent to which the integration of essential services into the existing City network provides for efficient and orderly development within urban areas.
- (iv) Those matters described in Sections 108 of the Resource Management Act 1991.

Explanation

The intent of the Essential Services performance standard is to ensure that in extending new sewer, stormwater and water supply services to a new development they must connect to essential services and must be located through a public service corridor, which will be vested in Council. Please refer to Diagram 7.3A and 7.3B in the Subdivision Section for examples of how this will be applied.

Where a new essential service is not located in a public service corridor, Council is concerned about its ability in the future to maintain that service. At some stage the service will need to be fixed or replaced. If the service, which is covered by an easement, runs through a number of private properties, access to the easement may be difficult and quite often a private landowner will have sealed large areas of land over the easement thus impeding replacement of the service. In assessing applications of this nature, Council will determine each case on its merits.

Additionally, where services are to be connected into the City Council reticulated systems it is necessary to ensure these connections are efficient and sustainable. This is influenced by how services are connected. The location of services is vital to the long term efficiency of the City infrastructure networks. The provision and location of essential services through a public corridor will ensure a well-managed network and will ensure logical and orderly development outcomes in urban areas avoiding premature development before the necessary infrastructure is in place to service it.

(e) Building Frontages

- (i) The extent to which the potential adverse effects of blank walls at the street edge and/or conspicuously large high-level blank walls that are prominent from view from public roads are avoided or screened.
- (ii) Relation to the pattern of adjacent buildings and activities and the continuity of the street frontage.
- (iii) The extent to which any building enhances the appearance of the site from the road and as required defines the street boundary with high quality landscaping elements.
- (iv) The extent to which buildings provide active edges fronting public roads.

R13.4.2.3 Crematoria

Crematoria are a Restricted Discretionary Activity with regard to:

- Effects on the cultural and social wellbeing of the proximate community.
- Effects of noise, hours of operation and other environmental disturbance on amenity for the surrounding community.
- Design and appearance of any buildings or structures in relation to the amenity for the surrounding community.
- The effects of traffic on the safe and efficient operation of the roading network and the provision of efficient and effective parking and access.

Explanation

Crematoria have the potential to adversely affect the amenity values of both adjoining and adjacent properties. Council recognises that there are appropriate locations for the siting of crematoria but these need to be in such a location that does not adversely affect the amenity values of the surrounding community.

R13.4.2.4 Non-Ancillary Office Activities with particular Airport association

Non-Ancillary Office Activities with particular Airport association are Restricted Discretionary Activities, with regard to:

- The nature and degree of association with the Airport and its operations
- Design and appearance
- Relationship to the street frontage
- Reverse sensitivity effects
- The safe and efficient operation of the roading network
- The effects, including cumulative effects, of Non-Ancillary Office development on the Airport and Business Zones; and
- Consistency with the Objectives and Policies of the Airport Zone.

Performance Standard

Compliance with the permitted performance standards of R13.4.1.4.

Determination Clause

In determining whether to grant consent and what conditions to impose, if any, the Council will, in addition to the City View objectives in Section 2 and the Airport Zone objectives and policies, assess any application in terms of the following Assessment Criteria:

Assessment Criteria:

- Whether the proposed office activity would result in an economic benefit to the City by locating in the Airport Zone rather than in a Business Zone.
- Whether there are particular reasons, for example relating to the strategic benefits to the City, why the office activity is better located in the Airport Zone rather than in a Business Zone.
- The extent to which the proposed office activity will contribute to the effective and efficient operation and use of the physical resources of the Airport Zone, for example, through direct business connections with its other activities.
- The extent to which the proposed office activity has business connections with the wider regional or national area, rather than with the City.
- The extent to which the proposed office activity requires airfreight access or air travel for its staff and visitors.
- Whether the establishment of the proposed office activity will undermine the viability and vitality of the City Centre.

R13.4.2.5 Retail Activities, Restaurants, Takeaway Bars, Licensed Premises and Commercial Service Activities which have a Gross Floor Area over 100m² in the Core Airport Precinct (excluding within the Airport Terminal Building) and 300m² in the Airport Environs Precinct

Retail Activities, Restaurants, Takeaway Bars, Licensed Premises and Commercial Service Activities which have a Gross Floor Area over 100m² in the Core Airport Precinct and 300m² in the Airport Environs Precinct and which, together with Permitted Retail, Restaurant, Takeaway Bar, Licensed Premises and Commercial Service Activities will not exceed Performance Standard (j)(ii) of R13.4.1.2 are Restricted Discretionary Activities, with regard to:

- Distributional effects on the established Business Zones
- Landscape Amenity

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- Relationship to the street frontage
- The safe and efficient operation of the roading network
- Effects on adjoining residential areas
- Visual amenity

provided they comply with the following performance standards:

Performance Standard

Compliance with the permitted performance standards of R13.4.1.4.

