

I401. Ardmore Airport Precinct

I401.1. Precinct Description

This precinct consists of two sub-precincts. These are the Ardmore Airport Sub-precinct Airport applying to the Ardmore Airport, and the Ardmore Airport Sub-precinct Residential applying to 24 residential properties adjoining the airport in Village Way, Ardmore.

The purpose of the Ardmore Airport Sub-precinct Airport is to enable the efficient use and development of the land and its operational facilities. The purpose of the Ardmore Airport Sub-precinct Residential is to enable the continued existing residential use but limit further development so as not to adversely the development of Ardmore Airport.

This precinct is within the Aircraft Noise Overlay. The purpose of the overlay is to manage the subdivision and location of sensitive activities in areas of high cumulative noise around airports.

The zone is the Special Purpose - Airports and Airfields Zone. This is a shell zone with no provisions.

I401.2. Objectives

- (1) The efficient operation and development of the Ardmore Airport.
- (2) Development of the Ardmore Airport maintains the amenity values of adjoining areas.
- (3) The continued residential use and maintenance of the character and amenity of the 24 Village Way properties.
- (4) Prevent the establishment of additional dwellings in Village Way.

The Auckland-wide and overlay objectives apply in this precinct in addition to those specified above.

I401.3. Policies

Airport Sub-precinct

- (1) Allow for the continued efficient operation of the existing airport including aircraft take-off and landing, associated equipment, maintenance and repair, manufacture and assembly.
- (2) Provide for activities associated with the needs of visitors, employees and businesses located at the airport.
- (3) Enable a limited range of non-aviation activities, where these activities do not adversely effect the long term growth and development of the airport.
- (4) Prevent the establishment of residential activities.

(5) Require development of the airport to be of a high standard of amenity through the layout and placement of buildings, car parking, access and landscape elements.

(6) Prevent reverse sensitivity effects on the airport.

Residential Sub-precinct

(7) Maintain the residential character and amenity of Village Way in a way that does not adversely affect the efficient operation and development of Ardmore Airport.

(8) Restrict future land use, subdivision and development in Village Way.

The Auckland-wide and overlay policies and apply in this precinct in addition to those specified above.

I401.4. Activity table

The following tables specify the activity status of land use activities in the Ardmore Airport Precinct pursuant to section 9(3) of the Resource Management Act 1991. The zone applies, but there are no rules in the zone. The Auckland-wide and overlay provisions apply in this precinct in addition to those specified below. In particular, note that the provisions in the Aircraft Noise Overlay apply in this precinct.

Table I401.4.1 Activity Table – Airport Sub-precinct

Activity		Activity status
Use		
Infrastructure		
(A1)	Car parking accessory to permitted activities	P
Commerce		
(A2)	Offices	P
(A3)	Retail that complies with Standard I401.6.1.1 Retail	P
(A4)	Retail that does not comply with Standard I401.6.1.1 Retail	NC
(A5)	Trade suppliers	RD
(A6)	Commercial services	P
(A7)	Entertainment facilities	D
Community		
(A8)	Emergency services	P
(A9)	Organised sport and recreation	P
(A10)	Informal recreation and leisure	P
(A11)	Information facilities	P
(A12)	Motor sport activities	D
(A13)	Driver training, vehicle product launches and demonstrations, and vehicle testing	RD
(A14)	Showgrounds	D
Industry		
(A15)	Industrial activities	P
(A16)	Aviation activities and aircraft operations	P

Rural		
(A17)	Farming	P
(A18)	Intensive farming	P
(A19)	Rural commercial services	RD
(A20)	Produce stalls	D
(A21)	Forestry	D
(A22)	Conservation forestry	D
(A23)	Quarries – farm or forestry	D
(A24)	Equestrian centres	D
(A25)	Rural industries	RD
(A26)	On-site primary produce manufacturing	D
Development		
(A27)	Demolition of buildings	P
(A28)	New buildings	P
(A29)	Additions and alterations	P

