



PROPOSED INVERCARGILL CITY DISTRICT PLAN

Report No. 21

AIRPORT OPERATIONS ZONE AND AIRPORT PROTECTION ZONE

**10 November 2014, 9.00am
COUNCIL CHAMBERS
CIVIC ADMINISTRATION BUILDING**

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JOHN EDMONDS AND ASSOCIATES LIMITED**

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1. EXECUTIVE SUMMARY

The Airport Operations and Airport Protections Zone provisions in the Proposed District Plan attracted a number of submission points from fewer submitters, compared with other sections of the Plan.

At the same time as the Proposed District Plan was being prepared, Plan Change 10 and its associated designations 72 and 73 were being processed by the Invercargill City Council. Plan Change 10 had been privately requested by Invercargill Airport Ltd (IAL), together with associated designations, in order to enable IAL to give effect to a revised Master Plan (2010). The hearings associated with the Plan Change were conducted in May-June 2011 and the Commissioner's recommendations were released in July of that year. Plan Change 10 was formally adopted by Council on 2 September, 2013. A little over one week earlier, on 24 August 2013, the Invercargill City Council publicly notified its Proposed District Plan.

Designations 72 and 73 were incorporated in the Proposed District Plan with little change. There have been no comments or submissions concerning the designations and hence no issues relating to them to be considered in this report. However, there are differences between the objectives, policies and methods provisions of Plan Change 10 and the Proposed District Plan.

In some cases the differences reflect the new vernacular of the Proposed District Plan, with its greater emphasis on providing policy direction and also the need to respond to natural hazards in a more holistic way.

The process of preparing the Proposed District Plan has created the opportunity for submissions and further submissions on the Plan as publicly notified. Invercargill Airport Ltd has responded with numerous submission points. Many of these provide the opportunity now to more closely align the provisions of the Proposed District Plan with those of Plan Change 10.

I have made a series of recommendations, the main aim of which is to "carry over" the provisions of Plan Change 10 into the Proposed District Plan except in these few instances where the policy direction of the Proposed District Plan has changed.

Two areas in particular where I have stopped short of recommending a full "carry over" are

- With respect to 'conference facilities', it seems inconsistent with the hazard-prone nature of the Invercargill Airport area and all the airport noise considerations for conference facilities of any size to be a permitted activity in the Airport Operations Zone. On the other hand, "meetings" are a normal part of the day to day activity of any organisation and are specifically provided for.
- With respect to the Airport Protection Zone, it seems incompatible with the buffer zone character of that zone that "Airport Activities" be a permitted activity (even though that is their status in Plan Change 10). I have recommended that "Airport Activities" be a discretionary activity in that zone. The purpose of the Airport Protection Zone is to be a buffer between the Airport Operations areas and the rest of the city district, not to be a de facto zone of expansion for airport operations.

Some of the submission points raise other issues which I believe are better considered in relation to other sections of the Plan. In particular I believe there is a need to address the issues of Bird Aircraft Strike Hazard and possibly wind shear effects as a district-wide matter. This is best done as part of the report on Transport provisions.

2. INTRODUCTION

2.1 Report Author

This report has been prepared by William J. Watt. My company, William J Watt Consulting Ltd, offers consultancy services in planning and resource management including research, consultation facilitation, policy formulation and evaluation, hearings commissioner and mediation roles. I am currently the sole practitioner in that company.

I hold the qualifications of Bachelor of Arts and Diploma of Town Planning. I am a Full Member of the New Zealand Planning Institute and also a Fellow of the New Zealand Institute of Management. I am an accredited Hearings Panel Chairman under the MfE 'Making Good Decisions' programme and have mediator accreditation with LEADR. Before setting up my consultancy I had 40 years' experience in local government in regional, local and project planning and senior management roles. I have been practising as a planning consultant for four years.

2.2 Peer Review

This report has been peer reviewed by Dan Wells from John Edmonds and Associates Ltd. Dan Wells is a resource management planner with a variety of experience throughout the plan change preparation process. Dan has a Bachelor of Resource and Environmental Planning (Hons) and a Post Graduate Diploma in Development Studies, both from Massey University.

2.3 How to Read this Report

This report is structured as follows:

- Interpretation (an explanation of some of the terms used).
- A summary of the hearing process.
- Background to the Airport topic, and the provisions of the Proposed Invercargill City District Plan 2013.
- Description of the statutory framework within which the proposed provisions have been developed.
- Analysis of the submissions, including a discussion of the key issues raised through the submissions and further submissions received.
- Assessment of the proposed changes under Section 32 of the RMA.
- Concluding comments.
- Recommendations on individual submissions.
- Tracked changes of the Proposed District Plan provisions relating to the Airport Operations and Airport Protection Zones.

To see my recommendation on an individual submission please refer to the table in **Appendix 1**. The table sets out the name and relevant submission number of those that submitted on the Airport Operations Zone and the Airport Protection Zone provisions; a brief summary of their submission and decisions requested, followed by my recommendation and the reasons for it.

Appendix 2 sets out my recommended changes.

Appendices 3, 4 and 5 are background material relevant to this report and included for easy reference. **Appendix 3** shows relevant details of the 'Master Plan'. **Appendix 4** is Plan Change 10 to the Operative District Plan. **Appendix 5** is Designations 72 and 73.

2.4 Interpretation

In this report, the following meanings apply:

“*AEE*” means Assessment of Environmental Effects

“*Council*” means the Invercargill City Council

“*FS*” means further submitter - someone who made a Further Submission to the Proposed District Plan

“*Hearing Committee*” means the District Plan Hearing Committee

“*ICC*” means Invercargill City Council

“*IAL*” means Invercargill Airport Ltd

“*NES*” means National Environmental Standard

“*NPS*” means National Policy Statement

“*Operative District Plan*” means the Invercargill City District Plan 2005

“*Proposed District Plan*” means the Proposed Invercargill City District Plan 2013

“*Provisions*” is a term used to collectively describe Objectives, Policies and Rules

“*PSRPS*” means the Proposed Southland Regional Policy Statement 2012.

“*RMA*” means the Resource Management Act 1991

“*Submitter*” means a submitter to the Proposed District Plan.

2.5 The Hearing Process

Several hearings are to be held to consider the submissions lodged to the Proposed Invercargill City District Plan 2013. The hearings have been arranged in such a way as to ensure that submissions on similar issues are grouped together, and to enable the District Plan Hearing Committee to make decisions on the provisions relating to those issues. This report applies to the Airport Operations Zone and Airport Protection Zone provisions of the Proposed District Plan.

The Hearings Committee is comprised of accredited Invercargill City Councillors, with the assistance of an Independent Hearings Commissioner. This Committee is to consider the Proposed Plan and the submissions and further submissions lodged. The Hearings Committee has full delegation to issue a decision on these matters.

This report is prepared pursuant to section 42A of the Resource Management Act 1991 (the “RMA”). Section 42A provides for a report to be prepared prior to a hearing, setting out matters to which regard should be had in considering a Proposed District Plan and the submissions lodged to it. This report highlights those matters that are considered appropriate by the author for the Hearings Committee to consider in making decisions on the submissions lodged. This report has been prepared on the basis of information available prior to the hearing.

While the Hearings Committee is required to have regard to this report, regard must also be given to the matters raised in submissions, and presentations made at the hearing. The comments and recommendations contained in this report are not binding on the Hearings Committee and it should not be assumed that the Hearings Committee will reach the same conclusions set out in the report after having heard from the submitters and Council advisers.

The hearing is open to the public, and any person may attend any part of the hearing. Those persons who lodged a submission have a right to speak at the hearing. They may appear in person, or have someone speak on their behalf. They may also call evidence from other persons in support of the points they are addressing.

At any time during or after the hearing, the Hearings Committee may request the preparation of additional reports. If that is done, adequate time must be provided to

the submitters, to assess and comment on the report. The Hearings Committee may determine that:

- The hearing should be reconvened to allow responses to any report prepared, or
- Any responses be submitted in writing within a specified timeframe.

At the conclusion of the hearing process, the Hearings Committee will prepare a written decision. The decision is sent to all persons who lodged a submission. If not satisfied with the decision the submitters have a right of appeal to the Environment Court. If an appeal is lodged, the RMA requires a copy to be served on all submitters with an interest in that matter. Any submitter served, if they wish, may become a party to the appeal either in support or opposition to it.

If there is an appeal, the Environment Court will provide an opportunity for mediation between the parties. If mediation is not accepted, or does not resolve the issues, a further hearing will take place before a Judge and Court appointed Commissioners. Except on points of law, the decision of the Environment Court is final.

3. BACKGROUND

3.1 The Planning Process

3.1.1 The Operative District Plan (2005)

Prior to adopting Plan Change 10, the Operative District Plan provided for an Airport Operations Sub-Area and an Airport Protection Sub-Area within the Invercargill City District. Objective 2 was to maintain and enhance the amenity values of the Areas and Sub-Areas of the District. At Policy 3.14.7.13 and 3.14.7.14 the “amenity values” of the Airport Operations and Airport Protection Sub-Areas were identified. In Section 4, environmental standards set out the conditions that activities were required to meet, in relation to noise, electrical interference, light spill, signage, hazardous substances, height of structures, parking etc.

Appendix III to the Operative District Plan was the Schedule of Requirements and Designations.

- At page 9-27 details of the Invercargill Aerodrome Designation were set out.
- On page 9-28 details of the Airspace Approach and Land Use Controls Designation were found. This set out details of the requirements to protect the operational capability of the (then) existing airport with provision for a 15 year planning period
- On page 9-31 details of the Airnoise Boundary designation were set out. This defined the area within which noise sensitive activities would be adversely affected by aircraft noise and therefore prohibited.

Appendix 4 set out the insulation requirements for noise sensitive activities within the Single Event Exposure Boundary.

The geographical extent and impact of these designations and requirements were shown on the Planning Maps.

3.1.2 Invercargill Airport Master Plan 2010

In 2010 Invercargill Airport Ltd updated its master plan. Relevant excerpts from this are as follows:

- 2.6 *Future role and objectives*
 - *Upgrade the terminal building*
 - *Establish a flight crew training facility*
 - *Take an active role in enticing new business on to the airport property*
 - *Continue catering for domestic jet services*
 - *Start international services*
 - *Continue being the gateway to Southland and a gateway to Queenstown*
- 4.3.2 *Passenger demand projections*
 - *Increase from 309,000 in 2010 to 555,000 by 2030 (median projection)*
- 4.3.4 *Aircraft movements*
 - *Increase from 13,800 (2010) to 16,600 (2030) (median projection)*
- 5. *Design aircraft: “Within the 20 year period of this master Plan, the main types of scheduled aircraft are expected to be the Embraer E190*

jet (Code C) and larger turboprop aircraft such as the Bombardier Q400. It is also expected that there will be irregular charters and divers of larger Code C jet type aircraft such as the A320 and B737” (Page 20)

“In order to maintain long term flexibility, the ability to accommodate up to B787-800 aircraft was also maintained”. (Page 20).

“Increased helicopter operations are envisaged at Invercargill in the future and as such consideration has been given to helicopter operations independent of the existing runways” (page 22).

To assist the Hearings Panel, diagrams showing the physical layout of the Master Plan are attached as **Appendix 3**.

3.1.3 Plan Change and Notice of Requirement – 29 July 2011

Two matters were reported by Commissioner Robert Nixon on 29 July 2011, following hearings on 31 May and 1 June 2011.

1. ***A privately initiated Plan Change (10)*** As reported to the hearing by Mitchell Partnerships on behalf of IAL, the Plan Change sought to:
 - *Extend the existing Airport Operation Sub-area zone boundary by approximately 65.8 ha, to address immediate shortfalls in plan provisions and to accommodate future anticipated growth and development including compliance with runway and safety obligations.*
 - *Retain the permitted activity status for all air side and landside aviation related activities occurring within the Airport Operation Sub-Area.*
 - *Enable service and commercial activities that are ancillary to a dependent on location within the Airport’s surrounds to be permitted (for example courier depots, postal services, cafes, tourist facilities, rental car services).*
 - *All other activities are to be non-complying.*
 - *Include an objective and policies to specifically recognise and protect Invercargill Airport as a key physical resource and to enable its development to occur in a sustainable manner.*

2. ***Notices of Requirement by Invercargill Airport Limited pursuant to section 168(1) and section 181 of the RMA (Designations 72 and 73)***
 - *Designation 72 sought to extend the designation of land adjacent to Invercargill Airport. Designation 73 related to alterations to the Obstacle Limitation Surface (OLS).*
 - *Under Designation 72 IAL sought the designation over an additional 58.6 ha of land adjacent to the existing designation around the airport, primarily at the eastern end of the airport adjacent to the Waihopai River, with a smaller extension at the western end toward Curran Road. Small extensions were also sought parallel to the northern and southern edges of the current designation. All but 1.09 ha of this additional area was already owned by IAL.*
 - *Under Designation 73 IAL sought an amended OLS imposing more restrictive height provisions. The OLS is effectively an ‘invisible surface’ which acts as a height control over buildings, structures and trees. The new restrictions result in the permitted height being reduced by a further 3.52 m over an approach surface, either side of which height restrictions were relaxed by the same amount.*

- *The planning period and designation lapse period were to be extended from 15 to 20 years.*
- *No change was sought to the Outer Control Boundary or the Air noise boundary (designed to restrict the establishment of noise sensitive activities).*

Plan Change 10 and Designations 72 and 73 were made operative on 2 September 2013 by Council resolution.

3.1.4 Operative District Plan (as a result of the 2013 Plan Changes)

I have set these provisions out in full as **Appendix 4**.

3.2 Proposed Issues, Objectives and Policies, and Methods

It should be noted that at Section 2.9 “airport facilities and installations” are included as “Infrastructure”, and at Section 2.17 the Plan provides for “Transportation”. Invercargill Airport is (among other things) “Infrastructure” and aeroplanes are obviously a mode of “Transport”.

However, this report focusses solely on the Airport Operations and Airport Protection Zones. Wider issues concerning aircraft will be addressed in hearings concerning “Infrastructure” and “Transport”.

At Section 2.19 the Plan provides for an Airport Operations Zone at Invercargill Airport:

The Airport Operations Zone is intended to provide for the functions and ancillary activities associated with the Invercargill Airport.

This zone enables the airport to carry out its functions including aircraft flight operations, servicing aircraft, and storage and transfer of large quantities of fuel. The zone also allows for all activities ancillary to the operation of a regional airport.

The zone provides for the ability to generate higher levels of noise associated with airport operations, in particular the arrival, departure and manoeuvring of aircraft.

The zone is located in an area subject to multiple natural hazards but airport activities have a functional need of this location for historical and infrastructure reasons.

The following is a summary of the issues, objectives, and policies.

2.19.1 Issues

1. *Without appropriate protection the operational requirements of the airport can be compromised by incompatible land uses*

2.19.2 Objectives

Objective 1: *The Airport Operations Zone enables the airport to carry out its functions as a regional airport including aircraft operations and servicing,*

storage of large quantities of fuel and activities ancillary to the operation of a regional airport, including airport commercial activities.

Objective 2: *The airport is managed so that:*

- (A) The changing needs of the aviation industry and of airport users are met.*
- (B) The movement of aircraft into and out of the airport is able to be undertaken safely and efficiently.*
- (C) Airport operations do not have any significant adverse effects on the surrounding environment.*

Objective 3: (Already considered in relation to “Amenity Values”)

At 2.19.3 policies are listed in relation to

- The nature of the Airport Operations Zone
- Scale of development
- Noise limits
- Noise sensitive activities
- Obstacle free surfaces for aircraft operations
- Hazardous substances
- Glare
- Electrical interference
- Lightspill
- Wind
- Dilapidated structures and ill-maintained lands
- Demolition or removal activities

At Section 2.20 the Plan provides for an Airport Protection Zone in the vicinity of Invercargill Airport:

This zone provides protection of the amenity of areas in the immediate vicinity of the airport while also protecting the safety and efficiency of airport operations, including take-off and landing manoeuvres.

The boundaries of the Airport Protection Zone reflect national and international safety regulations.