Determination Clause

In determining whether to grant consent and what conditions to impose, if any, Council will, in addition to the City View objectives in Section 2 and the Airport Zone Objectives and Policies, assess any application in terms of the following Assessment Criteria:

Assessment Criteria

- (i) Whether there are particular reasons why the retail activity cannot locate within a Business Zone.
- (ii) Whether the consent, if granted, would result in cumulative effects on the Business Zones and the creation of a “retail destination” within the Airport Zone, by virtue of other existing or approved retail activities in the vicinity.
- (iii) The extent to which the proposed activity could have reverse sensitivity implications for the Airport Zone.
- (iv) The extent to which the consent, if granted, would contradict or undermine the potential achievement of the Objectives and Policies for the Airport Zone, having regard to cumulative and precedent effects.
- (v) The extent to which the proposed activity does not undermine the overarching Objective and Policies of the Business Zones.
- (vi) The extent to which the development maintains and enhances the quality of the environment for pedestrians within the site and at the street edge, and whether entry and exit points to the site will have an adverse effect on pedestrian safety.
- (vii) The extent to which the shop fronts of retail facilities face and are accessible from the street edge.
- (viii) Whether the adverse effects of development on the safe and efficient operation of the road network can be effectively managed.

R13.4.2.6 Accommodation Motels and Residential Centres (excluding those prohibited by R13.4.5.1).

Accommodation Motels and Residential Centres (excluding those prohibited by R13.4.5.1) are a Restricted Discretionary Activity.

In determining whether to grant consent and what conditions to impose, if any, the Council will in addition to the City View objectives in Section 2 and the Airport Zone objectives and policies, assess any application in terms of the following assessment criteria:

Assessment Criteria

Site Planning

The extent to which:

- (a) buildings and related open spaces and landscaping are planned and designed

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together to deliver high levels of amenity within dwellings and well-located, good quality open spaces.

- (b) private and public areas are differentiated and defined.
- (c) habitable rooms are orientated towards the east, north or west for good sun, and south only facing rooms are avoided.
- (d) new buildings retain reasonable visual privacy and daylighting for all adjacent residential units and properties.
- (e) garages and parking are located and designed to avoid monotony and domination of any street frontage or spaces within the development.
- (f) driveways and entrance courts are designed and landscaped to give visual interest and create an attractive entrance to the development.
- (g) the planning of the development allows views of the street and common spaces within the development to be maintained, including views of open carparking spaces from the dwelling served.

Building Design

The extent to which:

- (a) dwelling fronts including entrances and windows to habitable rooms are orientated to the street edge, and views are maintained to and from the street.
- (b) modelling of building form, and secondary forms and detail gives visual interest and a sense of human scale at the occupied and/or publicly visible edges of buildings.
- (c) windows are provided to optimise both daylighting and views while providing for privacy, and large blank walls are avoided.
- (d) the living areas of dwellings are located and oriented to optimise sun exposure, natural lighting and views, including to the street or adjacent public open spaces.
- (e) circulation within the dwellings is sufficiently planned, and spaces including storage are provided and sized to be fit for purpose.
- (f) new buildings retain reasonable visual privacy and daylighting for adjacent residential properties.
- (g) individual units are expressed and entrances are signalled and readily visible from the street or entranceways.
- (h) the design of the development incorporates energy efficient and water conservation principles.

Open Space Design

The extent to which:

- (a) main outdoor spaces are associated with a living area within the dwelling, are reasonably private and of a useable size and are orientated to the sun.
- (b) usable, well-orientated balconies are provided to above ground units and where quality at-grade private open space is not reasonably achievable.
- (c) good quality shared private open space is provided as a complement to smaller private open spaces or balconies allocated to individual units.
- (d) boundary treatments such as walls or planting between units balance openness and closure, and are varied to both privacy and views out, and avoid monotony and complete fragmentation of the open space within the development.

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- (e) planting is integrated to provide an attractive setting for and outlook from the dwelling, and provide for privacy, summer shade and winter sun.
- (f) carports and garages are visually compatible with and of a similar standard to the development as a whole.
- (g) large, highly visible retaining walls are avoided or screened with appropriate planting.
- (h) front yard boundary treatments are sufficiently low to provide for visual connection between the dwelling and the street, and allow safe vehicle access across the footpath.
- (i) suitably screened and located provision is made for rubbish storage and collection.
- (j) suitable, reasonably private and sunny space is provided for open air laundry drying.

Infrastructure and Servicing

The extent to which:

- (a) site and building design mitigates any increase in peak stormwater run-off and peak stormwater flow due to the reduction in permeable surfaces.
- (b) the development is consistent with the engineering standards.

Industrial and Airport Noise

- (a) The degree to which sound insulation measures are successful in achieving an acceptable level of aural amenity and ventilation for all habitable rooms, and bedrooms in particular.
- (b) Whether alterations and additions to existing buildings accommodating noise sensitive activities are fitted with appropriate acoustic insulation to achieve a satisfactory internal noise environment.

Explanation

The Airport supports activities such as education and training associated with aircraft and airport systems, as well as other activities that require accommodation for temporary periods. Enabling the development of accommodation facilities for activities that are associated with the Airport is considered to be appropriate provided that suitable noise mitigation measures are integrated into building design.