Table I401.4.2 Activity Table – Residential Sub-precinct

Activity		Activity status
Use		
(A30)	One dwelling per site	P
(A31)	More than one dwelling per site	NC

I401.5. Notification

- (1) Any application for resource consent for an activity within the Airport Sub-precinct that infringes standard I401.6.1.1 Retail must be publicly notified.
- (2) Any application for resource consent for an activity listed in Table I401.4.1 Activity Table – Airport Sub-precinct and Table I401.4.1 Activity Table – Residential Sub-precinct and which is not listed in I401.5(1) above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) When determining who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

I401.6. Standards

I401.6.1. Airport Sub-precinct

All activities listed as permitted in Table I401.4.1 Activity Table – Airport Sub-precinct must comply with the following permitted activity standards. The overlay and Auckland-wide standards apply in the Airport Sub-precinct, in addition to the following standards.

The entire sub-precinct will be treated as a single site for the purposes of applying these standards.

I401.6.1.1. Retail

- (1) The total amount of gross floor area for retail within the precinct must not exceed 7500m² (excluding aviation activities and trade suppliers).

I401.6.1.2. Non-aviation activities

- (1) The total amount of site area and associated car parking and access ways used for activities that are not associated with aircraft operations or associated with the operation of the airport must not exceed 15 hectares.
- (2) Activities and development that do not comply with I401.6.1.2(1) are a discretionary activity.

I401.6.1.3. Aviation activities and aircraft operations

- (1) Aviation activity or aircraft operations must comply with the conditions of designation 200 – Ardmore Airport Limited.

I401.6.1.4. Building height

- (1) Buildings must not exceed 20m in height.

I401.6.1.5. Yards

- (1) Front, side and rear yards must be 5m.

I401.6.1.6. Storage areas

- (1) Any outdoor storage or rubbish collection areas must be screened from public view by a solid wall or fence.

I401.6.2. Residential Sub-precinct

All activities listed as permitted in Table I401.4.2 Activity Table – Residential Sub-precinct must comply with the following permitted activity standards. The overlay and Auckland-wide standards apply in the Airport Sub-precinct, in addition to the following standards.

- (1) The standards in the Residential - Single House Zone.
- (2) The standards in the Aircraft Noise Overlay.

I401.6.2.1. Yards

Buildings must be set back from the site boundary by the minimum depth listed below.

- (1) Rear Yard: 3m

I401.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I401.8. Assessment – restricted discretionary activities

I401.8.1. Matters of discretion

The council will reserve its discretion to the following matters when assessing a restricted discretionary resource consent application.

- (1) rural commercial services and rural industries
 - (a) noise;
 - (b) traffic volume and safety; and
 - (c) layout, design and appearance.
- (2) driver training; vehicle product launches and demonstrations; vehicle testing:
 - (a) noise;
 - (b) layout, design and appearance;
 - (c) parking and access; and
 - (d) lighting.
- (3) trade suppliers:
 - (a) intensity and scale;
 - (b) reverse sensitivity and displacement of industrial activities; and
 - (c) design of parking, access and servicing.
- (4) infringement of standards
 - (a) height
 - (i) scale and form of the building; and
 - (ii) visual amenity.
 - (b) yards
 - (i) amenity of adjoining sites; and
 - (ii) visual amenity.
 - (c) storage
 - (i) visual amenity.

(5) Residential Sub-precinct

When assessing a resource consent application for a standard infringement in the Residential Sub-precinct, the Council will restrict its discretion to the relevant matters specified in the Aircraft Noise Overlay for Ardmore Airport and the Residential - Single House Zone.

I401.8.2. Assessment criteria

The council will consider the relevant assessment criteria below for restricted discretionary activities.