The open, rural environment and low density of development within the Airport Protection Zone limit the potential exposure of the community to the effects of living in proximity to the airport

2.20 Issues:

- 1 Without appropriate protection the operational requirements of the airport can be compromised.*
- 3 Airport operations can have adverse effects on activities occurring within the Airport Protection Zone.*

2.20.2 Objectives

Objective 1: *The Airport Protection Zone provides a buffer between noise sensitive activities and the airport and protects the safety and efficiency of aircraft operations.*

Objective 2: *The airport is managed so that:*

- (A) *The changing needs of the aviation industry and of airport users are met.*
- (B) *The movement of aircraft into and out of the airport is able to be undertaken safely and efficiently.*
- (C) *Airport operations do not have any significant adverse effects on the surrounding environment.*

Objective 3: (Already considered in relation to “Amenity Values”)

At 2.20.3 Policies are listed in relation to

- The nature of the Airport Protection Zone
- Noise limits
- Noise sensitive activities
- Obstacle-free surfaces for aircraft operations
- Density of development
- Odour
- Glare
- Electrical interference
- Lightspill
- Wind
- Signage
- Dilapidated structures and ill-maintained lands
- Demolition or removal activities
- Hazardous substances.

Invercargill Airport is thus directly “provided for” at Objective and Policy level in the Plan through the specific zonings of Airport Operations and Airport Protection.

The airport and its associated designations are also acknowledged in other plan provisions, besides as ‘Infrastructure and as a mode of ‘Transport’. For example, Policy 15 for the Business 3 zone relates to height of structures. The policy is “to accommodate the operational requirements of the airport”.

3.3 Proposed Rules

3.21 Airport Operations Zone

The Airport Operations Zone allows the following as Permitted Activities: Airport Activities, Airport Service and Commercial Activity, Land transport facility, Meteorological facilities.

Any other Activity is Non-complying.

3.22 Airport Protection Zone

The Airport Protection Zone allows *Agriculture other than forestry and shelter planting, and Buildings for the purpose of agriculture as permitted activities.*

Discretionary Activities are:

- (A) *Alterations or additions to existing buildings or parts of buildings used or able to be used for noise sensitive activities provided that the work complies with the insulation requirements of **Appendix VI**.*
- (B) *Home occupations within existing residences.*

Any other activity is non-complying.

At **3.22.4** Structures are limited to a maximum height of 10 m. The recession plane applies to sites of less than 1 ha. A building that exceeds this is a discretionary activity.

Rule 3.22.6 states that:

Applications made under Rule 3.22.7 (this should have read 2.22.2 and 2.22.5) above shall address

- (A) *The need for the increase in building or structure height.*
- (B) *The effect of the increase in building or structure height on the operation of Invercargill Airport.*
- (C) *The compatibility of the proposed building or structure with the scale of development and character of the local area.*
- (D) *The degree of overshadowing of neighbouring properties.*
- (E) *The ability to mitigate any adverse effects of the increase in building or structure height.*

3.4 Proposed Definitions

Several definitions pertain to the airport and its operations.

Of particular note is where the wording differs from the definitions in Plan Change 10.

PROPOSED DISTRICT PLAN AS NOTIFIED	PLAN CHANGE 10
<i>Airport Service and Commercial Activity:</i> <i>Means activities providing goods and services to passengers and visitors using the airport; or activities which benefit from an Airport location; or facilities associated with the aviation activities at the Airport including food and beverage services, airline services, banking, retail activities, post or courier services, cleaning services and offices.</i>	<i>Airport Service and Commercial Activity:</i> <i>Means:</i> (A) <i>Commercial activities located within the Airport terminal building; or</i> (B) <i>Activities located outside the Airport terminal building providing goods and services mainly to passengers and visitors using the airport; or activities which benefit from an Airport location; or facilities associated with the</i>

	<i>aviation activities at the Airport including food and beverage services, airline services, banking, retail activities, post or courier services, cleaning services, offices and conference facilities.</i>
Conference facility – no definition	Conference Facility: <i>Means the use of land, or buildings and rooms that are used for but not limited to presentations, public or community events, conferences, but does not include visitor accommodation facilities.</i>
Land Transport Facility – Airport Operations Sub-Area – no definition	Land Transport Facility – Airport Operations Sub-Area: <i>Means land based transportation facilities within the Airport Operations Sub-Area that provide for the movement of people, goods and services including garaging for service and tour buses, courier sorting and distribution centre, car valet services and rental facilities.</i>

3.5 Proposed Designations

All designations related to Invercargill Airport and its associated operations are reproduced in this report at **Appendix 5**.

Very broadly speaking in non-technical terms,

- **The Invercargill Aerodrome designation** covers the activities that can be carried out within that designated area
- **The Airspace Approach and Land Use Controls Designation** establishes a take-off and approach protection surface at each end of each runway strip
- **The Air noise Boundary Designation** defines the area within which noise sensitive activities will be adversely affected by aircraft noise

4. STATUTORY CONTEXT / LEGISLATIVE REQUIREMENTS

4.1 Resource Management Act 1991

In reviewing the District Plan, the Council must follow the process outlined in Schedule 1 of the RMA.

The First Schedule procedure includes notification for submissions (clause 5) and further submissions (clause 8), holding a hearing into submissions (clause 8(b)), and determining whether those submissions are accepted or rejected and giving reasons for the decisions (clause 10).

Clause 29(4) of the First Schedule to the RMA states that, after considering a plan, the local authority may decline, approve, or approve with modifications, the plan change, and shall give reasons for its decisions.

Under Section 74 of the RMA, in relation to changes to the District Plan, Council must consider Part 2 of the RMA (purposes and principles), Section 32 (alternatives, benefits and costs), and relevant regional and district planning documents.

4.1.1 Part 2 of the RMA

Part 2 of the RMA (sub-section 5-8) sets out its purpose and principles of the Act.

The purpose of the RMA is set out in Section 5. I confirm that the provisions for managing the Invercargill Airport fall within the purpose of the Act. In particular, the designations and the parallel policies and rules are designed to enable the airport as a physical resource to better promote the social and economic wellbeing of the Southland communities and to avoid effects on the environment in accordance with Section 5(2)(a) and (c) of the RMA.

Section 6 of the RMA sets out matters of national importance which must be recognised and provided for. None of these are especially relevant to issues concerning the airport

Section 7 of the RMA sets out "other matters" for 'particular regard'. The most relevant matters are:

- (b) *The efficient use and development of natural and physical resources*
- (c) *The maintenance and enhancement of amenity values:*
- (f) *Maintenance and enhancement of the quality of the environment:*

It is considered that the provisions relating to the airport in the Proposed District Plan demonstrate particular regard to these matters.

Section 8 of the RMA obliges persons exercising functions and powers under the RMA to take account of the principles of the Treaty of Waitangi. Representatives from Te Ao Marama Inc have been part of the Plan Review process as members of the Council's Plan Group that worked on developing the Proposed District Plan. Consultation with Iwi has also occurred. The airport subject was not identified as an issue of particular cultural significance.

4.1.2 Functions of Territorial Authorities under the RMA

Section 31 of the RMA states the functions of a territorial authority under that Act. One of the functions set out in Section 31(1)(a) is:

“The establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district.”

Under Section 31(1)(b) of the RMA a territorial authority is required to “... control ... any actual or potential effects of the use, development, or protection of land ...”

The airport-related provisions in the Proposed District Plan include policies, and methods intended to manage the actual or potential effects of airport related activities and reverse sensitivity issues.

4.1.3 Consideration of alternatives, benefits, and costs

Section 32 of the RMA states the Council’s obligations in assessing the alternatives, benefits and costs.

Whilst a Section 32 report was released at the time of notification of the Proposed District Plan, the Council is required to carry out a further evaluation through the hearing, consideration and deliberation process before making its decision on the Plan Change. Section 6 of this report includes my evaluation of the Proposed District Plan Provisions in accordance with Section 32AA.

4.2. Relevant Planning Policy Documents

The RMA specifies a number of documents that need to be considered in a decision on a Proposed District Plan and the weight that should be given to these. These are addressed in the following section.

4.2.1 New Zealand Coastal Policy Statement

Section 75 of the RMA requires that a District Plan must give effect to any New Zealand coastal policy statement.

It has been recommended in another report that Invercargill Airport be recognised as being in the ‘coastal environment’. It is also recommended in that report that the Invercargill Airport be recognised as having a ‘functional need’ of space in the coastal environment. This is provided for at 6.2(d) for the NZCPS.

4.2.2 National Policy Statements and National Environmental Standards

In accordance with Section 75 of the RMA, a District Plan must give effect to National Policy Statements.

Section 44A of the RMA prescribes how District Plans must be amended if a rule conflicts with a National Environmental Standard.

There are no National Policy Statements or National Environmental Standards that directly relate to Invercargill Airport.

4.2.3 Regional Policy Statement

Under Section 75 of the RMA, a District Plan must give effect to an operative Regional Policy Statement.

The operative Southland Regional Policy Statement (1997) very briefly acknowledges the role of Invercargill as a regional airport. Its primary focus is on the effects of transportation – such as CO2 emissions and use of energy, however the following provisions are relevant:

Issues:

5.11.2.8 Aircraft flying across urban areas, particularly during landing and take-off manoeuvres, give rise to a safety risk to the residents of those areas.

Objective 5.11.3

To enable -

- a the provision of an adequate transportation infrastructure;*
- b transportation systems which provide accessibility for the people of the Region; and*
- c resolution of cross-boundary transportation issues.*

Outcome 11.4

An increased ability of the transportation network to meet community needs.

It would be hard to say that the Airport – related provisions of the Proposed District Plan ‘give effect to’ anything in the operative Regional Policy Statement under the “Transportation” section. There is certainly little incompatibility, just very little to specifically “give effect” to. The Regional Policy Statement requires that provision be made for ‘adequate transportation infrastructure’ and the Invercargill District Plan responds by (inter alia) making provision for an airport.

4.2.4 Proposed Regional Policy Statement

In accordance with Section 74, regard needs to be given to any proposed Regional Policy Statement. The Proposed Southland Regional Policy Statement was notified in May 2012.

There is an “Infrastructure/Transport” section of the proposed Regional Policy Statement at Chapter 16. The following provisions are relevant:

(Infrastructure)

Objective INF.1 – Southland’s infrastructure

Southland’s regional, national and critical infrastructure is secure, operates efficiently, and is integrated with land use and the environment.

Policy INF.1 - Regional, national and critical infrastructure

Recognise and provide for regional, national and critical infrastructure and associated activities.

Policy INF.2 – Infrastructure and the environment

Avoid, remedy or mitigate the adverse effects of infrastructure on the environment.

Policy INF.3 – Infrastructure protection

Protect regional, national and critical infrastructure from new incompatible land uses and activities under, over or adjacent to the infrastructure.

Policy INF.5 – Development, subdivision and land use

Management of development, subdivision and land use shall ensure:

- (a) development does not result in adverse effects on the efficient operation, use, maintenance and development of infrastructure;*

Territorial Authorities will:

Method INF.2 - District Plans

Include objectives, policies and methods in district plans that will:

- (a) enable the development, use, maintenance and upgrading of infrastructure, whilst ensuring the management of any associated adverse effects;*
- (b) help ensure that the nature, timing and sequencing of new development is coordinated with the development, implementation and operation of infrastructure;*
- (c) ensure that reverse sensitivity effects of development and land use on existing and/or planned regionally and nationally significant infrastructure are avoided, remedied or mitigated;*
- (d) promote the efficient and effective use of infrastructure;*
- (e) avoid, remedy or mitigate the potential adverse effects of natural hazards and climate change on infrastructure;*
- (f) facilitate long-term planning for investment in infrastructure and its integration with land uses.*

(Transport)

Objective TRAN.1 – Transport and land use Development of transport infrastructure and land use take place in an integrated and planned manner which:

- (a) integrates transport planning with land use;*
- (b) protects the function, safety, efficiency and effectiveness of the transport system;*
- (c) minimises potential for reverse sensitivity issues to arise from changing land uses;*
- (d) provides for positive social, recreational, cultural and economic outcomes;*
- (e) minimises the potential for adverse public health and environmental effects.*

Policy TRAN.1 – Transport decision making

Local authorities shall ensure other local authorities, road controlling authorities, infrastructure providers, affected landowners, and tangata whenua are provided with the opportunity for strategic involvement in transport decision-making processes.

Policy TRAN.5 – Management of built environment

Avoid, remedy or mitigate the adverse effects of development on transport infrastructure.

Territorial Authorities will:

Method TRAN.3 - District Plans

Include objectives, policies and methods in district plans which:

- (a) identify existing and proposed strategic transport infrastructure;*
- (b) provide for the establishment and continuing operation and maintenance of transport infrastructure;*
- (c) avoid, remedy or mitigate the adverse effects, (including reverse sensitivity), on transport infrastructure arising from subdivision, use and development of land;*
- (d) ensure the safe and efficient operation of the transport network is not adversely affected by subdivision, land use and development;*
- (e) avoid, remedy or mitigate the adverse effects of transport infrastructure and associated activities on the environment;*
- (f) provide for development which enables all transport modes to be well connected and provides for public transport, walking and cycling;*
- (g) ensure public health and environmental values are considered.*

In my view, the airport-related provisions of the Proposed District Plan certainly “have regard to” these very provisions (as is required) and will “give effect” to them if the Proposed Southland Regional Policy Statement is adopted in its present form.

4.2.5 Regional Plans

In accordance with Section 74 of the RMA, a District Plan must not be inconsistent with a Regional Plan. The only relevant regional plan is considered to be the Regional Coastal Plan, and this is of marginal relevance because its primary focus is the Coastal Marine Area.

Although I have recommended in another report that the Airport be included in the ‘Coastal Environment’ defined in the Proposed District Plan, I do not believe there is anything in the airport-related provisions of the Proposed District Plan that is inconsistent with the Regional Coastal Plan.

4.2.6 Iwi Management Plans

Section 74 of the RMA requires that a local authority must take into account any relevant planning document recognised by an iwi authority and lodged with the territorial authority

Ngai Tahu have lodged an Iwi Management Plan with the Council. The relevant document is the *Ngai Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008 – The Cry of the People - Te Tangi a Tauira*.

This document would be highly relevant if it were proposed, now, to reclaim a portion of the New River Estuary and create an airport. However, as the District Plan is dealing with an area already reclaimed and developed for this purpose, the main focus of *The Cry of the People – Te Tangi a Tauira* would be to manage the effect of the airport on the environment.

That is the focus and intent of the airport-related provisions of the proposed District Plan.

4.2.7 Management Plans and Strategies Prepared under other Acts

A District Plan is required to have regard to management plans and strategies prepared under different Acts. For the District Plan review, the Big Picture (prepared under the Local Government Act) is considered relevant.

The *Big Picture* recognises as a “value” “*the functionality of the airport and activities which have a functional relationship with the airport*” (e.g. at Map 8), and “*management of noise effects in relation to the airport*” as an issue.

Invercargill Airport, both specifically and as an item of transport infrastructure, is recognised as a significant part of the fabric of the Invercargill city district.

4.3 Summary

It is considered that the purpose and principles of the RMA are met by the Airport Operations and Airport Protection provisions set out in the Proposed District Plan. The proposed provisions fall within the functions of local authorities. The requirements of Section 32 of the RMA have been met through the evaluations carried out prior to notification and in this report. The various documents required to be considered have been appropriately addressed in the preparation of provisions relating to the airport and its operation.

5. ANALYSIS OF SUBMISSIONS

This report covers submissions on the Airport Operations Zone and Airport Protection Zone.

It should be noted at the outset that the Proposed District Plan was publicly notified on 24 August 2013. A privately requested Plan Change to the Operative District Plan, Plan Change 10 and amended designations, Designations 72 and 73 (to the Operative District Plan), were made operative little more than one week later, on 2 September 2013.

As discussed in some detail in Section 3, this privately requested Plan Change and the new designations were occasioned by a review that Invercargill Airport Ltd had undertaken of its long-term business and strategic planning.