R13.4.2.7 Temporary Military Training Activities Which do not Comply with Permitted Activity Standards

Temporary Military Training Activities that do not comply with the Permitted Activity Performance Standards of R9.5.8 are a Restricted Discretionary Activity, with regard to:

- Duration;
- Time of Day;
- Noise levels at the notional boundary of any site containing a noise sensitive activity; and
- Any noise management and mitigation measures proposed.

Determination Clause

In determining whether to grant consent and what conditions, if any to impose, Council will, in addition to the City View objectives in Section 2 and the Airport Zone objectives and policies, assess any application in terms of the following assessment criteria:

Assessment Criteria

- (a) The extent to which the effects of noise, including the peak sound levels resulting from impulsive noise, impacts on noise sensitive activities.

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- (b) The extent to which the noise management measures will avoid, remedy or mitigate the likely noise impacts.
- (c) Whether a consultation programme is available for communication with occupiers and owners of affected sites, prior to the military training activities commencing, with such consultation including notice of the event, methods for following up complaints received during and after the event, and the process of liaison with Council.

Explanation

The New Zealand Defence Force (NZDF) may need to carry out military training activities that do not meet the performance standards for Permitted Activities. In this case, it is important to ensure that any adverse effects of military training activities on the environment are avoided, remedied or mitigated. The Restricted Discretionary Activity status provides Council with the opportunity to assess the proposed activities and to either grant or decline consent.

13.4.3 RULES: DISCRETIONARY ACTIVITIES

R13.4.3.1 Ancillary Retail and Office Activities

The following are Discretionary Activities:

- a. Ancillary Retail Activity - where the ancillary retail activity uses between 17.25% and 22.5% or between 230m² and 300m², whichever is the lesser, of the gross floor area of the premises for merchandising area.
- b. Ancillary Office Activity – where the ancillary office activity uses between 23% and 30% of the gross floor area of the premises.

Determination Clause

In determining whether to grant consent and what conditions to impose, if any, Council will, in addition to the City View objectives in Section 2 and the Airport Zone objectives and policies, assess any application in terms of the following assessment criteria:

Assessment Criteria

In relation to ancillary retailing:

- (i) Whether there are particular reasons why the retail activity cannot locate within a Business Zone.
- (ii) Whether the consent, if granted, would result in cumulative effects on the Business Zones.
- (iii) The extent to which the proposed ancillary retail activity could have reverse sensitivity implications for the Airport Zone.

In relation to ancillary offices:

- (iv) The extent to which the nature of the predominant Airport Zone activity requires a greater level of administrative support.

In relation to both ancillary retailing and offices:

- (v) The extent to which the consent, if granted, would contradict or undermine the potential achievement of the Objectives and Policies for the Airport Zone, having regard to cumulative and precedent effects.
- (vi) The extent to which the proposed activity does not undermine the overarching Objective and Policies of the Business Zones.

R13.4.3.2 Activities not provided for as Permitted, Restricted Discretionary, Non-Complying or Prohibited Activities in the Airport Zone.

Any activity not provided for as a Permitted, Restricted Discretionary, Non-Complying or Prohibited Activity within the Airport Zone shall be a Discretionary Activity.

13.4.4 RULES: NON-COMPLYING ACTIVITIES

R13.4.4.1 Airnoise Control

All activities in the Inner and Outer Control Contours that do not comply with R10.6.1.1(h) – Air noise Control are non-complying activities.

Determination Clause

In considering whether to grant the application and what conditions, if any, to impose, Council shall take into account the objectives and policies of the Airport Zone and the following Assessment Criteria:

Assessment Criteria

- (a) Whether there are any circumstances that would make compliance with the noise reduction standards in R10.6.1.1(h) inappropriate or unreasonable; and
- (b) Whether the level of noise reduction by the proposed development can be less than the level required by R10.6.1.1(h) without compromising the overall health and amenity of the occupants within the respective building.

NOTE TO PLAN USERS

Refer to Section 5.4(i) – Special Requirements Relating to Applications for Building Construction Where Noise Attenuation Standards Apply for additional information to be provided when lodging an application for a resource consent in respect of noise attenuation.

R13.4.4.2 Sound emissions

All activities in the Airport Zone that do not comply with the sound emission requirements of R13.4.6.1 and R13.4.6.2 are non-complying activities.

R13.4.4.3 Runway End Protection Areas

The following activities, other than lawfully established existing activities set at the date this rule becomes operative, are Non-Complying Activities in the Runway Protection Areas (REPA) identified on Map 13.2:

- (i) Any new building or extension or alteration to an existing building for the purposes of the use of land set out in clause (iii);
- (ii) Any utility, as defined in this plan (excluding roads, rail, navigational aids for aircraft, lineal network utilities identified at R23.10.3(a) or (b), and activities undertaken by or on behalf of the Regional Council for the purposes of flood control within the Taonui Basin Floodway as defined in Schedule J of the One Plan);
- (iii) The use of land involving the assembly of ten or more people, except for:
 - a. Domestic gatherings being gatherings relating to the running of a home or to family relations; and
 - b. Up to five events per year of a duration not exceeding 24 hours and where no more than 30 people are assembled; and
 - c. No more than one additional private event (not being a commercial or community activity or event) per year if a duration not exceeding 24 hours where more than 30 people are assembled.

