

PART 3 – AREA-SPECIFIC MATTERS / SPECIAL PURPOSE ZONES / Airport zone

Airport Zone

Overview

The district supports three commercial airports; located in Kaitaia, Kaikohe and Kerikeri (to be referred to as the Bay of Islands Airport). Of these, only the Kaitaia and Bay of Islands Airports currently operate commercial flights. The Bay of Islands Airport is the only airport that is designated in the District Plan.

The Council has responsibilities under the RMA and the RPS to protect regionally significant infrastructure which through its use significantly enhances the district's economic, cultural, environmental and social wellbeing. The Kaitaia and Bay of Islands Airports support multiple economic benefits such as tourism, movement of goods and services, and domestic and international travel, providing for the district's social wellbeing. These Airports are therefore recognised as regionally significant infrastructure.

The operation of the Kaitaia and Bay of Islands Airports need to be protected from land use and subdivision that could potentially become subject to reverse sensitivity issues or land sterilisation making it difficult for airport operations to continue or expand. The Airport zone applies to the Kaitaia and Bay of Islands Airports to ensure that their operations are protected from disruption from other activities.

Whilst the Kaikohe Airport is not identified as regionally significant infrastructure because it does not operate commercial flights and operates as an aerodrome, given its location and size it is important for the district's long-term strategic planning to protect and provide for its future development as regionally significant infrastructure. Therefore, the Kaikohe Airport has been included in the Airport zone to ensure that it can be flexible, adaptable, and resilient, and support future regional economic development and community wellbeing.

The Airport zone is a special purpose zone.

Objectives	
AIRPZ-O1	The Kaitaia and the Bay of Islands Airports are regionally significant infrastructure and the contribution they make to the economic and social wellbeing of the district, region and nation are recognised.
AIRPZ-O2	Given its location and size it is important to protect and provide for the future development of Kaikohe Airport as regionally significant infrastructure.
AIRPZ-O3	The Kaitaia, Bay of Islands and Kaikohe Airports special operational and functional needs are protected and provided for, while ensuring adverse effects of the airports are avoided, remedied or mitigated.
AIRPZ-O4	The safe and efficient operation, maintenance and repair or upgrading of the Kaitaia, Bay of Islands and Kaikohe Airports are protected from other activities.

Policies	
AIRPZ-P1	Avoid land use or subdivision in the Airport zone that would limit the current or future operation of airport activity.
AIRPZ-P2	Provide for the continued use and operation of airport activity in the Airport zone, including: <ol style="list-style-type: none"> aircraft take-off and landing; associated airport equipment and facilities; and maintenance and repair of aircraft.
AIRPZ-P3	Provide for the expansion of airport activity in the Airport zone where it does not compromise the amenity <u>and natural environment values</u> of the surrounding area and any <u>adverse effects</u> <u>are can be</u> avoided, remedied or mitigated.
AIRPZ-P4	Manage the fragmentation of land within the defined Airport zone to ensure the long-term viability of the airports and avoid potential reverse sensitivity effects that may arise from the use and development of that land.

AIRPZ- P5	<p>Consider the following matters where relevant when assessing and managing the effects of land use and subdivision in the Airport zone: Manage land use and subdivision to address the effects of the activity requiring resource consent, including (but not limited to) consideration of the following matters where relevant to the application:</p> <ul style="list-style-type: none"> a. the public benefit of the proposed activity; b. the siting and design of buildings, structures, outdoor storage areas, parking, internal roading and vegetation; c. land fragmentation; d. any adverse effects on the character and amenity of adjacent zones; e. any reverse sensitivity effects on adjacent sites; f. the level of noise emissions and light spill; g. the temporary or permanent nature of any adverse effects; h. the need for and location of earthworks and vegetation clearance; i. the provision of low impact design principles; and j. the likelihood of the activity creating or exacerbating a natural hazard.
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Rules

Notes:

1. There may be other rules in Part 2 - District-Wide Matters of the District Plan that apply to a proposed activity, in addition to the rules in this zone chapter, including the Transport, Hazardous substances, Natural character, Light, Noise and Sign chapters. These District-Wide rules may be more stringent than the rules in this chapter. Ensure that relevant District-Wide Matters chapters are also referred to in addition to this chapter, to determine whether resource consent is required under other rules in the District Plan. Refer to *how the plan works* chapter to determine the activity status of a proposed activity where resource consent is required under multiple rules.
2. This zone chapter does not contain rules relating to setback to waterbodies and MHWS for building and structures or setbacks to waterbodies and MHWS for earthworks and indigenous vegetation clearance. The Natural Character chapter contains rules for activities within wetland, lake and river margins and the Coastal Environment chapter contains rules for activities within the coastal environment. The Natural Character chapter and Coastal Environment chapter should be referred to in addition to this zone chapter.