Hence, there was agreement as of 2 September 2013 on issues relating to the airport, its zonings and designations which was reflected in the Council's decisions to adopt Plan Change 10 and to accept designations 72 and 73. It had taken over two years for the formal plan change to be formalised in the District Plan, in response to hearings held on 31 May and 1 June 2011 and subsequent recommendations from a hearings commissioner dated 29 July 2011. Submitters, and indeed the public, may have expected that the Proposed District Plan would have incorporated, in the vernacular of the new plan, the provisions agreed in Plan Change 10 and in Designations 72 and 73 since the Proposed District Plan was being prepared over the same period.

It appears that Designations 72 and 73 were incorporated into the Proposed District Plan largely unchanged. There have been no submissions or comments in relation to the designations.

However, the objectives, policies and methods of the Airport Operations and Airport Protection Zones have been amended in the notified District Plan. My understanding is that it was felt some changes were appropriate to achieve a better 'fit' with the structure and policy direction of the new District Plan.

Several submissions and further submissions have been lodged, principally by Invercargill Airport Ltd, seeking greater recognition of the Invercargill Airport and changes to the objectives, policies and rules that apply to it.

Overall, in my opinion it is reasonable to move as near as possible to Plan Change 10 unless a new consideration or changed or heightened emphasis in the Proposed Plan implies the need for something different. In this report I have attempted to do this in my recommendations to individual submissions in relation to the Airport Operations Zone and the Airport Protection Zone.

Airport and aviation-related matters also have relevance for other hearings on the proposed District Plan provisions, in particular those relating to Infrastructure, Noise and Transport.

5.1 General Comment

As discussed in some detail in Section 3, this privately requested Plan Change and the new designations were occasioned by a review that Invercargill Airport Ltd had undertaken of its long-term business and strategic planning. The main features of this, for resource management purposes, are a significant and ongoing expected increase in passenger numbers and extensions to the main runway to increase the flexibility of the airport to handle larger, and different, aircraft.

5.2 Airport Operations Zone

I have recommended that the introductory text be redrafted, with a view to aligning the tenor of this part of the Proposed District Plan more closely with that of Plan Change 10.

Plan Change 10 uses a term “*airport service and commercial activities*”, the meaning of which is elaborated in the definitions. This definition differs from that in the Proposed District Plan and I have recommended that the definition be better aligned.

Again, to better reflect the tenor of Plan Change 10, I have recommended that Objective 1 be re-worded as follows:

~~**Objective 1** *The Airport Operations Zone enables the airport to carry out its functions as a regional airport including aircraft operations and servicing, storage of large quantities of fuel and activities ancillary to the operation of a regional airport including airport commercial activities*~~

Objective 1 *Invercargill Airport meets the varied needs of the Southland region for airport facilities and services and is enabled to carry out its functions, operations, and ancillary activities. These include Airport Activities and Airport Service and Commercial Activities.*

I have also recommended rewording Objective 3 and Policy 1 for the same reason.

Invercargill Airport Ltd has submitted that the Plan should “prohibit” noise sensitive activities within the Airport Operations Zone. As a matter of philosophy, the proposed District Plan has not used the ‘prohibited activity’ status anywhere because a ‘prohibited activity’ cannot even be considered. I have recommended a Policy to ‘avoid’ noise sensitive activities – which is strong wording without ruling out the possibility of an exception. The matter is within the direct control of Invercargill Airport Ltd anyway because it owns the area in question.

With respect to “wind” effects, I have distinguished between “wind shear” effects and other effects of which are more related to amenity. Wind shear is a change in direction or speed, or both, of wind over a relatively short distance. Wind shear can occur anywhere in the atmosphere but is of particular significance in planning terms on runway approaches. Wind shear can inconvenience or endanger aircraft operations. I felt that some elaboration of the explanation of the policies relating to wind effects would be helpful.

I note that Invercargill Airport Ltd also sought the inclusion of policies to address bird strikes. Bird Aircraft Strike Hazard is greatest at lower altitudes (below 2,000 feet) but can also occur at higher altitudes. Effects can be avoided or mitigated by land management practices to influence bird behaviour. This matter will be addressed in the “Transportation” report.

Within the rules, Invercargill Airport Ltd sought a direct carry-over of permitted activities from Plan Change 10 to the Proposed District Plan. I have recommended acceptance of some of their suggestions, but the exception is “conference facilities”. With the heightened awareness in the proposed District Plan of natural hazard, and the recognition that the airport is a hazard-prone site, it would be inconsistent to allow conference facilities of unstipulated size as a permitted activity. “Meetings” are included within the definition of Airport Activities and one would expect “meetings” to be a routine occurrence in the day to day running of an airport. “Conference” has the

connotation of a bigger event e.g. – a formal meeting in which many people gather in order to talk about ideas or problems related to a particular topic (such as medicine or business) usually for several days (Merriam-Webster On-Line Dictionary). Such gatherings do not have to happen at the Airport. Furthermore, conference venues would normally be regarded as reasonably noise-sensitive, and an airport hardly seems the right location for them.

5.3 Airport Protection Zone

A new Objective 3 is recommended, again in response to Invercargill Airport Ltd and again to better align this part of the Proposed District Plan with Plan Change 10.

Other recommendations parallel those discussed above.

Invercargill Airport Ltd submitted that “Airport Activities” should be Permitted Activities. They are listed as Permitted Activities in Plan Change 10. However, under “Discretionary Activities” at Rule 3.22.2 I have recommended, in response to this submission, that “Airport Activities” be included as a Discretionary Activity in the Airport Protection Zone. The term “Airport Activities” is defined in the Proposed District Plan as follows:

Airport activities: Means the landing, departure, movement or servicing of aircraft at an airport, together with passenger and freight facilities, vehicle parking, vehicle hire, aircraft training, associated buildings, administration, staff facilities, infrastructure and recreational facilities. In the case of Invercargill Airport this also includes meeting facilities to accommodate up to 20 people, and border control facilities.

The intention of the Airport Protection Sub-Area in Plan Change 10 should be noted:

4.33.15 Airport Protection Sub-Area

The purpose of this Sub- Area is to enable a buffer to be provided between noise sensitive activities and the airport and to protect aircraft operations safety and efficiency. Any new activities that may be incompatible with airport operations, particularly high density activities and/or noise sensitive activities will be restricted in the Airport Protection Sub-Area.

The characteristics of the Airport Protection Sub-Area are:

- (A) *Subject to high levels of noise from, and the presence of, low-flying aircraft*
- (B) *Maintenance of an open, rural environment with low density of development to limit the potential reverse sensitivity effects on both airport operations and those living in proximity to the airport*
- (C) *Subject to restrictions on the height and location of structures that may adversely affect the safe and efficient operation of the airport*

I have concluded that while the combination of the Airport Designations and the Noise rules will limit the kinds of “Airport Activities” that can locate within the Airport Protection Zone, Airport Activities may not always be compatible with the over-riding “buffer zone” purpose of the zone and for this reason should be subject to consideration as discretionary activities.

6. DISCUSSION OF SECTION 32 MATTERS

Section 32 of the RMA establishes the framework for assessing objectives, policies and rules proposed in a Plan. This requires the preparation of an Evaluation Report. This Section of the RMA was recently amended (since the notification of the proposed District Plan) and the following summarises the current requirements of this section.

The first step of Section 32 requires that objectives are assessed to determine whether they are the most appropriate way to achieve the purpose of the RMA (as defined in Section 5).

The second step is to examine policies and rules to determine whether they are the most appropriate way to achieve the objectives. In this instance, the objectives are those proposed by the District Plan. This assessment includes requirements to:

- Identify the costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions (including effects on employment and economic growth)
- Identify other reasonably practicable options for achieving the objectives; and
- Assess the efficiency and effectiveness of the provisions in achieving the objectives.

An Evaluation Report was released at the time of notification of the Proposed Plan.

Section 32AA of the RMA requires a further evaluation to be released with decisions outlining the costs and benefits of any amendments made after the Proposed Plan was notified.

Section 32 states that Evaluation Reports need to contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal. This means that if in its decision the Hearings Committee recommends minor changes from what was in the Proposed Plan, a further evaluation can be relatively brief.

6.1 Relevant Section 32AA Matters

The following are the matters considered relevant for further evaluation under Section 32AA of the RMA.

- Minor changes to the introductory text, objectives, policies and rules to better align the Proposed District Plan with Plan Change 10 (operative)
- Minor changes to the activity status of Airport Activities (from Permitted to Discretionary in the Airport Protection Zone) and conference facilities (from Permitted to Non-complying in the Airport Operations Zone)

The detail of the proposed changes to which this evaluation refers are set out in **Appendix 2**.

6.2 Section 32AA Further Evaluation

The “Airport” section of the original Section 32 report (pages 145 - 152) is relevant to this report. The changes proposed are within the scope of the original evaluation findings and do not raise any additional matters for consideration.

The changes that are recommended are minor in the sense that they align the provisions of the Proposed District Plan more closely with the provisions of Plan Change 10 to the Operative District Plan. It follows that the environmental, economic, social or cultural effects anticipated to arise as a consequence of the

changes are minor. A detailed assessment or quantification of costs and benefits is neither practical nor necessary with respect to the plan provisions pertaining to the Airport.

7. CONCLUDING COMMENTS

This report recommends a series of changes to the Proposed District Plan that are intended to align that Plan better with the provisions of Plan Change 10 and associated designations 72 and 73, which were accepted/adopted by the Council within a few days of publicly notifying the Proposed District Plan.

These changes involve re-wording the introduction to the Airport Operations Zone and making changes to the wording of the objectives and policies in both zones.

Changes are also recommended to the Rules to more closely align the Proposed District Plan with Plan Change 10, except where the Proposed District Plan introduces a new perspective which must be considered. An example of this is the susceptibility of the Airport area to multiple natural hazards, and the need to balance the need to avoid exacerbating the problem of exposure to hazard against the functional need of activities and services to locate in or near the area.

The changes acknowledge the importance of the Airport and its operations in the economy and day to day life of Invercargill and its hinterland, and hence are consistent with the purpose of the RMA which at Section 5 promotes 'sustainable management' in the context of enabling people and communities to provide for their social, economic and cultural wellbeing.

In my opinion, generally, these recommendations reflect what has already been agreed in the context of Plan Change 10 and associated designations.

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APPENDIX 1– RECOMMENDATIONS ON SUBMISSIONS

Submitter	Submission	Recommendation
GENERAL		
103.75 Invercargill Airport Ltd	<p>(General)</p> <p>The submitter believes the provision inserted into the operative District Plan by way of Plan Change 10 relating to the Airport should be reinserted in an appropriate format into the Proposed District Plan</p> <p>DECISION SOUGHT</p> <p>Insert the provision relating to the Airport inserted into the operative District Plan via Plan Change 10.</p>	<p>Accept in part.</p> <p>It is acknowledged that there are differences between the objectives, policies and methods provisions of Plan Change 10 and the Proposed District Pan. However, in some cases the differences reflect the new vernacular of the Proposed District Plan, with its greater emphasis on development of policy direction and also the need to respond to natural hazards in a more holistic way.</p> <p>The process of preparing the Proposed District Plan has created the opportunity for submissions and further submissions on the Plan as publicly notified. Invercargill Airport Ltd has responded with numerous submission points. Many of these provide the opportunity now to more closely align the provisions of the Proposed District Plan with those of Plan Change 10, and this is the tenor of many of my recommendations on individual submission points.</p>
117.54 Southern District Health Board	<p>References to noise</p> <p>The submitter supports the provisions. The submitter states that references to noise in this section are important for recognising potential for reverse sensitivity problems affecting physical resources of the district's infrastructure which must be sustainably managed.</p> <p>DECISION SOUGHT</p> <p>Retain</p>	<p>Accept</p> <p>The paragraph that the submitter is supporting is in the Introduction to 2.19 and reads as follows:</p> <p><i>"This zone provides for the ability to generate higher levels of noise associated with airport operations, in particular the arrival, departure and manoeuvring of aircraft"</i></p> <p>It is recommended that the wording of the Introduction be amended in response to submission 103.20 below; however, this paragraph can be retained within the amended rewording.</p>
FS5.37 Invercargill Airport Ltd	<p>References to noise</p> <p>Support in part submission 117.54 The further submitter agrees reverse sensitivity effects can adversely</p>	<p>Accept in part</p> <p>The submitter's support in part for this paragraph is noted.</p>

Submitter	Submission	Recommendation
	<p>impact on physical resources, threatening their long term sustainable management.</p> <p>While the further submitter supports the submission in principle, it considers that the proposed drafting of noise related objectives, policies and rules outlined in the further submitters original submission better provide for and recognise the needs of the airport</p> <p>DECISION SOUGHT</p> <p>Re-draft noise-related objectives, policies and rules as outlined in the submitter's original submission – but it is not clear to which submission point the submitter is referring. Submission 103.27 (below) is relevant</p>	<p>However, in the context of the Plan this paragraph is introductory and is not itself an objective, policy or regulatory provision.</p> <p>It is considered that the dual provisions of the airport operations zoning and also designations associated with the airport appropriately recognise and provide for the needs of the airport.</p>
AIRPORT OPERATIONS ZONE		
2.19 INTRODUCTION		
<p>103.20 Invercargill Airport Ltd</p>	<p>Oppose 2.19 Introduction</p> <p>The submitter does not consider the description of the Airport Operations Zone to be accurate. The submitter is concerned that there is no reference to the noise contours, to the economic and social benefits of the airport, or recognition of the designations in place.</p> <p>DECISION SOUGHT</p> <p>Redraft the introductory text as per the submitter's suggestion :</p> <p><i>The Airport Operations Zone is intended to provide for the functions and ancillary activities associated with the Invercargill Airport.</i></p> <p><i>Invercargill Airport's main function is for air travel, as well as for air freight. Invercargill Airport is recognised as a significant asset in light of its contribution to the business and tourism sector within the Southland Region. Invercargill also provided facilities and infrastructure for helicopter flightseeing and general aviation activities.</i></p>	<p>Accept in part</p> <p>It is recommended that the introductory text at Section 2.19 be replaced with the following (The text to be deleted is shown in Appendix 2)</p> <p><i><u>"The Airport Operations Zone is intended to provide for the functions and ancillary activities associated with the Invercargill Airport.</u></i></p> <p><i><u>The main function of the Invercargill Airport is as the principal facility in the Southland region for air travel and air freight. Invercargill Airport is recognised as a significant asset in light of its contribution to the business and tourism sector within the Southland Region. Invercargill Airport also provides facilities and infrastructure for helicopter and other general aviation activities.</u></i></p> <p><i><u>In addition to the Airport Operations and Airport Protection Zones, Invercargill Airport is provided for in the District Plan with designations applying to:</u></i></p>

Submitter	Submission	Recommendation
	<p><i>In addition to the Airport Operations and Protection Zone, Invercargill Airport is provided for in the District Plan with designations applying to:</i></p> <ul style="list-style-type: none"> - <i>The operational area of the airports (Aerodrome Designations)</i> - <i>The management of aircraft noise (Air Noise Designation)</i> <p><i>The effects of aircraft noise are also managed through the District Wide zone rules</i></p> <p><i>The designations enable the safe and efficient operation of the airport by providing for the activities undertaken by the respective requiring authorities. These activities include runways, taxiways, aprons, hangars, navigation facilities, refuelling infrastructure, control towers, and passenger terminals, facilities for border control and security, fire fighting services, areas for freight handling, staff facilities, car parking and roading.</i></p> <p><i>However these designations do not provide for all the essential ancillary activities associated with the airport.</i></p> <p><i>Activities expected at modern airports include commercial and retail activities for passengers, visitors to the airport and staff rental car companies, food premises, postal and banking services, aviation service activities, tourism businesses, offices, conference, meeting and function facilities and other facilities associated with the day to day functioning of the airport.</i></p> <p><i>It is appropriate to recognise and provide for such activities and their use by way of specific zoning, which facilitates the most appropriate use of airport land and ensures that the airport can accommodate all anticipated services and demands.</i></p>	<p><u>- The operational area of the airports (Aerodrome Designations)</u> <u>- The management of aircraft noise (Air Noise Designation)</u></p> <p><i>This zone provides for the ability to generate higher levels of noise associated with airport operations, in particular the arrival, departure and manoeuvring of aircraft. <u>The effects of aircraft noise are also managed through the District Wide zone rules.</u></i></p> <p><u>The designations enable the safe and efficient operation of the airport by providing for the activities undertaken by the respective requiring authorities. These activities include runways, taxiways, aprons, hangars, navigation facilities, refuelling infrastructure, control towers, passenger terminals, facilities for border control and security, fire fighting services, areas for freight handling, staff facilities, car parking and roading.</u></p> <p><u>However, these designations do not provide for all the essential ancillary activities associated with the airport.</u></p> <p><u>Activities expected at modern airports include commercial and retail activities for passengers, visitors to the airport and staff. Such facilities include rental car companies, cafes, bars, postal and banking services, aviation service activities, tourism businesses, offices, and meeting rooms and other facilities associated with the day to day functioning of the airport.</u></p> <p><u>It is appropriate to recognise and provide for such activities and their use by way of specific zoning, which facilitates the most appropriate use of airport land and ensures that the airport can accommodate all anticipated services and demands.</u></p> <p><i>The <u>Airport Operations Zone</u> is located in an area subject to multiple natural hazards. But Airport activities have a functional need of this location for historical and infrastructure reasons.</i></p>