- (iv) Activities that create habitat for birds (including waterbodies, swales or retention basins for the management of storm water)

Explanation

REPAs are provided at the end of each runway strip. The REPAs comprise fan shaped areas commencing at the ends of the runway strips as shown on Map 13.2.

Statistically there is greater chance of aircraft related accidents in the REPAs. The consequences of an aircraft accident involve potential effects of low probability, with a high potential impact. Activities which result in a substantial number of people on land within the REPAs, therefore have the potential to exacerbate loss of life in the event of an aircraft accident. This risk is managed by a rule controlling the use of land and buildings for the assembly of a substantial number of people.

In terms of risk to safe flight operations the above rule also restricts activities that create habitat for birds. By attracting birds, those activities increase the risk of bird strike accidents, particularly in take-off/landing operations. While other activities may attract birds, without necessarily creating habitat for birds, a balance has to be struck between the reasonable use of land within the REPAs and the degree of risk associated with potentially compatible activities. Other cause of potential interference with aeronautical navigation (including tall trees, hazardous substances and substances that interfere with the light and visibility, light and glare, and radio and electrical interference) are controlled elsewhere in this plan and/or in regional planning instruments.

13.4.5 RULES: PROHIBITED ACTIVITIES

R13.4.5.1 Airnoise Contour

New accommodation motels, dwellings and residential centres are Prohibited Activities in the Airnoise

Contour identified on Map 10.6.6.1.

These activities are expressly prohibited and no resource consent shall be granted.

Explanation

The above mentioned activities have been identified as being highly sensitive to the effects of excessive noise exposure associated with aircraft operations.

The impact of aircraft noise has been assessed by New Zealand Standard 6805:1992 – Airport Noise Management and Land Use Planning, which recommends as one of the criteria for land use planning within any defined airnoise contour that noise sensitive activities, such as dwellings and motels, be prohibited. The purpose of this rule is to give effect to this recommended standard.

13.4.6 RULES: SOUND EMISSIONS IN THE AIRPORT ZONE

R13.4.6.1 Airnoise Contour

- (i) The Palmerston North Airport Company shall ensure that noise emissions from aircraft operations shall not exceed 65LDN at the airnoise boundary as shown on Map 10.6.6.1 when measured and assessed using the methods described in NZS6805:1992 Airport Noise Management and Land Use Planning.

The following is an exception to the rule:

- (a) The operation of unscheduled flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 1983.
- (b) Closure of major airports due to weather and the use of Palmerston North Airport by diverted aircraft.
- (c) The use of Palmerston North Airport by diverted aircraft due to operational emergencies at other airports.

Refer to Section 4 – ‘Definitions’ for a definition of aircraft operations.

Explanation

Council considers that it is important to ensure that the effects associated with aircraft operational noise are managed, as far as practicable, at the source of these emissions. This rule places a requirement on aircraft operations associated with the Palmerston North Airport to comply with the limit specified at the airnoise boundary. In addition to this requirement, mitigation measures relating to aircraft operational noise are also contained in the Residential, Rural, Industrial, and Recreation Sections of this Plan.

- (ii) Sound emissions from sources other than aircraft operations and aircraft engine testing shall not exceed the following limits when measured at or within the boundary of any land used for residential purposes in a rural or residentially zoned area, other than within the Airnoise Contour boundary:

7:00 am to 10:00 pm 55 dBA L₁₀

10:00 pm to 7:00 am 45 dBA L₁₀ and 75 dBA L_{max}

Explanation

Given the level of activity within the Airport Zone associated, for example, with the servicing of aircraft, there is significant potential for adverse noise effects to be created. The above rule is based on the guidelines contained in New Zealand Standard 6802:1991 - Assessment of Environmental Noise, and has been included here to protect those residential properties located in close proximity to the airport from noise which is generated by other activities aside from aircraft operations.

- (iii) Movements of military jet training aircraft shall be limited to the hours of 8:00 am to 9:00 pm (New Zealand Standard Time) or 10:00 pm (New Zealand Daylight Time), whichever is later.

Explanation

This rule has been included in the District Plan with the co-operation of the New Zealand Defence Force. The rule complements other methods to mitigate the adverse effects of noise from jet training aircraft, which may use the Airport. Those other measures include operational controls by the Royal New Zealand Air Force over their own activities in the form of standing orders to pilots, and arrangements with the Airport Company for use of the Airport.

- (iv) Engine Testing

- (a) All aircraft engine testing within the Airport Zone shall comply with the following:

- 1) Daytime:

- (i) Between the hours of 7.00am and 10.00pm, noise emissions from aircraft engine testing shall not exceed 55dBA Leq 15 hours, provided, however, that noise emissions from essential unscheduled engine testing of jet aircraft shall not be included in the calculation of Leq 15 hours.
- (ii) If there is an adequate and available noise mitigation facility testing shall take place within that facility.

