

# The Proposed Auckland Unitary Plan (notified 30 September 2013)

## 15 Special Purpose - Airport zone

### 1. Activity table

The following table specifies the activity status of activities in the Airport zone.

Activity	Activity status
<b>Infrastructure</b>	
Aircraft operations	P
Facilities for aircraft arrivals and departures including control towers, waiting rooms, booking facilities and restaurants.	P
Clubrooms and recreational facilities for groups directly associated with aviation	P
Housing, maintenance and restoration of aircraft	P
Offices, plant and storage for business directly involved in aviation	P
Storage and sale of aircraft fuel and lubricants for aircraft using the site	P
Manufacture and assembly of aircraft or aircraft components, on a commercial basis	D
Manufacture, maintenance and testing of electronic equipment used in the aircraft industry for aircraft safety	D
Commercial aviation activities	D
<b>Accommodation</b>	
Dwellings	Pr
<b>Development</b>	
New buildings	P
Demolition of buildings	P
External alterations or additions to buildings	P
Internal alterations or additions to buildings	P

### 2. Notification

1. The council will publicly notify resource consent applications for commercial aviation activities.

### 3. Land use controls

Activities that do not comply with one or more of the land use controls below are a non-complying activity.

#### 3.1 Noise

1. Airfields must operate so that the noise from aircraft operations do not exceed a day night sound level of:
  - a.  $L_{dn}$  65dBA outside the air-noise boundary shown on the Aircraft Noise Area overlay
  - b.  $L_{dn}$  55 dBA outside the outer control boundary shown on the Aircraft Noise Area overlay.
2. For the purpose of determining compliance with clause 1 above, aircraft noise should be assessed in accordance with the New Zealand Standard on Airport Noise Management and Land Use (NZS6805:1992), except that noise levels must be calculated using the FAA Integrated Noise Model (INM), modified for local conditions if necessary, and records of actual aircraft operations. The noise level must be calculated as a 90-day rolling average.

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## 3.2 Hours of operation

1. In accordance with the standing order inserted into the New Zealand aeronautical information publication – Visual Flight Guide, dated June 2011, flight operators using an airfield must not take off from the airfield between 10.30pm local time and morning civil twilight time, except in the case of emergency or compelling circumstances.
2. Morning civil twilight time is when the centre of the rising sun's disc is six degrees below the horizon.

## 4. Development controls

### 4.1 Building height

1. Buildings must not exceed 15m in height.

### 4.2 Yards

1. Front, side and rear yards: 10m from the zone boundary.

### 4.3 Height in relation to boundary

1. Buildings must not project beyond a 45-degree recession plane measured from a point 2.5m vertically above ground level along side and rear boundaries that adjoin a public open space, rural zone or the Future Urban zone.

### 4.4 Storage and screening

1. Material must not be stored in a front yard.
2. Except as specified above, refuse may be stored within any building or part of a site. The refuse must be contained within a purpose made container with secure cover, which must be screened from any adjoining residential zone or public open space.

### 4.5 Landscaping

1. A landscaping strip at least 2m wide must be provided along the boundary of any site that adjoins a site in the rural zones. The landscaping must:
  - a. comprise plants, 50 per cent of which are capable of reaching at least 3m high. Trees must be of a species capable of reaching a maximum height of 6m and be not less than 1.5m high at the time of planting
  - b. be planted and maintained to provide an effective visual screen between the land and buildings in the zone and the adjoining land.
2. Landscaping along the frontage or adjacent to an access or manoeuvring area or a car parking area must be provided with wheel stop barriers to prevent damage from vehicles. The wheel stop barriers must be located at least 1m from the trunk of any tree.

### 4.6 Maximum impervious area

1. Maximum impervious area: 80 per cent.

## 5. Assessment - Development control infringements

### 5.1 Matters of discretion

In addition to the general matters set out in [clause 2.3](#) of the general provisions, the council will restrict its discretion to the matters listed below for the relevant development control infringement.

1. Building height, height in relation to boundary
  - a. building scale and dominance
  - b. visual amenity and effects on neighboring sites.

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2. Yards, storage and screening, landscaping
  - a. visual amenity and effects on neighboring sites.
3. Maximum impervious area
  - a. refer to [clause 1.4](#) of the Auckland-wide - Stormwater management rule.

### 5.2 Assessment criteria

In addition to the general assessment criteria in [clause 2.3](#) of the general provisions, the council will consider the relevant criteria below for the listed development control infringement.

1. Building height and height in relation to boundary
  - a. Building scale and dominance
    - i. The proposed height of the building or structure should not dominate adjoining sites or adversely affect airport safety. Visual amenity and effects on neighboring site.
  - b. Visual amenity and effects on neighboring site
    - i. The proposed building or structure should not adversely affect the visual and landscape amenity values of adjoining sites.
    - ii. When assessing storage areas, the proposal should include methods to ensure 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.
2. Yards, storage and screening and landscaping
  - a. Visual amenity and effects on neighboring site
    - i. Refer to 1(b) above.

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