Submitter	Submission	Recommendation
2.19.1 ISSUES		
103.21 Invercargill Airport Ltd	<p>Oppose 2.19.1 in part.</p> <p>The submitter considers that the issue statement should also recognise the benefits arising from the airport</p> <p>DECISION SOUGHT</p> <p>Amend issue statement to also include reference to the benefits associated with the Airport</p>	<p>Reject</p> <p>The issues stated in the Plan are the significant resource management matters that need to be addressed by provisions in the Plan. In this instance “<i>protection of the operational requirements of the airport</i>” is at the heart of, and is the reason for, the matters the Plan addresses. Any benefits are a result of addressing the issue, not part of the issue itself.</p>
2.19.2 OBJECTIVES		
65.45 ICC Environmental and Planning Services	<p>Support 2.19.2 Objective 1 subject to amendment.</p> <p>The submitter notes that the Objective refers to “airport commercial activities” – the definition is for Airport Service and Commercial Activity</p> <p>DECISION SOUGHT</p> <p>Insert the words “service and” into the objective to be consistent with the definitions</p>	<p>Accept</p> <p>The Plan needs to be consistent in its terminology.</p> <p>Further there is something of a mis-match between the Airport Operations Zone and the Seaport Zone, in that the objectives pertaining to the latter include references to ‘<i>a viable seaport facility which meets the varied needs of the region...</i>’</p> <p>It is recommended that to address this submission and submission 103.22 below, Objective 1 be re-worded to read:</p> <p><u>Objective 1 Invercargill Airport meets the varied needs of the Southland region for airport facilities and services and is enabled to carry out its functions, operations, and ancillary activities. These include Airport Activities and Airport Service and Commercial Activities.</u></p> <p>Objective 1 The Airport Operations Zone enables the airport to carry out its functions as a regional airport including aircraft operations and servicing, storage of large quantities of fuel and activities ancillary to the operation of a regional airport including airport commercial activities</p> <p>AND</p>

Submitter	Submission	Recommendation
		<p><i>It is further recommended that the definition of 'Airport Service and Commercial Activities' be amended as follows:</i></p> <p><u>Airport Service and Commercial Activity: Means:</u> <i>(A) Commercial activities located within the Airport terminal building; or</i> <i>(B) Activities located outside the Airport terminal building providing goods and services mainly to passengers and visitors using the airport; or activities which benefit from an Airport location; or facilities associated with the aviation activities at the Airport including food and beverage services, airline services, banking, retail activities, post or courier services, cleaning services, offices and meeting facilities to accommodate up to 20 people.</i></p> <p>(The original text of this definition is shown in Appendix 2)</p>
<p>103.22 Invercargill Airport Ltd</p>	<p>Oppose 2.19.2 Objective 1 in part.</p> <p>The submitter considers that the objective should be expanded to recognise the benefits arising from the airport</p> <p>DECISION SOUGHT</p> <p>Amend Objective 1 as follows:</p> <p><u>“Invercargill Airport is recognised as a generator of nationally and regionally significant economic, social and cultural benefits.”</u></p>	<p>Accept in Part</p> <p>There is something of a mis-match between the Airport Operations zone and the Seaport Zone, in that the objectives pertaining to the latter include references to ‘a viable seaport facility which meets the varied needs of the region...’ There is no reason why the airport should not have similar recognition. Invercargill does require a viable regional airport.</p> <p>This is addressed in recommended response to submission 65.45 (above).</p>
<p>103.23 Invercargill Airport Ltd</p>	<p>Oppose 2.19.2 Objective 2 in part.</p> <p>The submitter considers that it is not possible for the airport operations to be undertaken so that no adverse effects arise on the surrounding environment and that mitigation of effects may need to be achieved by</p>	<p>Reject</p> <p>Clause (C) refers to “any significant adverse effects”. It is not unreasonable that as an objective the Airport Operations Zone be managed in such a way that airport operations do not have</p>

Submitter	Submission	Recommendation
	restricting the type of development in the surrounding areas. DECISION SOUGHT Delete clause (c)	significant adverse effects on the surrounding environment. The implication is that a potentially 'significant' effect ought to be either avoided or mitigated to the extent that it is no longer considered 'significant'.
103.24 Invercargill Airport Ltd	Support 2.19.2 Objective 3 in part The submitter considers that the objective needs to be redrafted so that it is clear in its intent and application as the submitter believes that it is unclear whether the objective is seeking the retention of existing amenity values, or the improvement and how this may be achieved. DECISION SOUGHT Amend Objective 3 as follows: <u>"Provision for the requirements of Invercargill Airport and its operation is balanced with achieving an acceptable level of amenity for those using the airports and for those residing on neighbouring land."</u>	Accept in Part It was noted during the hearing of submissions on "Amenity Values" that all zones have objectives stating that amenity values are to be maintained and enhanced. I recommend that in some zones the focus should be on 'internalising' any adverse effects within the Zone. It is recommended that Objective 3 be re-drafted as follows: Objective 3 <i>The amenity values of the Airport Operations Zone are <u>managed, maintained and or enhanced, achieving an acceptable level of amenity for those using the airport and for neighbouring land uses.</u></i>
2.19.3 POLICIES		
65.46 ICC Environmental and Planning Services	Support 2.19.3 Policy 1 Airport Operations Zone subject to amendment. The submitter notes that the Objective refers to "airport commercial activities" – the definition is for Airport Service and Commercial Activity DECISION SOUGHT Insert the words "service and" into the policy to be consistent with the definitions.	Reject A re-wording for Policy 1 is recommended in response to submission 103.25 (below) which covers the point made by the submitter in a different way.
103.25 Invercargill Airport Ltd	Support 2.19.3 Policy 1 Airport Operations Zone in part. The submitter supports the policy but believes it should be expanded to refer to activities that are complementary to the functioning of the Airport.	Accept in part. The policy as suggested by the submitter is in two parts which are better expressed in a re-written policy as follows: Policy 1 Airport Operations Zone: <u>To provide at Invercargill</u>

Submitter	Submission	Recommendation
	<p>DECISION SOUGHT</p> <p>Amend Policy 1 as follows:</p> <p><i><u>“To provide for those aviation activities necessary to enable the Invercargill Airport to operate in a safe and effective manner.</u></i> <i><u>“To provide for a range of airport related service, business, industrial and commercial activity that is generally anticipated at an airport and will support or complement the functioning of the Invercargill Airport”</u></i></p>	<p><u>airport</u></p> <p>a) <u>for those airport activities necessary to enable the Invercargill Airport to operate in a safe and effective manner</u></p> <p>b) <u>for the range of airport service and commercial activities which support or complement the functioning of the Invercargill Airport</u></p> <p>(Deleted text is shown in Appendix 2)</p> <p>“Airport Activities” are defined in the Plan and I have recommended in response to submission 65.45 a re-definition of “Airport Service and Commercial Activities”.</p>
<p>103.26 Invercargill Airport Ltd</p>	<p>Support 2.19.3 Policy 2 Scale of Development</p> <p>The submitter considers it appropriate to enable development that is of a consistent an anticipated scale and character associated with a functioning airport.</p> <p>DECISION SOUGHT</p> <p>Retain Policy 2</p>	<p>Accept</p>
<p>103.27 Invercargill Airport Ltd</p>	<p>Oppose 2.19.3 Policy 3 Noise Limits</p> <p>The submitter considers it inappropriate to infer that the Airport Operations Zone is the driver of the noise limits established via the noise contours for the Airport. A Designation sets noise contours and limits and details how these are to be achieved and maintained. The submitter considers it would be more appropriate for provisions relating to noise sensitive activities in specific zones.</p> <p>DECISION SOUGHT</p> <p>Delete Policy 3</p>	<p>Reject</p> <p>While it is accepted that the designation is the driver of the noise limits, it is considered that to delete the policy entirely would introduce an inconsistency into the Plan. Aircraft noise is provided for at Rule 3.13.13. Policy 3 is complementary to that Rule.</p>

Submitter	Submission	Recommendation
<p>103.28 Invercargill Airport Ltd</p>	<p>Oppose 2.19.3 Policy 4 Noise Sensitive Activities</p> <p>The submitter considers that it is more appropriate to prohibit noise sensitive activities within the Airport Operations Zone, rather than merely discourage.</p> <p>DECISION SOUGHT</p> <p>Reword Policy 4 as follows : "To avoid the establishment of noise sensitive activities and other incompatible activities within the Airport Operations Zone by prohibiting such uses."</p>	<p>Accept in part</p> <p>The term 'prohibited activities' has a very specific meaning under the RMA, and a policy that sought to 'prohibit' would need to be complemented by a rule that defined very clearly the activities that would be 'prohibited'. Using prohibited activities is often considered unreasonably inflexible and is rarely considered an efficient approach.</p> <p>However the policy could be strengthened by the use of the word 'avoid'.</p> <p>It is recommended that Policy 4 be re-worded to read:</p> <p>Policy 4 Noise Sensitive Activities: <i>To discourage avoid the establishment of noise sensitive activities and other incompatible activities within the Airport Operations Zone.</i></p> <p>The use of the word 'avoid' has a very clear meaning in the context of RMA policy and should achieve the outcome desired by the submitter.</p>
<p>103.29 Invercargill Airport Ltd</p>	<p>Support 2.19.3 Policy 5 Aircraft Operations in part.</p> <p>The submitter considers that, while there is no need to duplicate references to the Designation through the Plan, this policy would be more relevant in the other Zones affected by the obstacle free surfaces designation.</p> <p>DECISION SOUGHT</p> <p>Insert Policy 5 throughout the relevant zones of the District Plan, or alternatively in the Transportation section (2.17) or Infrastructure section (2.9) of the District Wide part of the Plan</p>	<p>Reject</p> <p>In effect the District Plan has parallel provisions, in the designations and in the Airport Operations and Protection Zoning, to enable the airport to operate and to sustain the potential of the Invercargill Airport as a resource to meet reasonably foreseeable needs.</p> <p>In broad terms the zoning provisions apply to the airport and its immediate environs. The designations have district-wide effect.</p> <p>In the Business 3 zone where new building is most likely to be affected in a practical sense by the airport designations, attention is drawn to this in the Explanation to Policy 15. This is considered sufficient.</p>

Submitter	Submission	Recommendation
103.30 Invercargill Airport Ltd	Support 2.19.3 Policy 6 Hazardous Substances The submitter considers it appropriate to recognise that aviation activities require the storage and use of large quantities of hazardous substances DECISION SOUGHT Retain Policy 6	Accept
103.31 Invercargill Airport Ltd	Support 2.19.3 Policy 7 Glare The submitter considers this policy appropriate but believes it may be best appearing as either a District Wide policy, rather than specific to the Airport Operations Zone DECISION SOUGHT Insert similar policy in the Transportation section (2.17) or Infrastructure section (2.9) of the District Wide part of the Plan	Accept in Part The submitter's support for the Policy in this zone is noted. Other zones have "Glare" policies which seek to avoid the adverse effect of glare on transportation networks e.g. Industrial 2 Policy 4, or seek to avoid freedom of nuisance from glare (e.g. Business 2 Zone Policy 5 and Business 3 Zone Policy 7). It is not considered necessary to repeat this policy in other zones as suggested by the submitter.
65.47 ICC Environmental and Planning Services	Support 2.19.3 Policy 10 Wind subject to amendment of drafting error DECISION SOUGHT Amend Policy 10 as follows: "To avoid increasing natural wind effects <u>caused</u> by land use activities"	Accept in part It is recommended that Policy 10 be reworded as recommended in response to submission 103.34 below, for the same reasons Changing the word " <i>increasing</i> " to " <i>increased</i> " makes the policy clearer. It is recommended that 2.19.3 Policy 10 be reworded as follows: "To avoid increasing <u>increased</u> wind effects <u>caused</u> by land uses and/or buildings."
103.34 Invercargill Airport Ltd	Support 2.19.3 Policy 10 Wind The submitter considers this policy appropriate but believes it may be best appearing as either a District Wide policy, rather than specific to	Accept in Part The submitter's support for Policy 10 is noted. The purpose for including this policy in both the Airport Operations

Submitter	Submission	Recommendation
	<p>the Airport Operations Zone</p> <p>DECISION SOUGHT</p> <p>Insert similar policy in the Transportation section (2.17) or Infrastructure section (2.9) of the District Wide part of the Plan</p>	<p>Zone and the Airport Protection Zone is to put ‘wind’ effects on the agenda as a resource management issue. In particular wind shear effects can cause difficulties for aircraft in flight, especially when landing. I believe that the explanation to this policy could make this clearer with some additions.</p> <p>It is not accepted that a district-wide policy is necessary. Wind shear effects caused by land use and development are most likely to be an issue for aircraft when substantial development incorporating height, bulk and maybe spatial rhythm is allowed to occur in places where aircraft are at low altitude on their approach or take-off from the Airport, so a specific policy within both the Airport Operation Zone and the Protection Zone is appropriate. However, other provisions of the District Plan, such as the height limitation on buildings in the Business 1 (CBD) Zone and in the Business 3 (Specialist Commercial) zone, should avoid or mitigate any potential for wind shear effects beyond the immediate vicinity of the airport.</p> <p>2.17.3 Policy 5 addresses adverse effects of subdivision, land use and development on transportation networks at a District Wide level. This will complement the Zone policies.</p> <p>Recommendation: Amend 2.19.3 Policy 10 as follows:</p> <p><u>Policy 10 Wind</u> <i>To avoid increasing increased wind effects caused by land uses and/or buildings</i></p> <p><u>Explanation:</u> <i>Wind effects can adversely affect airport operations. In particular wind shear (a change in direction or speed, or both, of wind over a relatively short distance) can inconvenience or endanger aircraft operations. Furthermore, at times Invercargill is subject to very strong winds for extended periods, particularly from the westerly quarter. Any development which exacerbates wind effects has the potential to have an increased adverse effect on the amenities and operations of the adjoining Airport.</i></p>

Submitter	Submission	Recommendation
65.48 ICC Environmental and Planning Services	<p>Support 2.19.3 Policy 11 Dilapidated structures and ill-maintained lands subject to amendment of drafting error</p> <p>DECISION SOUGHT</p> <p>Amend Policy 11 as follows:</p> <p>“To require that buildings in the Airport Operations Zone shall be <u>are</u> sound, well-maintained and tidy in appearance”</p>	<p>Accept</p> <p>It is recommended that Policy 11 be reworded as follows:</p> <p><i>Policy 11 Dilapidated structures and ill-maintained lands:</i> <i>To require that buildings in the Airport Operations Zone shall be <u>are</u> sound, well-maintained and tidy in appearance.</i></p>
103.35 Invercargill Airport Ltd	<p>Support 2.19.3 Policy 11 Dilapidated structures and ill-maintained lands</p> <p>The submitter considers this policy appropriate given the importance the Airport and immediate surrounds as a gateway into the City</p> <p>DECISION SOUGHT</p> <p>Retain Policy 11</p>	<p>Accept in part</p> <p>The minor change in wording in response to submission 65.48 does not affect the thrust of the policy.</p>
103.36 Invercargill Airport Ltd	<p>Support 2.19.3 Policy 12 Demolition or removal activities</p> <p>The submitter considers this policy appropriate given the importance the Airport and immediate surrounds as a gateway into the City</p> <p>DECISION SOUGHT</p> <p>Retain Policy 12</p>	<p>Accept</p>
103.9 Invercargill Airport Ltd	<p>New Policy</p> <p>The submitter recommends the insertion of a district-wide policy dealing specifically with bird strike and its potential impact on aircraft safety.</p> <p>DECISION SOUGHT</p> <p>Insert a District Wide Policy (in either 2.9 Infrastructure or 2.17 Transportation) as follows:</p>	<p>(This submission will be considered at the hearing addressing “Transport” district-wide matters.)</p>