- 2) Night-time:

- (i) Between the hours of 10.00pm and 7.00am the following day, the total noise exposure from all aircraft engine testing shall not exceed the following limits:
- (ii)

Table (a)

	Total Leq 1 hour	L max
1. All nights (except on three nights within any three successive calendar months)	55 dBA	70 dBA

2. On each of the three nights within any three successive calendar months that the above exception applies	60 dBA	70 dBA
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- (iii) The total duration of aircraft engine testing taking place between the hours of 10.00pm and 7.00am in any one night shall not exceed one hour.
- (iv) The total exposure of aircraft engine testing taking place between the hours of 10.00pm and 7.00am, in any one night, shall not exceed the Total Leq 1 hour limits specified in the table above.
- (v) All night-time aircraft engine testing shall take place within a certified noise mitigation facility. A certified noise mitigation facility shall be one that is designed, located, constructed, operated and maintained so as to meet the limits in the table in (a) above, and is certified as such in respect of each type of aircraft engine proposed to be tested. All certification shall be undertaken by an acoustical consultant (see definition section) who shall provide a certification report to the Palmerston North City Council prior to the construction of the noise mitigation facility, which shall state that the proposed facility will provide for engines to be tested in compliance with limits in the table in (a) above. Within three months of the commencement of testing of any type of aircraft engine and every two years thereafter a compliance report prepared by an acoustical consultant shall be provided to the Palmerston North City Council that demonstrates compliance with the noise limits in the table in (a) above. After the first three month period, if and so long as a compliance report is not in force for the facility for any engine type, the facility shall not be certified in respect of that engine type for the purposes of this rule.

(Note not forming part of this rule: the duty to adopt the best practicable option to control noise under section 16 of the Resource Management Act 1991 will apply).

- (vi) All engine tests at 60% power setting or more shall be notified to Palmerston North Airport Limited within twenty-four hours of the event, who shall keep a register of such events.
- (vii) Notwithstanding the above conditions for the night-time testing of aircraft engines–
 - (a) The total noise exposure from all essential unscheduled engine testing occurring between the hours of 10:00pm and 7:00am (refer to definitions) need not comply with the limits and requirements in (i) to (v) above, but shall not exceed the following limits:

Table (b)

	<u>Total Leq 1 hour</u>	<u>Lmax</u>
1. All nights (except on one night in any successive period of three calendar months)	65 dBA	80 dBA
2. On the night that the above exception applies.	70 dBA	80 dBA

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- (b) The total duration of essential unscheduled testing taking place between the hours of 10.00pm and 7.00am in any one night shall not exceed one hour.
- (c) The total exposure of essential unscheduled engine testing taking place between the hours of 10.00pm and 7.00am, in any one night, shall not exceed the Total Leq 1 hour limits specified in Table (b) above.
- (d) Essential unscheduled engine testing at 40% or more power setting not undertaken within a certified noise mitigation facility, and not complying with the limits and requirements in (i) to (v) above, shall take place on no more than five nights (10pm to 7am the following day) in any successive period of three calendar months.
- (e) All essential unscheduled engine testing at 40% or more power level shall be notified to Palmerston North Airport Limited and to the Palmerston North City Council prior to the testing taking place. The notification shall include the fault to be rectified, likely time duration and power level of the engine test and likely location or choice of location of the test.
- (f) If there is an adequate and available noise mitigation facility that can accommodate the aircraft engine testing being undertaken, the testing shall take place within that facility.
- (g) Where there is no adequate or available noise mitigation facility and the essential unscheduled engine testing exceeds 40% power level, such testing shall not occur within 400 metres of any part of a residential zone outside the Airnoise Contour and any rural zoned dwelling existing at 31 March 1998 outside the Airnoise Contour.
- (viii) Notwithstanding clauses (a)(2)(ii) and (a)(2)(vi)(b) of R13.4.6.1(iv) Engine Testing, the total duration of all aircraft engine testing taking place between the hours of 10:00pm and 7:00am in any one night shall not exceed one hour.
- (b) Engine testing noise shall be measured and assessed at or within the boundary of any site zoned residential, or at or within the notional boundary of any rural dwelling existing at 31 March 1998, other than within the Airnoise Contour boundary. Noise levels shall be measured in accordance with NZS6801:1991 Measurement of Sound. Notional boundary defined as “A line 20 metres from the facade of any rural dwelling or the legal boundary where this is closer to the dwelling”.
- (c) If engine testing noise emissions occurring between the hours of 10.00pm and 7.00am the following day comply with the noise limits set out in R13.4.6.1 (ii) then no limits on frequency or duration of testing apply.

Explanation

This rule recognises that there is an operational necessity for testing aircraft engines as a core function of the Airport, while limiting the potential for adverse effects on the amenity of surrounding residences, particularly at night. The rule sets a number of conditions for aircraft engine testing to occur, recognising the special attributes and characteristics of noise emissions from this source.

