



## **26.0 AIRPORT PROTECTION ZONE**

### **26.1 Zone Statement**

This zone is intended to protect the airfield at Tokoroa from any adverse effects from other activities on its operation, efficiency and safety while avoiding, remedying or mitigating any adverse effects on the surrounding environment. The Zone encompasses Lot 7 DP 309068 being the airfield itself, and those areas under the approach/departure slopes and transitional slopes as defined in Appendix E and shown on Planning Map No 45.

The resources of importance in the Airport Protection Zone are therefore the safety and efficiency of the airfield environment, and the amenity of the immediate and surrounding area.

Screen planting will be required between the airfield and the nearby Amisfield area to mitigate potential adverse effects on the amenity values of that area. Height will also be restricted in the approach/take-off paths to ensure that any activities do not interfere with the operational efficiency and safety of the airfield.

Otherwise the controls for the immediate area surrounding the airfield are the same as the Rural Zone, while still recognising and providing for the resource management issues of noise and safety.

In addition to the objectives and policies stated in Part B of the District Plan, all activities in the Airport Protection Zone are subject to the following provisions.

### **26.2 Objectives**

- 26.2.1 A safe and efficient airfield at Tokoroa that is not adversely affected by activities in the surrounding areas.
- 26.2.2 Adverse effects on adjacent land uses caused by the airfield are avoided, remedied or mitigated.

### **26.3 Policies**

- 26.3.1 To maintain an Airport Protection Zone to ensure that the operation and safety of the Tokoroa Airfield is not adversely affected by other activities.
- 26.3.2 To use rules and Performance Standards for the Airport Protection Zone to control the adverse effects of risk and noise on the surrounding environment.



- 26.3.3 To allow for activities related to the use of an airfield such as aircraft hangers and aircraft servicing on the airfield site.

#### **26.4 Methods to Achieve Objectives and Policies**

Activities have been classified as Permitted, Controlled, or Discretionary based on the actual or potential adverse effects on the environment that could result from each activity.

#### **26.5 Permitted Activities**

The following activities are Permitted in the Airport Protection Zone provided they conform to the Performance Standards specified in Section 26.9.

- (i) On Lot 7 DP 309068, aircraft servicing and other activities ancillary to the use of the airfield.
- (ii) On lots other than Lot 7 DP 309068, same as for the Rural Zone.
- (iii) Recreation activities.

#### **26.6 Controlled Activities**

There are no Controlled Activities in the Airport Protection Zone.

#### **26.7 Discretionary Activities**

The following Activities are Discretionary in the Airport Protection Zone.

- (i) Any activity listed as a Permitted Activity in Section 26.5 that does not conform to the Performance Standards in Section 26.9 for the Airport Protection Zone.
- (ii) On Lot 7 DP 309068, Permitted Activities for the Rural Zone.
- (iii) Any new road (including private roads) or railway within 5 vertical metres of an approach, departure or transitional slope.

Resource consent applications for Discretionary Activities in the Airport Protection Zone will be assessed according to the Performance Standards in Section 26.9 and the criteria contained in Section 5 (Administration) of the District Plan.



## 26.8 Non-complying Activities

Activities that are not Permitted, Controlled, or Discretionary will be Non-complying and assessed according to the Performance Standards in Section 26.9 and the criteria contained in Section 5 (Administration) of the District Plan.

## 26.9 Performance Standards for all Activities

To avoid, remedy or mitigate any actual or potential adverse effect on the environment, the following Performance Standards are required to be met for Permitted Activities, and used as a guide for assessing Discretionary and Non-complying Activities.

### 26.9.1 Landscape and Amenity Values

All buildings shall conform to the following bulk and location requirements to minimise any adverse effects on the landscape or visual amenity of the Airport Protection Zone and any adjacent zone.

#### 26.9.1.1 Yard Requirements For Site Development

Minimum Yard Requirement	All Buildings
Front Yards	5 metres
Side Yards	5 metres
Rear Yards	5 metres

#### 26.9.1.2 Coverage

5% maximum coverage for all permitted buildings provided that this figure can be increased to 10% for lots of 1 hectare or less.



26.9.1.3 **Height**

Maximum height - 10 metres.

No building, structure, mast, tree or other object shall penetrate any of the Approach/Departure Slopes, Transitional Side Slopes or Horizontal Surface as shown on Planning Map No 45. Where the ground rises so that it penetrates or becomes close to the Approach/Departure Slopes or Transitional Side Slopes then these slopes may be adjusted in conformity with the contours of the ground so as to provide a vertical clearance of 10m above ground level.

26.9.1.4 ***Deleted*** (by Plan Change 15 – effective 17/05/06)

26.9.2 **Part B : District Wide Planning Provisions**

Every activity undertaken in the Airport Protection Zone is required as a Performance Standard to comply with the rules detailed in Part B of the District Plan.

The following table provides a guide to the sections in Part B of the District Plan and reference should be made to the particular sections of Part B that are relevant to the activity.



Section	Resource Management Issue/Potential Effect
5	Administration
6	Tangata Whenua
7	Water
8	Air Quality
9	Transportation
10	Public Works and Network Utilities
11	Natural Hazards
12	Landscape and Amenity Values
13	Solid Waste Management
14	Noise
15	Heritage and Ecological Protection
16	Signs
17	Hazardous Substances
18	Subdivision and Development

#### **26.10 Subdivision**

In addition to the provisions of Section 18 (Subdivision and Development) all subdivisions in the Airport Protection Zone shall comply with the following Performance Standards.

The same provisions for subdivision as included for the Rural Zone shall apply.

*See Section 19 (Rural Zone)*

#### **26.11 Principal Reasons**

The Tokoroa Airfield environment has operational and safety requirements that require additional height restrictions to the Rural Zone. Where these height restrictions are complied with, there is no reason to further restrict activities on lots other than that which contains the airfield to a greater degree than within the Rural Zone.



Activities which would be permitted in the Rural Zone are Controlled Activities on the actual airfield site to ensure activities do not compromise the operational efficiency and safety of the airfield.

Screening between the airfield site and the Amisfield area will be required to maintain the amenity of that area.

Therefore, the intended outcome of the Airport Protection Zone is to promote the safe operation of the Tokoroa Airfield, and the avoidance of conflict between air traffic and adjacent land use activities.

#### **26.12 Anticipated Environmental Results**

It is anticipated that the objectives, policies and methods contained in this section will result in the following environmental outcomes:

- (i) The safety and efficiency of the Tokoroa Airfield environment will not be adversely affected by surrounding activities
- (ii) Any adverse environmental effects on areas surrounding the airfield, such as noise and visual intrusion, will be mitigated.