Submitter	Submission	Recommendation
	<p><u>To discourage activities that encourage the congregation of birds within aircraft flight paths</u></p>	
3.21 RULES		
<p>103.67 Invercargill Airport Ltd</p>	<p>Support 3.21.1 in part.</p> <p>The submitter would like the list of permitted activities extended.</p> <p>The submitter would also like it made clear that no height rules apply for buildings within the Airport Operations Zone</p> <p>DECISION SOUGHT</p> <p>Add to the list of permitted activities:</p> <ul style="list-style-type: none"> - Tourist demonstration and education facilities provided for persons working in the Airport Operations Zone, and passengers and visitors using the airport, or facilities associated with the aviation activities at the Airport; - Conference facilities <p>Include as a note: <u>“The Airport Operations Zone is not subject to any other zone standards.”</u></p>	<p>Reject</p> <p>It is considered that the definitions of “Airport Activities” and “Airport Service and Commercial Activity” would enable many of the kinds of activities sought by the submitter.</p> <p>The Airport Operations Zone is situated in one of the areas of Invercargill most prone to natural hazard.</p> <p>While it is accepted that airport activities and related infrastructure have a functional need of this location – because the Airport is there for historic reasons – it is not accepted that the District Plan should enable land uses, which do not have this functional need of locating in or adjacent to an airport, locating in this area. Conference facilities come into this category. Conference facilities – especially without any limit as to size – do not belong in areas prone to natural hazards. Furthermore, conference facilities would normally be regarded as reasonably noise sensitive.</p> <p>Although the Airport Operations Zone is wholly within the ownership of Invercargill Airport Ltd, it is reasonable that district-wide provisions apply. There is no reason, for example, why a facility within the Airport Operations zone should not make appropriate arrangements for car parking.</p> <p>It is also not accepted that it would be appropriate not to have a height limit for the Zone. There is scope via discretionary resource consents and designation processes to apply to breach this height limit, but it is important that the Plan signals an expectation of the heights anticipated.</p> <p>It is therefore inappropriate to add the Note requested by the submitter.</p>

Submitter	Submission	Recommendation
103.68 Invercargill Airport Ltd	<p>3.21.2 Oppose on the grounds that the submitter considers Noise Sensitive Activities should be prohibited</p> <p>DECISION SOUGHT Revise the activity status to prohibit noise sensitive activities within the Airport Operations Zone and within the ANB.</p>	<p>Reject</p> <p>On the same basis and for the same reasons as submission 103.28 (above).</p>
AIRPORT PROTECTION ZONE		
2.20.2 OBJECTIVES		
103.37 Invercargill Airport Ltd	<p>Support 2.20.2 Objective 1</p> <p>The submitter considers this policy outlines the intention of the Zone</p> <p>DECISION SOUGHT Retain Objective 1</p>	Accept
103.38 Invercargill Airport Ltd	<p>Oppose 2.20.2 Objective 2 in part</p> <p>The submitter considers that it is not possible for the airport operations to be undertaken so that no adverse effects arise on the surrounding environment and that mitigation of effects may need to be achieved by restricting the type of development in the surrounding areas.</p> <p>DECISION SOUGHT Delete clause (C)</p>	<p>Reject</p> <p>Clause (C) refers to “significant adverse effects”. It is not unreasonable that as an objective the Airport Protection Zone be managed in such a way that activities in that zone do not have significant adverse effects on the surrounding environment</p>
103.39 Invercargill Airport Ltd	<p>Oppose 2.20.2 Objective 3</p> <p>The submitter believes the objective should be more specific in detailing the purpose of the zone and the outcomes sought</p> <p>DECISION SOUGHT Amend Objective 3 as follows: <u>“The Airport Protection Zone shall be maintained to provide for operations associate or compatible with the Airport and to ensure that other development is limited to avoid or mitigate reverse sensitivity</u></p>	<p>Accept in Part</p> <p>It was noted during the hearing of submissions on “Amenity Values” that all zones have objectives stating that amenity values are to be maintained and enhanced. In some Zones I have recommended that the focus be on ensuring that any adverse effects on amenity are ‘internalised’ within the Zone.</p> <p>It is considered that the matters covered in the objective proposed by the submitter are already appropriately addressed by other</p>

Submitter	Submission	Recommendation
	<p><u>effects arising.”</u></p>	<p>proposed objectives.</p> <p>It is recommended that Objective 3 be re-drafted as follows:</p> <p>Objective 3 <i>The amenity values of the Airport Protection Zone are <u>managed, maintained and/or enhanced, to achieve an acceptable level of amenity for land uses within the Airport Protection Zone and for neighbouring land uses.</u></i></p>
2.20.3 POLICIES		
<p>103.40 Invercargill Airport Ltd</p>	<p>Support 2.20.3 Policy 1 Airport Protection Zone</p> <p>The submitter considers that this policy reflects the intention of the Zone</p> <p>DECISION SOUGHT</p> <p>Retain Policy 1</p>	<p>Accept</p>
<p>103.41 Invercargill Airport Ltd</p>	<p>Oppose 2.20.3 Policy 2 Noise Limits</p> <p>The submitter considers it inappropriate to infer that the Airport Protection Zone is the driver of the noise limits established via the noise contours for the Airport. A Designation sets noise contours and limits and details how these are to be achieved and maintained.</p> <p>The submitter considers it would be more appropriate for provisions relating to noise sensitive activities in specific zones</p> <p>DECISION SOUGHT</p> <p>Delete Policy 2</p>	<p>Reject</p> <p>It is accepted that the designation is the driver of the noise limits.</p> <p>It is not recommended that Policy 3 be deleted.</p> <p>District-wide Rule 3.13.2 (Noise Levels from Activities) does include noise limits for land uses in the Airport Protection Zone. This zone-specific policy has relevance to that Rule.</p> <p>The parallel provisions of the designation and the zoning are consistent with sustaining the potential of the Invercargill Airport as a physical resource to meet the reasonably foreseeable needs of future generations.</p>
<p>103.42 Invercargill Airport Ltd</p>	<p>Oppose 2.20.3 Policy 3 Noise Sensitive Activities</p> <p>The submitter considers that it is more appropriate to prohibit noise sensitive activities within the Airport Operations Zone, rather than merely discourage</p>	<p>Reject</p> <p>This Policy is about the Airport Protection Zone, not the Airport Operations Zone, as suggested by the submitter.</p>

Submitter	Submission	Recommendation
	<p>DECISION SOUGHT Amend Policy 3 as follows: “To avoid the establishment of noise sensitive activities and other incompatible activities within the Airport Operations Zone by prohibiting such uses.”</p>	<p>The term ‘prohibited activities’ has a very specific meaning under the RMA, and a policy that sought to ‘prohibit’ would need to be complemented by a rule that defined very clearly the activities that would be ‘prohibited’. As stated earlier, it is not considered that the use of prohibited activities would be appropriate, reasonable or efficient.</p> <p>However the policy could be strengthened by the use of the word ‘avoid’.</p> <p>It is recommended that Policy 4 be re-worded to read:</p> <p><i>Policy 3 Noise Sensitive Activities. To discourage—avoid the establishment of noise sensitive activities and other incompatible activities within the Airport Protection Zone.</i></p>
<p>103.43 Invercargill Airport Ltd</p>	<p>Support 2.20.3 Policy 4 Aircraft Operations in part.</p> <p>The submitter considers that, while there is no need to duplicate references to the Designation through the Plan, this policy would be more relevant in the other Zones affected by the obstacle free surfaces designation.</p> <p>DECISION SOUGHT</p> <p>Insert Policy 4 throughout the relevant zones of the District Plan, or alternatively in the Transportation section (2.17) Infrastructure section (2.9) of the District Wide part of the Plan.</p>	<p>Reject</p> <p>The parallel provisions of the designation and the zoning are consistent with sustaining the potential of the Invercargill Airport as a physical resource to meet the reasonably foreseeable needs of future generations.</p> <p>It is agreed that there is no need to duplicate references to the designation, or matters addressed by the designation.</p>
<p>103.44 Invercargill Airport Ltd</p>	<p>Support 2.20.3 Policy 5 Low Density Development</p> <p>The submitter considers that this policy appropriately ensures development is compatible with airport operations</p> <p>DECISION SOUGHT</p> <p>Retain Policy 5.</p>	<p>Accept</p>

Submitter	Submission	Recommendation
103.45 Invercargill Airport Ltd	Support 2.20.3 Policy 6 Odour The submitter considers that this policy appropriately ensures odour does not adversely affect airport operations DECISION SOUGHT Retain Policy 6	Accept
103.46 Invercargill Airport Ltd	Support 2.20.3 Policy 7 Glare The submitter supports this policy, however believes it may be better as a District Wide rule as the issue arises throughout the District. DECISION SOUGHT Insert similar policy in the Transportation section (2.17) Infrastructure section (2.9) of the District Wide part of the Plan	Accept in Part The submitter's support for the Policy in this zone is noted. Other zones have "Glare" policies which seek to avoid the adverse effect of glare on transportation networks e.g. Industrial 2 Policy 4, or seek to avoid freedom of nuisance from glare (e.g. Business 2 Zone Policy 5 and Business 3 Zone Policy 7).
65.49 ICC Environmental and Planning Services	Support 2.20.3 Policy 10 Wind subject to amendment of drafting error DECISION SOUGHT Amend Policy 10 as follows: "To avoid increasing natural wind effects <u>caused</u> by land use activities"	Accept in part It is recommended that Policy 10 be re-worded as follows:: <i>Policy 10 Wind. To avoid increasing <u>increased</u> wind effects <u>caused by</u> land use activities</i> <i>Explanation: Wind effects can adversely affect airport operations. In particular wind shear (a change in direction or speed, or both, of wind over a relatively short distance) can inconvenience or endanger aircraft operations. Furthermore At at times Invercargill is subject to very strong winds for extended periods, particularly from the westerly quarter. Any development which exacerbates wind effects has the potential to have an increased adverse effect on the amenities and operations of the adjoining airport</i>
103.49 Invercargill Airport Ltd	Policy 10 Wind Support. The submitter supports this policy, however believes it may be better as a District Wide rule as the issue arises throughout the District	Accept in part. The submitter's support for this policy within the Airport Protection Zone is noted, and it is believed that the response recommended in

Submitter	Submission	Recommendation
	<p>DECISION SOUGHT Insert similar policy in the Transportation section (2.17) Infrastructure section (2.9) of the District Wide part of the Plan</p>	<p>response to submission 65.49 (above) is likely to be acceptable to the submitter.</p> <p>It is not accepted that a district-wide policy is necessary. Wind shear effects caused by land use and development are most likely to be an issue for aircraft when substantial development incorporating height, bulk and maybe spatial rhythm is allowed to occur in places where aircraft are at low altitude on their approach or take-off from the airport, so a specific policy within the Airport Protection Zone is appropriate. Other provisions of the District Plan, such as the height limitation on buildings in the Business 1 (CBD) Zone and in the Business 3 (Specialist Commercial) zone, should avoid or mitigate any potential for wind shear effects beyond the immediate vicinity of the airport.</p>
<p>65.50 ICC Environmental and Planning Services</p>	<p>Support 2.20.3 Policy 12 Dilapidated structures and ill-maintained lands subject to amendment of drafting error</p> <p>DECISION SOUGHT</p> <p>Amend Policy 12 as follows:</p> <p>“To require that buildings in the Airport Operations Zone shall be <u>are</u> sound, well-maintained and tidy in appearance”</p>	<p>Accept</p> <p>It is recommended that Policy 12 be amended as follows:</p> <p><i>Policy 12 Dilapidated structures and ill-maintained lands: To require that buildings and sections in the Airport Protection Zone <u>are</u> shall be sound, well-maintained and tidy in appearance</i></p>
<p>103.51 Invercargill Airport Ltd</p>	<p>Support 2.20.3 Policy 12 Dilapidated structures and ill-maintained lands</p> <p>The submitter considers this policy appropriate given the importance the Airport and immediate surrounds as a gateway into the City</p> <p>DECISION SOUGHT</p> <p>Retain Policy 12</p>	<p>Accept</p>
<p>103.52 Invercargill Airport Ltd</p>	<p>Support 2.20.3 Policy 13 Demolition or removal activities</p> <p>The submitter considers this policy appropriate given the importance</p>	<p>Accept</p>

Submitter	Submission	Recommendation
	<p>the Airport and immediate surrounds as a gateway into the City</p> <p>DECISION SOUGHT</p> <p>Retain Policy 13</p>	
<p>103.53 Invercargill Airport Ltd</p>	<p>Oppose 2.20.3 Policy 14 Hazardous Substances in part</p> <p>The submitter considers it is not clear how this policy will be enforced, particularly given that the storage of hazardous substances is largely governed by other legislation such as the HSNO Act</p> <p>DECISION SOUGHT</p> <p>Delete Policy 14</p>	<p>Defer</p> <p>This matter should be considered at the hearing relating to District-wide matters concerning hazardous substances.</p>
3.22 RULES		
<p>103.69 Invercargill Airport Ltd</p>	<p>Oppose 3.22.1 Permitted Activities:</p> <p>The submitter is concerned that Airport Activities are not permitted in this zone</p> <p>DECISION SOUGHT</p> <p>Amend Rule 3.22.1 to include airport activities as Permitted Activities</p>	<p>Accept in part</p> <p>The purpose of the Airport Protection Zone is to provide a buffer (principally in relation to noise) between the rest of the Invercargill City District and the airport. For this reason there is a noise limit on activities within the Airport Protection Zone at Rule 3.13.2. The Airport-related designations will also limit what can be done within the affected areas of the Airport Protection Zone. However, Airport Activities as defined in the Plan may not always be compatible with the purpose of this Zone and for this reason I have recommended that they be included within Rule 3.22.2 – Discretionary Activities.</p> <p>It is recommended that Rule 3.22.2 be amended as follows:</p> <p>3.22.2 Discretionary Activities: <i>The following are discretionary activities in the Airport Protection Zone:</i></p> <p>(A) <i>Airport Activities</i></p> <p>(A)(B) <i>Alterations or additions to existing buildings or parts of buildings used or able to be used for noise sensitive activities, provided that the work complies with the insulation requirements of</i></p>

Submitter	Submission	Recommendation
		Appendix VI (B) (C) Home occupations within existing residences
103.70 Invercargill Airport Ltd	Support 3.22.2 Discretionary Activities DECISION SOUGHT Retain 3.22.2	Accept in part See recommendations in response to submission 103.69 above
117.43 Southern District Health Board	Support 3.22.2 Discretionary Activities: The submitter supports the provisions on the grounds that the provisions are important for allowing the use of land for activities while sustainably managing the airport as a physical resource for the district DECISION SOUGHT Support	Accept in part See recommendations in response to submission 103.69 above
103.70 Invercargill Airport Ltd	Oppose 3.22.3 Non-complying activities in part. The submitter generally agrees with the provision, but considers that noise sensitive activities should be prohibited DECISION SOUGHT Either amend 3.22.3 to apply prohibited status for any new noise sensitive activity ; OR Create a new rule with like effect	Reject in part The term 'prohibited activities' has a very specific meaning under the RMA, and a policy that sought to 'prohibit' would need to be complemented by a rule that defined very clearly the activities that would be 'prohibited'. "Noise sensitive activities" are defined in the Plan. While it is unlikely that most will wish to choose to locate in the Airport Protection Zone, 'prohibited activity' status would not allow any exceptions to even be considered.
103.70 Invercargill Airport Ltd	Support 3.22.4 Height of structures The submitter supports the proposed maximum building height DECISION SOUGHT	Accept