(v) Noise Insulation

Any habitable room used by a noise sensitive activity and any office activity in a building within the Airport Environs Precinct shall be protected from noise arising from outside the building by ensuring the external sound insulation level achieves the following minimum performance

Palmerston North City Council District Plan standard:

$$D_nT_{,w} + C_{tr} > 35 \text{ dB}$$

Compliance with this performance standard shall be achieved by ensuring habitable rooms are designed and constructed in a manner that accords with an acoustic design certificate signed by a suitably qualified acoustic engineer stating the design as proposed will achieve compliance with the above performance standard.

(vi) Ventilation

Where bedrooms and sleeping areas with openable windows are proposed, a positive supplementary source of fresh air ducted from outside is required at the time of fit-out. For the purposes of this requirement, a bedroom is any room intended to be used for sleeping. The supplementary source of air is to achieve a minimum of 7.5 litres per second per person.

Office activities shall be provided with mechanical ventilation to comply with the Building Code (G4) at the same time as achieving the required external sound insulation level.

Explanation

Acoustic insulation is required for noise sensitive activities in buildings within the Airport Environs Precinct to mitigate the potential adverse effects on such uses and to avoid potential for constraint that such uses can place on airport operations. The ventilation requirement for bedrooms is to ensure noise attenuation is not compromised if compliance with the requirements of the Building Code (G4) for natural ventilation is achieved by installing openable windows. The required airflow level is based on the minimum standard for habitable spaces set out in NZS 4303: 1990.

(vii) Residential Interfaces

Where the Airport Zone and the Residential Zone and Rural Zone interface the following noise rules apply in the Airport Zone:

Daytime (7:00am to 7:00pm)	55dBA $L_{Aeq(15min)}$
Evening (7:00pm to 10:00pm)	50dB $L_{Aeq(15min)}$
Night-time (10:00pm to 7:00am)	45dB $L_{Aeq(15min)}$
Night-time L_{max}	75dBA L_{max} .

Explanation

The Airport Zone is intended to accommodate noisy activities and this can result in tensions forming at interfaces with residential and rural activities. Residents living close to the airport should not realistically expect a high level of aural amenity with respect to nearby activities. The noise rules for activities in the Airport Zone that interface with residential activities are in place to ensure that noise does not become unreasonable or excessive.

R13.4.6.2 Airport Noise Management Plan

- (i) The Palmerston North Airport Company (or equivalent controlling body) shall prepare a Noise Management Plan ("the NMP") relating to the operation of Palmerston North Airport in consultation with the Palmerston North City Council and Manawatu District Council.
- (ii) The NMP shall include the following:
 - (a) The mechanisms for giving effect to R13.4.6.1.
 - (b) Procedures for the establishment and maintenance of a monitoring programme to demonstrate compliance with R13.4.6.1(i). The monitoring programme shall be carried out by a suitably qualified and experienced person and all measurements shall be in accordance with NZS 6805:1992 Airport Noise Management and Land Use Planning.

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- (c) Procedures for reporting the results of monitoring to the respective Councils.
- (d) Procedures for carrying out such mitigation measures as are necessary to ensure compliance if monitoring indicates that the noise controls are being exceeded.
- (e) Identification and establishment of procedures and systems to:
 - (i) Facilitate communication between the residents around the Palmerston North Airport, airport users, Palmerston North Airport Company, and Palmerston North City Council.
 - (ii) Identify key people for communications purposes and methods of contact.
 - (iii) Provide a dispute management system to receive, record, deal with and monitor complaints.
- (iii) The NMP must be submitted for approval by the Palmerston North City Council within 12 months of the date on which this provision becomes operative. All aspects of the NMP require approval by the Council, which shall not be unreasonably withheld. Nothing in this rule or any other rule shall detract from Sections 16 or 17 of the Resource Management Act 1991 (and subsequent amendments) or the Council's powers to seek any enforcement order pursuant to the Act, including an order requiring the imposition of a curfew, or single event noise controls.
- (iv) The NMP shall be reviewed by the Palmerston North City Council and Palmerston North Airport Limited, with input from the community and Manawatu District Council at three yearly intervals.
- (v) Palmerston North Airport Limited (or equivalent controlling body) shall comply with the NMP and shall, as necessary, require compliance with the NMP by any persons using the Airport.

13.4.7 RULES: AIRPORT PROTECTION SURFACES

R13.4.7.1 Airport Protection Surface

- (i) No structure, building, tree or other object (excluding aircraft navigation aids and beacons) shall impinge within the take-off climb surfaces or the approach surfaces for the main sealed runway (known as 07/25), transitional side surfaces or the horizontal and conical surfaces above the airport (refer to Figure 13.1).
- (ii) For the purposes of interpreting (i) above, the following specifications apply:

- (a) Runway Strip

The runway strip contains the main sealed runway and future extensions for a total length of 2500 metres. The runway strip is 300 metres wide, which is symmetrically disposed about the centre line of the main runway. The eastern end extends 7 metres beyond the end of the main runway. The western end extends 300 metres beyond the future extension of the main runway.