- (1) rural commercial services and rural industries:

- (a) noise from fans, ventilators, heaters, or other machines, or from onsite activities should be adequately mitigated;
 - (b) the design and location of the buildings, and the associated traffic, should avoid, remedy or mitigate adverse effects on the road network or traffic safety;
 - (c) the location and design of facilities and car park areas associated with the activity should;
 - (d) be compatible with the predominant purpose of the Ardmore Airport Precinct and not generate reverse sensitivity effects on the operation of the airport; and
 - (e) protect and maintain access to essential services located on the site.
- (2) Driver training; vehicle product launches and demonstrations; vehicle testing
- (a) noise arising from the activities and the congregation of people should not create significant adverse effect (including cumulative effect) on the health and well-being of nearby residents.
 - (b) a noise management plan may be required detailing the control measures which would be put into practice and should include:
 - (i) timing and duration of the proposed activity;
 - (ii) (the proposed measures used to mitigate the noise;
 - (iii) the extent, necessity and appropriateness of activities on public holidays; and
 - (iv) an acoustic design certificate from a professional acoustic engineer demonstrating that the standards proposed will not be exceeded.
 - (c) the location and design of facilities and car park areas associated with the activities should:
 - (i) fit well with the predominant purpose of the Ardmore Airport zone and not generate reverse sensitivity effects on the operation of the airport; and
 - (ii) protect and maintain access to essential services located on the site
 - (iii) The demand for short term or long term car parking within the adjoining roads should not affect the operation or safety of the road network.
 - (iv) [deleted]
 - (v) Indirect light spill and glare should not cause adverse effects on the safety, amenity, including night time amenity and sleep disturbance, of neighbouring residential properties or roads.

(vi) Lighting should not affect the safe operation of the airport.

(3) trade suppliers:

- (a) the intensity and scale of the land use activity, in particular, the number of people involved and traffic generated by the activity, should be compatible with the planned future form and character of the surrounding area;
- (b) trade supplier activities should not reduce the ability of aviation activities and other industrial activities to establish and operate within the Ardmore Airport Precinct;
- (c) the cumulative effects of the activity should not result in creating a retail hub within the Ardmore Airport Precinct and should not adversely affect the function and vitality of the surrounding retail centres;
- (d) parking should be located in order of preference, to the rear of the building or separated from the street frontage by uses that activate the street. For Ardmore Airport Precinct there is no preference for underground parking;
- (e) vehicle crossings and access ways should be designed to reduce vehicle speed, be visually attractive and clearly signal to both vehicles and pedestrians the presence of a crossing or access way;
- (f) surface parking should be softened with landscaping, including tree planting. As a guide, one tree should be planted every sixth parking bay;
- (g) pedestrian access between parking areas, building entrances/lobbies and the street should provide equal physical access for people of all ages and physical abilities and provide a high level of pedestrian safety;
- (h) separate vehicle and pedestrian access should be provided within parking areas, and between parking areas, buildings and the street. Shared pedestrian and vehicle access may be appropriate where a lane or street is proposed within a development site. The shared access should prioritise pedestrian movement;
- (i) ventilation and fumes from parking structures or other uses should not be vented into the adjacent pedestrian environment at ground level;
- (j) in greenfield locations and large redevelopment sites, service lanes should be provided within urban blocks to allow access to the rear of buildings and to minimise gaps in the streetscape. Development in Ardmore Airport Precinct is not required to provide service lanes; and
- (k) where ramps are necessary they should be minimal in length and integrated into the design of the building.

(4) infringement of standards

- (a) scale and form of the building:

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- (i) whether the proposed height of the structure will have an adverse effect on airport safety.
- (b) amenity of adjoining sites
 - (i) whether the proposed structure will have an adverse effect on the visual and landscape amenity values of adjoining sites.
- (c) visual amenity
 - (i) whether the proposed height of the structure will have an adverse effect on visual amenity values; and
 - (ii) when assessing storage areas, whether the proposal includes methods of ensuring any parts of an activity visible from any public place will be maintained in a tidy condition and whether location of by products or refuse should be screened from public view in order to maintain a reasonable level of visual amenity.

I401.9. Special information requirements

There are no special information requirements for this precinct.

I401.10. Precinct plans

There are no precinct plans in this precinct.