Submitter	Submission	Recommendation
	Retain Rule 3.22.4	
SECTION FOUR - DEFINITIONS		
65.117 ICC Environmental and Planning Services	Aircraft Operations Support subject to amendment of drafting error. The definition refers to an incorrect Rule number DECISION SOUGHT Amend definition to refer to 3.13.13, not 3.13.14	Accept It is recommended that the definition of Airport Operations be amended as follows: <i>Aircraft Operations: For the purpose of establishing the Airnoise, Outer Control and Single Event Sound Exposure Boundaries in terms of Rule 3.13.14 3.13.3 means aircraft, other than those used for emergency purposes and military purposes, being operated immediately before, during or after take-off or landing.</i>
FS5.48 Invercargill Airport Ltd	Aircraft Operations Support submission 65.117. The further submitter agrees that this rule is incorrectly referenced and should refer to 3.13.13 DECISION SOUGHT Amend definition to refer to 3.13.13, not 3.13.14	Accept On the same basis and for the same reasons as 65.117 (above)
23.1 Airways Corporation of NZ	Airport Activities The submitter considers that the definition does not provide for all of the activities they undertake within the proposed Airport Operations Zone. DECISION SOUGHT To amend the proposed definition to include all of Airways' activities undertaken in the proposed Airport Operations Zone as follows: <i>"Airport Activities: Means the landing, departure, movement or servicing of aircraft at an airport, together with passenger and freight facilities, <u>air traffic control facilities, flight information services, navigation aids, vehicle parking, vehicle hire and recreational activities.</u> In the case of the Invercargill Airport this also includes meeting facilities to</i>	Accept It is recommended that the definition of Airport Activities be amended as follows: <i>Airport Activities: Means the landing, departure, movement or servicing of aircraft at an airport, together with passenger and freight facilities, <u>air traffic control facilities, flight information services, navigation aids, vehicle parking, vehicle hire and recreational activities.</u> In the case of the Invercargill Airport this also includes meeting facilities to accommodate up to 20 people, and border control activities"</i>

Submitter	Submission	Recommendation
	<i>accommodate up to 20 people, and border control activities”</i>	
FS5.49 Invercargill Airport Ltd	Airport Activities The further submitter supports the inclusion of additional activities	Accept

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APPENDIX 2- RECOMMENDED CHANGES TO THE PROPOSED DISTRICT PLAN

2.19 Airport Operations Zone

The Airport Operations Zone is intended to provide for the functions and ancillary activities associated with the Invercargill Airport.

The main function of the Invercargill Airport is as the principal facility in the Southland region for air travel and air freight. Invercargill Airport is recognised as a significant asset in light of its contribution to the business and tourism sector within the Southland Region. Invercargill Airport also provides facilities and infrastructure for helicopter and other general aviation activities.

In addition to the Airport Operations and Airport Protection Zones, Invercargill Airport is provided for in the District Plan with designations applying to:

- The operational area of the airports (Aerodrome Designations)
- The management of aircraft noise (Air Noise Designation)

This zone provides for the ability to generate higher levels of noise associated with airport operations, in particular the arrival, departure and manoeuvring of aircraft. The effects of aircraft noise are also managed through the District Wide zone rules

The designations enable the safe and efficient operation of the airport by providing for the activities undertaken by the respective requiring authorities. These activities include runways, taxiways, aprons, hangars, navigation facilities, refuelling infrastructure, control towers, passenger terminals, facilities for border control and security, fire fighting services, areas for freight handling, staff facilities, car parking and roading.

However, these designations do not provide for all the essential ancillary activities associated with the airport.

Activities expected at modern airports include commercial and retail activities for passengers, visitors to the airport and staff. Such facilities include rental car companies, cafes, bars, postal and banking services, aviation service activities, tourism businesses, offices, and meeting rooms and other facilities associated with the day to day functioning of the airport.

It is appropriate to recognise and provide for such activities and their use by way of specific zoning, which facilitates the most appropriate use of airport land and ensures that the airport can accommodate all anticipated services and demands.

~~The Airport Operations Zone is intended to provide for the functions and ancillary activities associated with the Invercargill Airport.~~

~~This zone enables the airport to carry out its functions including aircraft flight operations, servicing aircraft, and storage and transfer of large quantities of fuel. The zone also allows for all activities ancillary to the operation of a regional airport.~~

~~The Airport Operations Zzone is located in an area subject to multiple natural hazards ~~but~~ Aairport activities have a functional need of this location for historical and infrastructure reasons.~~

2.19.1 Issues

The significant resource management issue for the Airport Operations Zone is:

1. Without appropriate protection the operational requirements of the airport can be compromised by incompatible land uses.

Objective 1 Invercargill Airport meets the varied needs of the Southland region for airport facilities and services and is enabled to carry out its functions, operations, and ancillary activities. These include Airport Activities and Airport Service and Commercial Activities.

~~**Objective 1** The Airport Operations Zone enables the airport to carry out its functions as a regional airport including aircraft operations and servicing, storage of large quantities of fuel and activities ancillary to the operation of a regional airport including airport commercial activities~~

Objective 2: The airport is managed so that:

- (A) The changing needs of the aviation industry and of airport users are met.
- (B) The movement of aircraft into and out of the airport is able to be undertaken safely and efficiently.
- (C) Airport operations do not have any significant adverse effects on the environment“

Objective 3: The amenity values of the Airport Operations Zone are ~~managed~~, ~~maintained~~ and ~~enhanced~~ or enhanced, achieving an acceptable level of amenity for those using the airport and for neighbouring land uses.

3.20.1 Policies

Policy 1 Airport Operations Zone: To provide at Invercargill airport

- (a) for those airport activities necessary to enable the Invercargill Airport to operate in a safe and effective manner
- (b) for the range of airport service and commercial activities which support or complement the functioning of the Invercargill Airport

~~To provide for activities at Invercargill Airport directly related to airport operations and aviation related services, air travel, the freighting of goods and those activities which are ancillary to the Airport Operations Zone.~~

Explanation: The Airport Operations Zone defines the area where aviation activities and services will occur. This zone also allows for all activities ancillary to the operation of a regional airport, and aviation related services that have a functional need to locate in the immediate vicinity of the airport, including airport commercial activities.

Policy 2 Scale of Development: No change

Policy 3 Noise Limits: No change

Policy 4 Noise Sensitive Activities: To discourage avoid the establishment of noise sensitive activities and other incompatible activities within the Airport Operations Zone.

Explanation: Activities occurring within the Airport Operations Zone require the opportunity to generate high levels of noise. Appropriate noise limits need to be set to protect the ability to undertake airport operations whilst also managing the effects of aircraft noise on areas within the Airport Protection Zone.

Policy 5 Aircraft Operations: No change

Policy 6 Hazardous substances: No change

Policy 7 Glare: No change

Policy 8 Electrical interference: No change

Policy 9 Lightspill: No change

Policy 10 Wind. To avoid ~~increasing~~ increased wind effects caused by land uses and/or buildings

Explanation: Wind effects can adversely affect airport operations. In particular wind shear (a change in direction or speed, or both, of wind over a relatively short distance) can inconvenience or endanger aircraft operations. Furthermore, at times Invercargill is subject to very strong winds for extended periods, particularly from the westerly quarter. Any development which exacerbates wind effects has the potential to have an increased adverse effect on the amenities and operations of the adjoining Airport.

~~**Explanation:** At times Invercargill is subject to very strong winds for extended periods, particularly from the westerly quarter. Any development which exacerbates wind effects has potential to have a significant adverse effect on the operation of the airport.~~

Policy 11 Dilapidated structures and ill-maintained lands: To require that buildings in the Airport Operations Zone ~~shall be~~ are sound, well-maintained and tidy in appearance.

Explanation: No change

Policy 12 Demolition or removal activities: No change

2.19.4 Methods of Implementation

Method 1 Method 6 – No change

2.20 Airport Protection Zone
Introductory text – no change

2.20.1 Issues

<p>The significant resource management issues for the Airport Protection Zone are: 1 and 2 – no change</p>

2.20.2 Objectives

Objective 1: No change

Objective 2: No change

Objective 3: The amenity values of the Airport Protection Zone are managed, maintained and or enhanced, to achieve an acceptable level of amenity for land uses within the Airport Protection Zone and for neighbouring land uses.

2.20.3 Policies

Policy 1 Airport Protection Zone: No change

Policy 2 Noise Limits: No change

Policy 3 Noise Sensitive Activities: To ~~discourage~~ avoid the establishment of noise sensitive activities and other incompatible activities within the Airport Protection Zone.

Explanation: The Airport Protection Zone is subject to high levels of noise from low flying aircraft. Appropriate noise limits need to be set to protect airport operations whilst also managing the effects of aircraft noise on areas within the Airport Protection Zone.

Policy 4 Aircraft Operations: No change

Policy 5 Low Density Development: No change

Policy 6 Odour: No change

Policy 7 Glare: No change

Policy 8 Electrical interference: No change

Policy 9 Lightspill: No change

Policy 10 Wind. To avoid ~~increasing~~ increased wind effects caused by land use activities

Explanation: Wind effects can adversely affect airport operations. In particular wind shear (a change in direction or speed, or both, of wind over a relatively short distance) can inconvenience or endanger aircraft operations. Furthermore at times Invercargill is subject to very strong winds for extended periods, particularly from the westerly quarter. Any development which exacerbates wind effects has the potential to have an increased adverse effect on the amenities and operations of the adjoining airport

Policy 11 Signage: No change

Policy 12 Dilapidated structures and ill-maintained lands: To require that buildings and sections in the Airport Protection Zone are shall be sound, well-maintained and tidy in appearance.

Explanation: No change

Policy 13 Demolition or removal activities: No change

Policy 14 Hazardous substances: No change at this stage

2.20.4 Methods of Implementation

Methods 1 - 6 No change

ZONE RULES

3.21 Airport Operations Zone

3.21.1 Permitted Activities: *The following are permitted activities in the Airport Operations Zone:*

- (A) *Airport Activities.*
- (B) *Airport Service and Commercial Activity.*
- (C) ~~*Land transport facility.*~~ *Land Transport Facility*
- (D) *Meteorological facilities.*

3.21.2 Non-complying Activities: *The following are non-complying activities in the Airport Operations Zone:*

- (A) *Any activity not listed as permitted.*

3.22 Airport Protection Zone

3.22.1 No change

3.22.2 Discretionary Activities: *The following are discretionary activities in the Airport Protection Zone:*

(A) Airport Activities

~~*(A)-(B) Alterations or additions to existing buildings or parts of buildings used or able to be used for noise sensitive activities, provided that the work complies with the insulation requirements of Appendix VI*~~

~~*(B)-(C) Home occupations within existing residences.*~~

3.22.3 Non-complying Activities: *No change*

3.22.4 Height of Structures: *No change*

3.22.5 *No change*

3.22.6 *Applications made under Rule ~~3.22.7~~ 3.22.2 above shall address the following matters which will be among those taken into account by the Council:*

- (A) *The need for the increase in building or structure height.*
- (B) *The effect of the increase in building or structure height on the operation of Invercargill Airport.*
- (C) *The compatibility of the proposed building or structure with the scale of development and character of the local area.*
- (D) *The degree of overshadowing of neighbouring properties.*
- (E) *The ability to mitigate any adverse effects of the increase in building or structure height.*

DEFINITIONS

Airport Activities: Means the landing, departure, movement or servicing of aircraft at an airport, together with passenger and freight facilities, air traffic control facilities, flight information services, navigation aids, vehicle parking, vehicle hire and recreational activities. In the case of the Invercargill Airport this also includes meeting facilities to accommodate up to 20 people, and border control activities”

Aircraft Operations: For the purpose of establishing the Airnoise, Outer Control and Single Event Sound Exposure Boundaries in terms of Rule 3.13.14 3.13.3 means aircraft, other than those used for emergency purposes and military purposes, being operated immediately before, during or after take-off or landing.

Airport Service and Commercial Activity: Means:

(A) Commercial activities located within the Airport terminal building; or

(B) Activities located outside the Airport terminal building providing goods and services mainly to passengers and visitors using the airport; or activities which benefit from an Airport location; or facilities associated with the aviation activities at the Airport including food and beverage services, airline services, banking, retail activities, post or courier services, cleaning services, offices and meeting facilities to accommodate up to 20 people..

~~**Airport Service and Commercial Activity:** Means activities providing goods and services to passengers and visitors using the airport; or activities which benefit from an Airport location; or facilities associated with the aviation activities at the Airport including food and beverage services, airline services, banking, retail activities, post or courier services, cleaning services and offices.~~

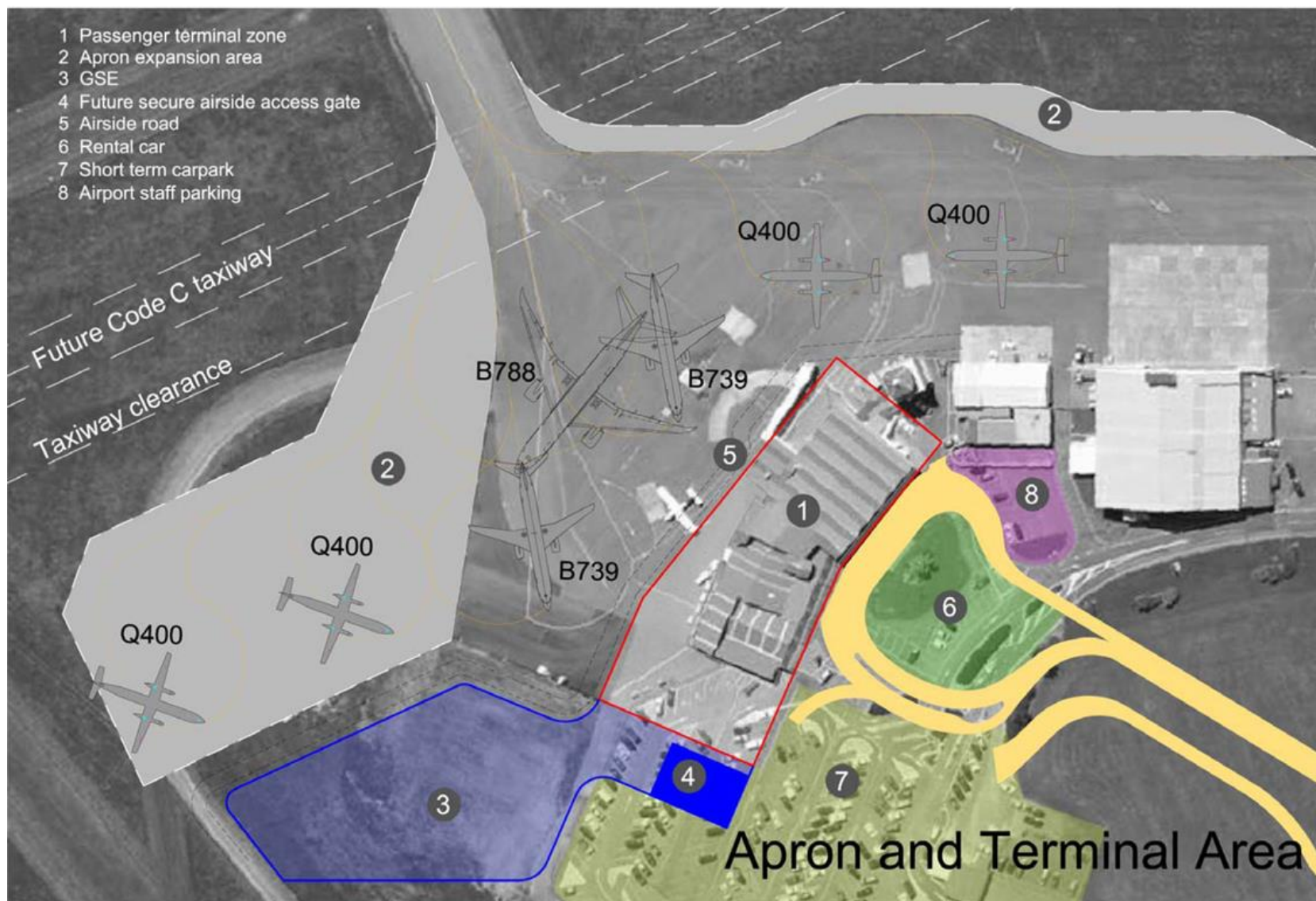
APPENDIX 3 - THE PHYSICAL LAYOUT OF THE AIRPORT MASTER PLAN

The following figures were extracted from pages 30 and 31 of the report Invercargill Airport (July 2010), *Airport Master Plan 2030* that was lodged with the Invercargill City Council as part of Plan Change 10 to the Operative District Plan

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APPENDIX 4 – RELEVANT OPERATIVE PLAN PROVISIONS

The following are the relevant provisions of the Operative District Plan as amended by Plan Change 10 and Designations 72 and 73:

Note: I have underlined the provisions introduced as a result of the changes

3.10 Transportation

3.10.1 Objective 1

To provide for the development and sustainable management of transportation networks

3.10.6 Objective 2

That Invercargill Airport be managed so that:

- (a) the changing needs of the aviation industry and of airport users are met;
- (b) the movement of aircraft into and out of the airport is able to be undertaken safely and efficiently;
- (c) airport operations do not have any significant adverse effects on the surrounding environment.