- (b) Take-off Climb and Approach Surfaces for Main Runway

Take-off climb and approach surfaces extend from each end of the main runway. Each take off climb and approach surface is symmetrically disposed about the extended centre line of the main runway and extends for a horizontal distance of 12.5 kilometres (or for a slightly shorter distance where the Tararua Ranges rise higher than 30 metres below the approach surface near its south-eastern extremity, south of the Manawatu River).

The datum elevations for the origins of the take-off climb and approach surfaces at the west end of the runway is 36.9 metres above mean sea level (AMSL), and at the east end

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of the runway is 45.5 metres AMSL.

The origins of the approach are 127 metres before the end of the runway strip at the eastern end and 240 metres before the end of the runway strip at the western end. The surface elevation increases at a gradient of 2.0 percent (1 in 50) for the full length of the surface. The sides of the approach surfaces extend outwards from the corners of the runway strip, each side diverging at the rate of 15 percent (1 in 6.6).

The origins of the take-off climb surfaces coincide with the ends of the runway strip. The width of the surface at the origin is the width of the runway strip. The take-off climb surfaces increase in elevation at a gradient of 1.6 percent (1 in 62.5). The sides of the take-off climb surfaces extend outwards from the origins, each side diverging at the rate of 12.5 percent (1 in 8) until a width of 1.8 kilometres is achieved. The sides then extend parallel to the extended runway centre line for the remaining length of the surface.

(c) Transitional Side Surfaces

Transitional side surfaces extend upwards and outwards from the sides of the main runway strip and from the sides of the approach surfaces at a gradient of 1 in 7 (14.29 percent) extending until it reaches the inner horizontal surface at 90 metres AMSL (refer Figure 13.1).

(d) Horizontal and Conical Surfaces

The inner horizontal surface is contained in a horizontal plane above the runway strip and has its outer limits at a locus of 4,000 metres measured from the periphery of the runway strip. The inner horizontal surface is at 90 metres AMSL.

The conical surface slopes upwards and outwards from the periphery of the inner horizontal surface. It extends at a gradient of 1 in 20 (5.0 percent) to reach a maximum elevation of 195 metres AMSL (refer Figure 13.1).