AIRPZ-R1	Airport activity	
Airport zone	Activity status: Permitted	Activity status where compliance not achieved with PER-2: Discretionary
	<p>Where:</p> <p>PER-1 The activity, including all buildings or structures, or extensions or alterations to an existing building or structure complies with standard AIRPZ-S2 Airport protection surfaces.</p> <p>PER-2: The activity, including all buildings or structures, or extensions or alterations to an existing building or structure complies with standards: AIRPZ-S1 Maximum height; AIRPZ-S3 Height in relation to boundary; AIRPZ-S4 Setback from boundaries; AIRPZ-S5 Outdoor storage; and AIRPZ-S6 Coverage.</p>	Activity status where compliance not achieved with PER-1: Non-complying
AIRPZ-R2	General aviation activity	
Airport zone	Activity status: Permitted	Activity status where compliance not achieved with PER-2: Discretionary
	<p>Where:</p> <p>PER-1 The activity, including all buildings or structures, or extensions or alterations to an existing building or structure complies with standard AIRPZ-S2 Airport protection surfaces.</p>	Activity status where compliance not achieved with PER-1: Non-complying

	<p>PER-2: The activity, including all buildings or structures, or extensions or alterations to an existing building or structure complies with standards: AIRPZ-S1 Maximum height; AIRPZ-S3 Height in relation to boundary; AIRPZ-S4 Setback from boundaries; AIRPZ-S5 Outdoor storage; and AIRPZ-S6 Coverage.</p>	
AIRPZ-R3	Airport retail and commercial activity	
Airport zone	<p>Activity status: Permitted</p> <p>Where:</p> <p>PER-1 The activity, including all buildings or structures, or extensions or alterations to an existing building or structure complies with standard AIRPZ-S2 Airport protection surfaces.</p> <p>PER-2: The activity, including all buildings or structures, or extensions or alterations to an existing building or structure complies with standards: AIRPZ-S1 Maximum height; AIRPZ-S3 Height in relation to boundary; AIRPZ-S4 Setback from boundaries; AIRPZ-S5 Outdoor storage; and AIRPZ-S6 Coverage.</p>	<p>Activity status where compliance not achieved with PER-2: Discretionary</p> <p>Activity status where compliance not achieved with PER-1: Non-complying</p>
AIRPZ-R4	Conservation activity	
Airport zone	Activity status: Permitted	Activity status where compliance not achieved: Not applicable
AIRPZ-R5	Planting of trees	
Airport zone	<p>Activity status: Permitted</p> <p>Where:</p> <p>PER-1 Planting of trees complies with standards: AIRPZ-S1 Maximum height; and AIRPZ-S2 Airport protection surfaces.</p>	Activity status where compliance not achieved with PER-1: Discretionary
AIRPZ-R6	Activities not otherwise listed in this chapter	
Airport zone	Activity status: Non-complying	Activity status where compliance not achieved: Not applicable

Standards

AIRPZ-S1	Maximum height	
Airport zone	The maximum height of buildings or structures, or extensions or alterations to an existing building or structure and trees is 12m above ground level.	Not applicable.
AIRPZ-S2	Airport protection surfaces	
Airport zone	All buildings or structures, or extensions or alterations to an existing building or structure and planted vegetation within the airport protection surface areas identified on the planning maps do not penetrate the airport protection surfaces shown in APP4 Airport protection surfaces.	Not applicable.

AIRPZ-S3	Height in relation to boundary	
<p>Airport zone</p>	<p>The building or structure, or extension or alteration to an existing building or structure must be contained within a building envelope defined by the following recession planes measured inwards from the respective boundary:</p> <ol style="list-style-type: none"> 1. 55 degrees from 2m above ground level at the northern boundary of the site; 2. 45 degrees from 2m above ground level at the eastern and western boundaries of the site; and 3. 35 degrees from 2m above ground level at the southern boundary of the site. <p>This standard does not apply to:</p> <ol style="list-style-type: none"> i. satellite dishes and aerials not exceeding 1m in height above the building envelope and/or diameter on any elevation; or ii. architectural features (e.g. finials, spires) not exceeding 1m in height above the building envelope on any elevation. 	<p>Not applicable.</p>
AIRPZ-S4	Setback from boundaries	
<p>Airport zone</p>	<p>The building or structure, or extension or alteration to an existing building or structure must be setback at least 10m from all site boundaries.</p> <p>This standard does not apply to:</p> <ol style="list-style-type: none"> i. fences or walls no more than 2m in height above ground level; or ii. uncovered decks less than 1m in height above ground level. 	<p>Not applicable.</p>
AIRPZ-S5	Outdoor storage	
<p>Airport zone</p>	<p>Any outdoor storage areas, except for the display of goods for retail sale, must be fully screened by:</p> <ol style="list-style-type: none"> i. a solid fence or wall of a minimum height of 1.8m, or ii. vegetation of a minimum height of 1.8m, or iii. a combination of above so that it is not visible from adjoining sites and roads. <p>Note: This standard does not apply to above ground storage tanks.</p>	<p>Not applicable.</p>
AIRPZ-S6	Coverage	
<p>Airport zone</p>	<p>The maximum combined building, structure and impermeable surface coverage of the site area is no more than 15%.</p>	<p>Not applicable.</p>