3.10.7 Policies

- (A) To establish effective and appropriate land use controls for the Airport, which enable it to be properly managed as a valuable community asset in the long term.
- (B) To ensure that development within the Airport Operation Sub-Area and Airport Protection Sub-Area is of a scale and character consistent with the safe and efficient use and development of Invercargill Airport
- (C) To maintain and promote the efficient operation of Invercargill Airport and set appropriate noise limits in order to protect airport operations and to manage the effects of aircraft noise on the surrounding environment.
- (D) To provide for activities at Invercargill Airport directly related to airport operations and associated services, air travel, the freighting of goods and those activities which are ancillary to the Airport Operations Sub-Area.
- (E) To discourage the establishment of aircraft noise sensitive activities and incompatible activities within the Airport Operation Sub-Area and Airport Protection Sub-Area.
- (F) To provide obstacle-free surfaces for aircraft using Invercargill Airport through height and land use restrictions.
- (G) To provide for aviation related services at Invercargill Airport.

3.10.8 Methods of Implementation

- (A) Adopting the concepts of NZS 6805:1992 Airport Noise Management and Land Use Planning and NZS 6809:1999 Acoustics - Port Noise: Management and Land Use Planning.

- (B) Identifying on the District Planning Maps the Airport Operations and Airport Protection Sub-Areas, Air Noise Boundary, Outer Control Boundary, Single Event Sound Exposure Boundary for Invercargill Airport.
- (C) Identifying on the District Planning Maps the Inner Control Boundary for the Seaport Sub-Area.
- (D) Establishing rules requiring acoustic insulation to be provided for new residences and additions to existing residences within the Single Event Sound Exposure Boundary and encouraging the provision of acoustic insulation for existing buildings containing noise sensitive activities within the Outer Control Boundary.
- (E) Establishing rules restricting subdivision and development of activities that are sensitive to aircraft noise and/or activities that encourage the congregation of people inside the Airport Protection Sub-Area and imposing subdivision and density controls inside the Outer Control Boundary of the Otatara Sub-Area and a maximum density control within the Single Event Sound Exposure Boundary in the Domicile Sub-Area.

3.10.9 Explanation

- 3.10.9.1** The District Planning Maps show the Air Noise Boundary, the Outer Control Boundary and the Single Event Sound Exposure Boundary, developed in accordance with NZS 6805:1992. These boundaries define land that is currently, or will in the future be adversely affected by noise from aircraft using the airport
- 3.10.9.2** The Air Noise Boundary has been developed to limit the sound exposure from aircraft activities. New noise sensitive activities are prohibited within the designated Air Noise Boundary.
- 3.10.9.3** The Outer Control Boundary has been developed to delineate areas of the district affected by moderate noise from aircraft. Controls on density and new subdivision are considered necessary to minimise the number of people exposed to aircraft noise. This applies to properties underneath the Outer Control Boundary within the Airport Protection and Otatara Sub-Areas only.
- 3.10.9.4** The Single Event Sound Exposure Boundary has been developed to delineate the area within which the Council considers controls on density and new subdivision are necessary.
- 3.10.9.5** The Airport Operations Sub-Area defines the area where aviation activities and services will occur. This Sub-Area also allows for all activities ancillary to the operation of a regional airport including airport commercial activities.
- 3.10.9.6** The purpose of the Airport Protection Sub-Area is to enable a buffer to be established between aircraft noise sensitive activities and those activities which encourage the congregation of people and the airport. Controls on the establishment of new aircraft noise sensitive activities and incompatible activities are considered particularly necessary within the Airport Protection Sub-Area. Any land use activities or subdivision which may be incompatible with airport operations will be non-complying, and subject to rigorous assessment criteria for resource consent applications. This enables the important physical resource of the airport to operate and grow without undue interference from incompatible and/or aircraft noise sensitive land uses which otherwise might develop in these areas.

3.10.9.7 Acoustic insulation is recognised by Council as an appropriate method of attenuating noise from airport operations. It is considered necessary for new noise sensitive activities and additions to new noise sensitive activities to provide for acoustic insulation if located underneath the Single Event Sound Exposure Boundary or within the Airport Protection Sub-Area. Outside of the Single Event Sound Exposure Boundary and the Airport Protection Sub-Area, acoustic insulation is recommended for all new noise sensitive activities and additions to existing noise sensitive activities falling underneath the Outer Control Boundary.

3.10.9.8 The provisions recognise the importance of allowing controlled growth of the airport while mitigating the noise effects on the community.

3.10.9.9 Controls are necessary to enable aircraft and airport activities, and seaport activities, to generate noise in the normal course of their operation greater than that permitted with respect to other land uses.

3.10.10 Reasons

3.10.10.1 A New Zealand Standard, NZS 6805:1992, provides a guide for territorial authorities wishing to include appropriate land use controls with respect to noise management and land use planning in relation to airports and their environs. Council concluded that adoption of rules relating to restrictions on subdivision, density and new noise sensitive activities and the provision of sound insulation were a reasonable interpretation of this standard with respect to the Invercargill Airport.

3.10.10.2 Under the designations imposed by the Invercargill Airport Limited as requiring authority, noise sensitive activities are prohibited inside the Airnoise Boundary.

3.10.10.3 In areas identified as subject to high levels of aircraft noise:

- (A) New noise sensitive activities and subdivision will be assessed on the basis of compliance with low densities, and their proximity to airport take off and approach paths; and
- (B) New noise sensitive activities and additions to existing noise sensitive activities will have acoustic insulation.

3.10.10.4 Within the Airport Protection Sub-Area, applications for subdivision or new noise sensitive activities will need to meet rigorous assessment criteria designed to prevent new activities from adversely affecting or being affected by airport operations.

3.10.10.5 Within the Single Event Sound Exposure Boundary at Avenal densities are limited to one residence per 500m². Outside the urban area (in Otatara) density levels for residences are controlled to ensure a low density in the area.

4.24 Soil Resource

4.24.1 This rule does not apply in the Smelter Sub Area or the Seaport Sub-Area.

4.24.2 The following land use activities which fill or re-contour land are permitted activities:

- (A) Gardening, agriculture, landscaping, and including such practices as drainage, tilling, harrowing, ploughing, fertilising, mulching, silage making, farm tracks, repairing storm or flood damage and planting, provided that these activities do not give rise to the generation of any standing pools of water greater than 10m² in the Airport Protection Sub-Area.

(B) – (E) remain unchanged.

4.29 Subdivision of Land

No change until:

4.29.7 It is a discretionary activity to undertake any subdivision within the Airport Protection Sub- Area, where the resulting site is 15 ha or greater.

4.29.8 It is a non-complying activity to undertake any subdivision within the Airport Protection Sub-Area, where the resulting site is less than 15 ha.

(A) In addition to the matters listed in 4.29.1 above, the matters the Council shall consider in the exercise of its discretion include but are not limited to:

- (1) Consideration of the proposed location of the subdivision in relation to airport activities together with the nature, size and scale of the proposed development including the number of people likely to be accommodated.
- (2) Effects, or potential effects arising from the proximity of the airport, aircraft approach/takeoff paths, lead-in lighting, navigational aids; and the potential of buildings or structures to create glare, electromagnetic interference, smoke, mechanical turbulence, or other adverse effects.
- (3) The effect, or potential effect of the subdivision on the operation of Invercargill Airport; particularly having regard to the runway centreline alignment for a distance of 1km beyond the runway ends and for a width of 300m, in specific recognition of the Global Positioning System (GPS) requirements for aircraft on approach, and aircraft utilising Instrument Landing system (ILS). The establishment of any new residential activity or aircraft noise sensitive activities in the Airport Operations or Protection Sub-Area are non-complying.
- (4) The effect, or potential effect of the proposed subdivision on airport operations.
- (5) Regard to relevant objectives and policies as they relate to the protection of a regionally significant transportation resource.
- (6) Evidence of a legally binding commitment (acceptable to the relevant Airport authority) on behalf of the applicant and any successors in title not to complain as to current or potential effects associated with the operation of the airport resource and/or to waive all rights of action under the Resource Management Act 1991 or otherwise at law against the Airport. A legally binding commitment may take the form of a restrictive non-complaint covenant or memorandum of encumbrance entered against the title to the property.

(B) Notification

Applications for subdivision in the Airport Protection Sub-Area will require the written approval of Invercargill Airport Limited as an affected party.

ACTIVITY TABLE

4.33 Activity Table

The Activity Table identifies the permitted, controlled, restricted discretionary, discretionary and non-complying activities for the District:

Sub-area	Permitted Activities	Controlled activities	Restricted Discretionary and Discretionary Activities	Non-Complying Activities
AIRPORT OPERATIONS	<ul style="list-style-type: none"> * Airport Activities * <u>Airport Service and Commercial Activity</u> * <u>Land transport facility including garaging for service and tour buses, courier sorting and distribution centre, car valet services and rental car facilities.</u> * <u>Meteorological facilities</u> * <u>Tourist, demonstration and educational facilities provided for persons working in the Airport Operations Sub-Area and passengers and visitors using the airport, or facilities associated with the aviation activities at the Airport.</u> * <u>Conference facilities.</u> 	N/A	N/A	<ul style="list-style-type: none"> * <u>Any activity not listed as permitted, controlled, or discretionary</u>

Sub-area	Permitted Activities	Controlled activities	Restricted Discretionary and Discretionary Activities	Non-Complying Activities
AIRPORT PROTECTION	<ul style="list-style-type: none"> * <u>Airport Activities</u> * Agriculture other than forestry and shelter planting * Home Occupations within <u>existing residences</u> * Buildings for the purpose of agriculture provided that such buildings comply with location and height limits designed to promote the safe operation of the airport * Alterations or additions to existing buildings or parts of buildings used or able to be used for noise sensitive activities provided that the height limits designed to promote the safe operation of the airport are complied with; and Any alteration or addition has the appropriate acoustic insulation under Appendix IV to ensure a satisfactory internal noise environment 	N/A	<ul style="list-style-type: none"> * <u>Alterations or additions to existing buildings or parts of buildings used or able to be used for noise sensitive activities provided that the work complies with the insulation requirements of Appendix IV.</u> 	<ul style="list-style-type: none"> * <u>Any activity not listed as permitted, controlled, or discretionary</u>

4.33.14 Airport Operations Sub-Area

The purpose of this Sub-Area is to provide for the airport to carry out its functions including aircraft flight operations, servicing aircraft and storage of large quantities of fuel. This Sub-Area also allows for all activities ancillary to the operation of a regional airport including, but not limited to, related offices, repairs to aircraft, depots for rental car companies based at the airport. These activities are necessary for the day to day needs of the airport and travelling public, and require a location adjoining the airport. The characteristics of the Airport Operations Sub-Area are:

- (A) High levels of noise
- (B) Aircraft landing/taking off and manoeuvring
- (C) Storage and use of large quantities of hazardous substances
- (D) Low levels of glare and avoidance of visual intrusion of signage

4.33.15 Airport Protection Sub-Area

The purpose of this Sub- Area is to enable a buffer to be provided between noise sensitive activities and the airport and to protect aircraft operations safety and efficiency. Any new activities that may be incompatible with airport operations, particularly high density activities and/or noise sensitive activities will be restricted in the Airport Protection Sub-Area.

The characteristics of the Airport Protection Sub-Area are:

- (A) Subject to high levels of noise from, and the presence of, low-flying aircraft
- (B) Maintenance of an open, rural environment with low density of development to limit the potential reverse sensitivity effects on both airport operations and those living in proximity to the airport
- (C) Subject to restrictions on the height and location of structures that may adversely affect the safe and efficient operation of the airport

The matters the Council shall consider in the assessment of any application for an activity within the Airport Protection Sub-Area include but are not limited to:

- (1) Consideration of the proposed location of the activity in relation to airport activities together with the nature, size and scale of the proposed development including the number of people likely to be accommodated.
- (2) Effects, or potential effects arising from the proximity of the airport, aircraft approach/takeoff paths, lead-in lighting, navigational aids; and the potential of buildings or structures to create glare, electromagnetic interference, smoke, mechanical turbulence, or other adverse effects.
- (3) The effect, or potential effect of the land use activity on the operation of Invercargill Airport; particularly having regard to the runway centreline alignment for a distance of 1km beyond the runway ends and for a width of 300m, in specific recognition of the Global Positioning System (GPS) requirements for aircraft on approach, and aircraft utilising Instrument Landing Systems (ILS).
- (4) The potential for activities to adversely affect the safety and efficiency of airport operations now and in the future.
- (5) Regard to relevant objectives and policies as they relate to the protection of a regionally significant transportation resource.
- (6) Any remedial measures to avoid, remedy, or mitigate potential conflict with the safe and efficient operation of the airport including noise attenuation and ventilation measures.
- (7) Evidence of a legally binding commitment (acceptable to the relevant Airport authority) on behalf of the applicant and any successors in title not to complain as to current or potential effects associated with the operation of the airport resource and/or to waive all rights of action under the Resource

Management Act 1991 or otherwise at law against the Airport. A legally binding commitment may take the form of a restrictive non-complaint covenant or memorandum of encumbrance entered against the title to the property.

(8) Conditions of Consent

Any application for land use for an incompatible or aircraft noise sensitive activity in the Airport Protection Sub-Area will be required to show that any proposed building(s) have been, or will be acoustically insulated in accordance with the requirements for new noise sensitive activities set out in Appendix IV – Noise Sensitive Insulation Requirements.

(9) Notification

Applications for land use for an incompatible or aircraft noise sensitive activity in the Airport Protection Zone will require the written approval of Invercargill Airport Limited as an affected party.

4.39 Height of Structures

4.39.1 All new buildings and structures, and additions to existing buildings and structures, shall be designed and constructed to comply with the following maximum height and recession planes for the Sub-Area in which they are located:

	Maximum Height	Recession Planes
URBAN AREA		
Domicile Sub-Areas	10m	Infogram 7 applies
Enterprise Sub-Areas	25m	Within 20m of a boundary with the Domicile Sub-Area, Infogram 7 applies
Suburban Service Sub-Areas	10m	Within 20m of a boundary with the Domicile Sub-Area, Infogram 7 applies
Business Sub-Area	25m	Within 20m of a boundary with the Domicile Sub-Area, Infogram 7 applies
Business A Sub-Area	12m for permitted activities 10m for discretionary activities except as provided for by Rule 4.42(1)(a)	Within 20m of a boundary with the Domicile Sub-Area Infogram 7 applies
City Centre Sub-Area	No limit	N/A
Hospital Sub-Area	30m	Within 20m of a boundary with the Domicile Sub-Area Infogram 7 applies
Seaport Sub-Area	No limit	N/A
COUNTRY AREA		
Rural Sub-Area	10m	Infogram 7 applies to sites less than 0.5 ha

	Maximum Height	Recession Planes
Industrial and Industrial A Sub-Areas	25m	N/A
Otatara Sub-Area	10m	Infogram 7 applies to sites less than 0.5 ha
Airport Operations Sub-Area	No limit	N/A
Airport Protection Sub-Area	6m	N/A
Smelter Sub-Area	No limit	N/A
Rural Service Sub-Area	10m	N/A

Provided that:

4.39.2 No part of any building or structure shall penetrate the horizontal or conical surfaces as shown on the District Planning Maps, and described in Designation 73 in Appendix III.