Map 13.1 Airport Zone Precincts



Map 13.2 Runway End Protection Area



Figure 13.1 - Airport Protection Surfaces

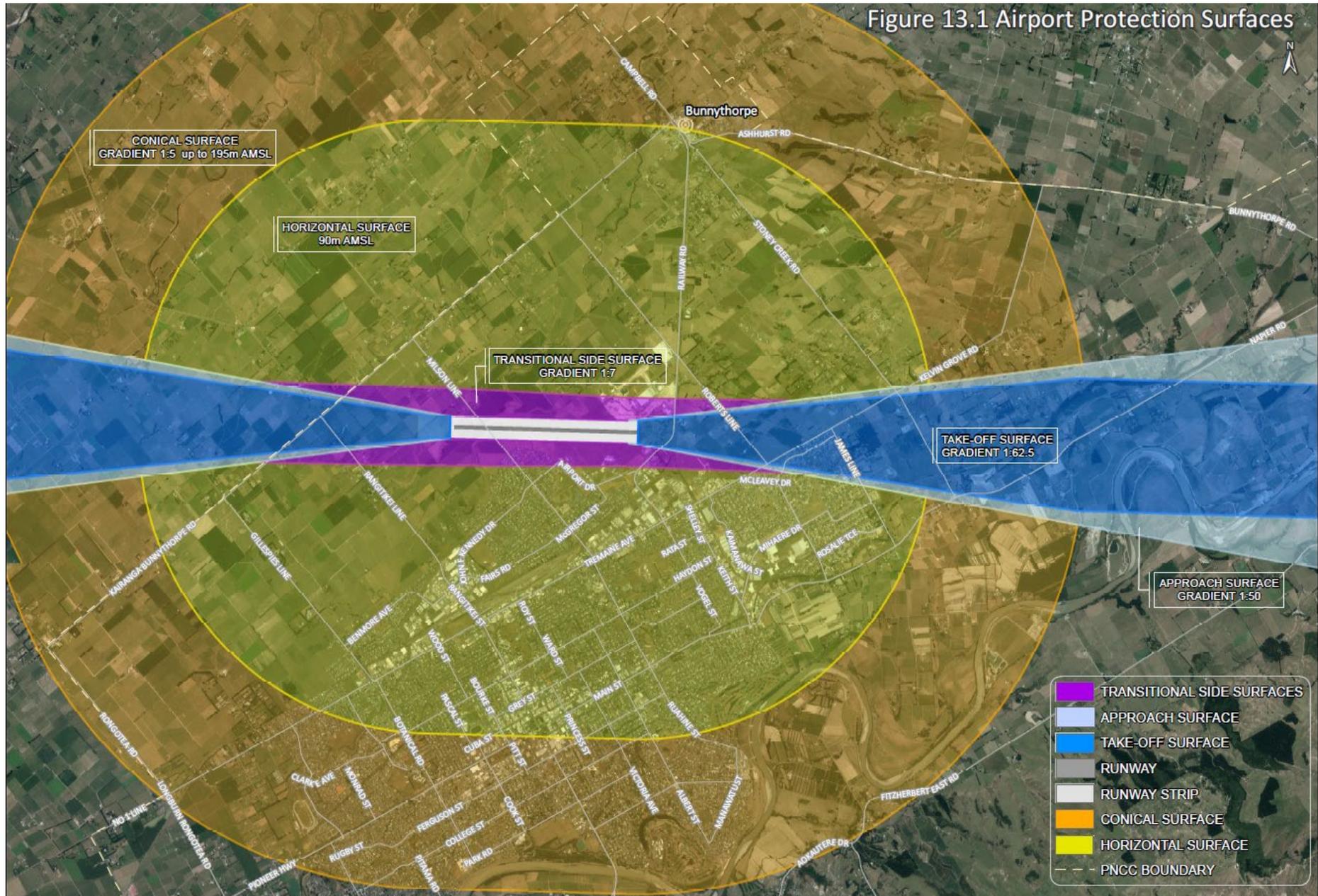


Figure 13.2 – Diagram of Surfaces

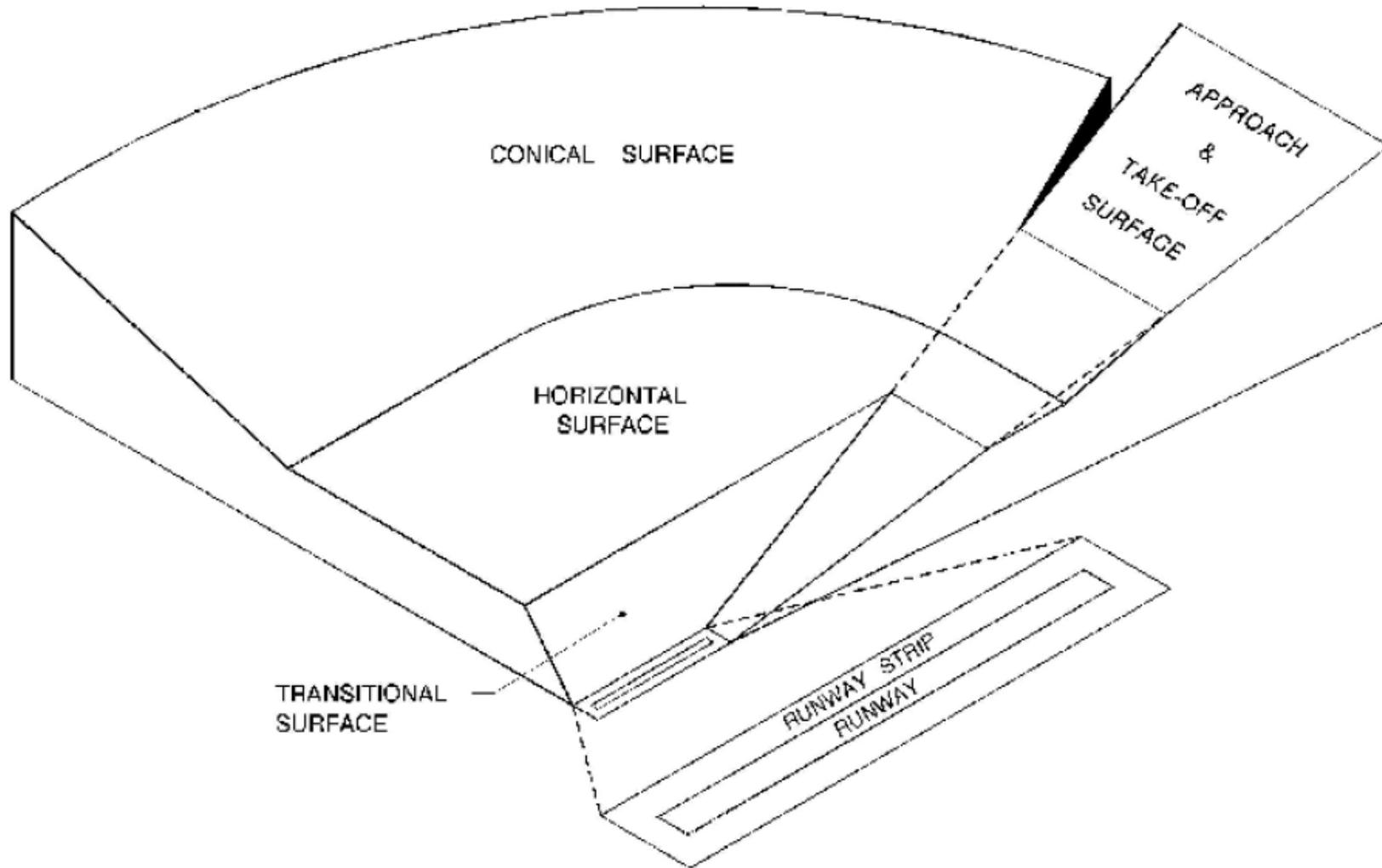


Figure 13.3 - Building Setbacks and Landscape Dimensions