4.39.3 No part of any building or structure shall penetrate the approach, take off or transitional surfaces as shown on the District Planning Maps and described in Appendix III. This excludes temporary activities associated with construction activities including cranes. Temporary activities are to be assessed as a discretionary activity in accordance with Rule 4.39.5.

4.39.4 Where an activity does not comply with the provisions of 4.39.1, the activity is a discretionary activity.

The matter over which Council shall exercise its discretion is:

(A) The adverse environmental effects of the matter(s) with which there is non-compliance

4.39.5 Where an activity does not comply with the provisions of 4.39.2 above or is a temporary activity, the activity is a discretionary activity.

The matters over which Council shall exercise its discretion are:

(a) Whether approval has been obtained from Invercargill Airport Limited; and
(b) The effects of the activity on aircraft operations as determined by aeronautical study.

4.39.6 Where an activity does not comply with the provisions of 4.39.3 above, the activity is a non-complying activity for which the approval of Invercargill Airport Limited will be sought.

Advice Note: Attention is also drawn to the provisions of Section 77.5 of the Civil Aviation Regulations which restrict the height of structures that may intrude into airspace protected by approach surfaces adjacent to Invercargill Airport.

4.40 Private Open Space and Density

4.40.1 The following provisions apply to outdoor private open space, density and building coverage of a property's net area:

	Residential Activities/Noise Sensitive Activities	Non-Residential Activities
Airport Operations Sub-Area	Not applicable as residential activities <u>and noise sensitive activities</u> are prohibited under the Airnoise Boundary designation.	No requirement
Airport Protection Sub-Area	No standard specified. All new residential or other noise sensitive activities are required to be assessed on a case-by-case basis by way of resource consent application <u>for a non-complying activity.</u> This will include an assessment of whether or not the proposed density is appropriate given the potential for conflict with the safe and efficient operation of the airport.	No requirement

SECTION EIGHT – DEFINITIONS

Airport Service and Commercial Activity: Means:

- (A) Commercial activities located within the Airport terminal building; or
- (B) Activities located outside the Airport terminal building providing goods and services mainly to passengers and visitors using the airport; or activities which benefit from an Airport location; or facilities associated with the aviation activities at the Airport including food and beverage services, airline services, banking, retail activities, post or courier services, cleaning services, offices and conference facilities.

Conference Facility: Means the use of land, or buildings and rooms that are used for but not limited to presentations, public or community events, conferences, but does not include visitor accommodation facilities.

Land Transport Facility – Airport Operations Sub-Area: Means land based transportation facilities within the Airport Operations Sub-Area that provide for the movement of people, goods and services including garaging for service and tour buses, courier sorting and distribution centre, car valet services and rental facilities.

APPENDIX 5 – AIRPORT- RELATED DESIGNATIONS

A Invercargill Aerodrome Designation

1. Reasons

The Aerodrome designation is defined to protect the operational capability of the existing airport and provide for associated airport development for a minimum 20 year planning period from the date the designation is confirmed in the District Plan.

2. Physical Description of the Site to which the Requirement applies

Refer to Designation ref. No. 71 in the Appendix IV table and planning maps 5 and 8. The boundary of the designation is identified on the District Plan maps.

3. Nature of the Requirement

The nature of the activities covered by the designation is described as follows:

- (a) Aircraft operations including domestic and international aircraft traffic, scheduled services, general aviation, private aircraft traffic, rotary wing aircraft operations.
- (b) Runways, taxiways, aprons and other aircraft movement areas.
- (c) Terminal, hangers, cargo storage transportation and handling areas, rescue facilities, control tower, navigational aids, aircraft maintenance and servicing facilities, aircraft catering facilities, air freight facilities, air transport quarantine and incineration facilities.
- (d) Aircraft fuel storage and fuelling facilities.
- (e) Vehicle access, vehicle parking and storage areas, rental vehicle facilities, vehicle valet facilities and public transport facilities.
- (f) Retail, restaurant, takeaway food facilities, industrial and commercial activities which are ancillary to and in connection with the use of the Airport.
- (g) Associated activities, buildings and infrastructure, lighting and offices.
- (h) Ancillary uses of the buildings for recreation, conference and function purposes.
- (i) Erosion, silting and flood management systems.

4. Conditions

(i) Engine testing

- (a) No person shall start or run an aircraft propulsion engine for the purposes of engine testing between 10.00 pm and 7.00 am, except to carry out essential unscheduled maintenance.
- (b) None of the prohibitions above applies if engine testing can be carried out in compliance with the following maximum noise levels on any residential site:
Monday to Saturday – 7.00 am to 10.00 pm – 55dBA Leq, 15hr
All other times – 45 dBA Leq, 9hr
All days – 10.00 pm to 7.00 am – 75 dBA L Max

- (ii) The grassed areas are managed and maintained to avoid aggregation of birds and to satisfy airport operational requirements.

B Airspace Approach and Land Use Controls Designation

1. Reasons

Airport height and obstacle clearance restrictions are important for the safe and efficient functioning of Invercargill Airport and, in particular, the safety of aircraft operations. These restrictions apply to most aerodromes in the country and by inclusion of this designation, IAL is updating the protection requirements in line with current Civil Aviation and ICAO requirements. The restrictions will accurately reflect the current and expected future operations of Invercargill Airport.

2. Physical Description (Noting Distinguishing Characteristics) of the Site to which the Requirement applies

Overview

- (a) The following height restrictions are based on combinations of various Civil Aviation (AC 139.06A) and ICAO Annex 14 obstacle limitation surfaces.
- (b) All elevations in this notice are provided in metres AMSL (Above Mean Sea Level) unless otherwise stated. (The Aerodrome Reference height is 1.0m AMSL).
- (c) The height restrictions apply to land uses and activities located beneath the obstacle limitation surfaces.

3. Runways

3.1 Main Runway

The main runway which is 2,210m long x 45m wide is orientated on a bearing of 64°48'14"T. Runway identification is 04-22.

Provision is made for a 50m runway extension to the east and conversion of the existing 50m long eastern starter extension into runway to provide a maximum length of 2,260m.

3.2 Main Strip

The runway strip is to be 2,380m long by 300m wide. This width is greater than the 150m required for non-precision approaches. The strip length allows for the future 50m runway extension and conversion of the existing 50m starter extension into runway and 60m end clearance at both ends of the extended runway, and for the introduction of precision approach operations in the future. 240m x 150m RESAs are to be provided from the end of each runway strip along the runway centreline.

3.3 Grass Runways

The characteristics of the grass runways are as follows:

Runway Identification	Runway Length (m)	Runway Width (m)	Strip Length (m)	Strip Width (m)	Bearing
04 – 22	865	20	985	60	64°48'14"
07 – 25	446	20	506	40	270°34'10"
12 – 30	866	55	986	90	140°45'50"

4. Invercargill Airport Protection

4.1 General

To safeguard the standards that are implicit in the long term development of Invercargill Airport provision is made in this Plan for height and land use restrictions as follows:

- (a) Height restrictions associated with the runway strips, take-off climb and approach surfaces, transitional surfaces, horizontal surfaces and conical surfaces affecting the areas defined in paragraph 4.2 below for the main runway and the three grass runways.

4.2 Height Restriction

(a) Take-off Climb and Approach Surfaces

- (i) There is a take-off-climb and approach protection surface at each end of each runway strip. The take-off and approach surfaces differ in detail, but both are protected by a slope extending upward and outward from each end of the strip.
- (ii) Each take-off climb and approach protection surface extends over a horizontal distance specified below and is symmetrically disposed about the centre-line of the height protection surface, with its sides diverging uniformly outwards from each end of the length of inner edge at each strip end.

The take-off and approach control surfaces vary as shown in the following table:

ELEMENT	MAIN RUNWAY 04 – 22				GRASS RUNWAYS 04 - 22, 07 - 25, 12 - 30	
	TAKE-OFF SURFACE (WESTERN END)	APPROACH SURFACE (WESTERN END)	TAKE-OFF SURFACE (EASTERN END)	APPROACH SURFACE (EASTERN END)	TAKE-OFF SURFACE	APPROACH SURFACE
Inner Edge Length	180m	300m	205m	318m	80m for 04-22 and 07-25 110m for 12-30	80m for 04-22 and 07-25 110m for 12-30
Divergence	1V:8H	1V:6.6H	1V:8H	1V.6.6H	1:10	1:10
Slope	1V:62.5H	1V:50H	1V:62.5H	1V:50H	1:25	1:30
Length	18,750m	15,000m	18,750m	15,000m	2500	2500

(All elevations in this designation are provided in metres above mean sea level (AMSL) origin IT 10 DP 362692 (1.447m) unless otherwise stated. All co-ordinates below are in terms of the Geodetic Datum 2000 – Bluff Circuit)

Schedule of Coordinates for the Inner Edge

Main Runway 04-22	Coordinates for the Inner Edge
Take Off Surface (Western End)	820104.09mN 396713.10mE
Approach Surface (Western End)	820159.44mN 396830.73mE
Take Off Surface (Eastern End)	821117.35mN 398866.77mE
Approach Surface (Eastern End)	821049.24mN 398721.99mE

For airport protection the surface profile has been adopted as follows:

(iii) West end of main runway 04-22

Take-off Surface

The take-off surface commences at the inner edge and rises at a gradient of 1V:62.5H (1.6%) until reaching a total distance of 18,750m from the inner edge, measured along the centreline of the surface. At that point the surface ends. The edges of the surface commence at the inner edge 90m either side of the strip centreline and expand outward at 12.5% (1V:8H) of the distance along the centreline until a distance of 4080m from the inner edge. At that point the edges of the surface become parallel to the centreline and are located 600m either side of the centreline. The surface edges continue to the end of the surface at 18,750m from the inner edge.

Approach Surface

The approach surface at the west end commences at the inner edge and rises at a gradient of 1V:50H (2.0%) until a distance of 15,000m from the inner edge. At that point the surface ends. The edges of the approach surface commence at the inner edge 150m either side of the surface centreline and expand outward at 15.0% (1V:6.6H) of the distance along the centreline until the end of the surface. The final total width of the approach surface is 4800m at 15,000m from its inner edge.

(iv) East end of main runway 04-22

Take-off Surface

The take-off surface commences at the inner edge and rises at a gradient of 1V:62.5H (1.6%) until reaching a total distance of 18,750m from the inner edge, measured along the centreline of the surface. At that point the surface ends. The edges of the surface commence at the inner edge 102.5m either side of the strip centreline and expand outward at 12.5% (1V:8H) of the distance along the centreline until a distance of 3980m from the inner edge. At that point the edges of the surface become parallel to the centreline and are located 600m either side of the centreline. The surface edges continue to the end of the surface at 18,750m from the inner edge.

Approach Surface

The approach surface at the east end commences at the inner edge and rises at a gradient of 1V:50H (2.0%) until a distance of 15,000m

from the inner edge. At that point the surface ends. The edges of the approach surface commence at the inner edge 159m either side of the surface centreline and expand outward at 15.0% (1V:6.6H) of the distance along the centreline until the end of the surface. The final total width of the approach surface is 4818m at 15,000m from its inner edge.

(b) Transitional Surfaces

- (i) These extend upwards and outwards from the sides of the main runway strip at a gradient of 14.3% (1V:7H) to intercept the inner horizontal surface at an elevation of 46.0m and at a gradient of 1V:5H for the grass runway strips.
- (ii) Transition slopes extend at the same heights beyond each end of the runway strip to intercept the approach protection surfaces.

(c) Inner Horizontal Surface

The inner horizontal surface is a plane surface at an elevation of 46m enclosed within a 4,000m distance from sides and ends of the main runway strip, and a 4,000m radius from the corners. The inner horizontal surface locus for the grass runways is 2,500m from the strip edge.

(d) Conical Surface

The conical surface extends from the periphery of the inner horizontal surface upwards and outwards at a slope of 5.0% (1V:20H) to an elevation of 151m.

5. Nature of Work

No work is proposed within the airspace restriction since its purpose is to keep the airspace required clear for the safe and efficient entry and exit of aircraft in and out of Invercargill Airport.

6. Proposed Restrictions

No building, structure, mast, pole, tree or other object, shall penetrate any of the approach surfaces, horizontal surfaces and the surrounding conical surfaces or the Transitional surfaces shown in the Maps accompanying the District Plan, except with the prior approval of the Invercargill Airport Ltd in the first instance.

Pursuant to Part 77 of the Civil Aviation Rules, a person proposing to construct or alter a structure must notify the Director of Civil Aviation of the proposal if the proposed structure or alteration to a structure is located below the approach or take-off surfaces described in this designation as shown on the Planning Maps and extends to a height greater than a surface extending outwards and upwards at one of the following:

- 1. Extends more than 60 metres in height above ground level at its site, or;
- 2. Exceeds the general tree height in the area by 18m and is located in an area of low level aerial activity or other low flying activity or in a low flying zone or low level route as prescribed under part 71, or;
 - a. is located below the approach or take off surfaces of an aerodrome and extends to a height greater than:
 - b. a slope of 1:83 from the fan origin or the take off surface of a runway where the runway is used or intended to be used by aircraft with a MCTOW above 5,700kg
 - c. a slope of 1:50 from the fan origin of the take off surface if a runway where the runway is used or intended to be used by aircraft with a MCTOW at or below 5,700kg

- d. a slope of 1:25 from the nearest point of the safety area of a heliport, or
3. Penetrates the conical, inner horizontal, or transitional side slopes described in this designation.

Notification must be in the form specified in Rule 77-13 and be submitted at least 90 days before the proposed date of commencement of construction or alteration.

Notes:

Where Invercargill Airport Limited undertake to manage vegetation, the vegetation will be generally maintained at a height of 2 metres below the approach surfaces, horizontal surfaces or the surrounding conical surfaces or the Transitional surfaces shown in the Maps accompanying the District Plan.

7. EXPLANATION – APPROACH AND LAND USE CONTROLS

The foregoing description is a part of a Requirement of the Invercargill Airport Ltd pursuant to Section 168 of the Resource Management Act 1991. This designation protects Invercargill Airport from possible intrusion of over height obstacles into the necessary approach and take-off slopes. This provides for the safe use of the airport by all types of aircraft likely to use the Airport. It is necessary to protect for this in recognition of the Airport's role as an integral part of the District's transportation infrastructure.

C Airnoise Boundary Designation

1. REASONS

The Airnoise Boundary designation defines the area within which noise sensitive activities will be significantly adversely affected by aircraft noise and are therefore prohibited. The imposition of this designation is intended to protect and provide for the operational capability of the airport and the health and amenity of surrounding residents by controlling levels of aircraft noise and land use activities. The Airnoise Boundary extends over land presently in airport or rural use where no residential or other noise sensitive activities currently exist.

2. Physical Description of the Site to which the Requirement applies

Refer to designation 73 in the Appendix IV table and planning maps 5 and 8. The extent of the air noise boundary is shown on the planning maps. The air noise boundary follows, where practicable, legal property boundaries.

3. Nature of Work

Noise from aircraft operations at Invercargill Airport shall be so managed that the rolling three month average 24 hour night weighted sound exposure does not exceed 65Ldn at or outside the Airnoise Boundary. This approach is in accordance with NZS6805:1992 Airport Noise Management and Land Use Planning, which applies to airport operations.

Aircraft operations which involve:

- (a) aircraft landing in an emergency
- (b) aircraft using the airport as a planned alternative to landing at a scheduled airport
- (c) military aircraft movements shall be excluded from the calculation of the three month average.

4. PROPOSED RESTRICTIONS

- (a) Farming operations that are not noise sensitive activities are permitted activities within the designation.
- (b) Resource consent for any new activity inside the Air Noise Boundary shall not be granted without the prior approval of Invercargill Airport Limited.
- (c) New or relocated residential, school, hospital and other noise sensitive activities, other than airport related activities are prohibited inside the Airnoise Boundary.