AIRPORT ZONE – AIRPZ

Overview and Purpose

The purpose of the Airport Zone is to enable and support the *sustainable management* and operation of the Gore Airfield (also known as the Charlton Aerodrome), allowing for existing and potential events and activities within the Zone, while managing their *effects* to the extent appropriate in this location.

The Zone objectives, policies and rules provide the framework for enabling *aviation activities* whilst managing the *effects* of development and ensuring that offsite rural *amenity values* ~~and~~ are maintained and enhanced. The potential adverse *effects* of *buildings* are controlled by bulk and location standards.

Aviation, *industrial*, *conference*, *emergency services* and associated *residential* and *visitor accommodation* activities that support the social and economic health and ~~wellbeing~~ well-being of the community may occur in the Zone, where these are compatible with the surrounding rural *environment*.

The airfield is located approximately 8 kilometres south of Gore, on State Highway 1. It occupies approximately 40 hectares and is owned by the Gore District Council. The property comprises three grass runways and a range of *aircraft* hangers and associated *buildings*. The main runway is 1,270 metres long, with two shorter crossing runway vectors. The airfield includes fuel refilling services.

The Gore Aero Club operates from the *site* and offers flying instruction. Two aerial *fertiliser* spreading companies also operate from the *airport*.

Objectives

AIRPZ-O1 Activities within the Airport Zone support the functionality of the airfield and contribute positively to the economic sustainability and resilience of the airfield and wider Gore District.

AIRPZ-O2 The *effects* arising from new or expanded activities within the Airport Zone are managed to minimise adverse *effects* on the amenity of adjacent *land*~~,~~ and ~~the underlying Ngāi Tahu relationships with the natural *environment*~~ impacts on Ngāi Tahu cultural values listed in MW-1.2.[1]

AIRPZ-O3 Ensure activities are undertaken within the Zone in a manner that provides for the security and safety of the public, occupiers of *sites* and *aircraft* operations.

Policies

AIRPZ-P1 Recognise the Gore Airfield as a strategic asset in *Emergency Management* events.

[1] Decision 6, paragraph 3.2.5

AIRPZ-P2 Provide for a diverse range of *aviation activities* within the Airport Zone which support the economic sustainability of the airfield and the economic, cultural and social needs of the community.

AIRPZ-P3 Design, locate and operate new activities and development within the Airport Zone in a manner which:

1. maintains amenity of existing activities within the Zone or surrounding *sites*; ~~and~~
2. avoids *reverse sensitivity effects* on existing activities within the Zone or surrounding *sites*; ~~and~~
3. manages servicing demands; ~~and~~
4. responds to ~~the underlying Ngāi Tahu relationships with the natural *environment*~~ impacts on Ngāi Tahu cultural values listed in MW-1.2[2]; and
5. protects *river* and *stream* values from inappropriate development.

AIRPZ-P4 Ensure all activities are designed and operated in a way that does not adversely affect the safety and functionality of the airfield or on adjoining ~~and arterial~~ *roads*.

AIRPZ-P5 Avoid activities which may compromise the purpose of the Airport Zone and generate *reverse sensitivity effects* or the ability to use *land* for aviation purposes unless those activities are ancillary to *aviation activities*.

AIRPZ-P~~5~~6 Close those portions of Jubilee Avenue adjacent to areas occupied or utilised by operators at the Gore Airfield.

AIRPZ-P~~6~~7 Enable activities and facilities that:

1. are consistent with the intended purpose, character and qualities of the Airport Zone; ~~and~~
2. Support the *agricultural aviation* of the district; ~~and~~
3. contribute to the overall health and ~~wellbeing~~ well-being of the community; and
4. minimise adverse *effects* on the character and *amenity values* of the surrounding area.

~~Notes~~[3]

~~Note 1~~	~~Provisions in Other Chapters~~
	~~The provisions in this chapter apply in addition to the provisions of the other chapters in the District Plan and the plan should be read as a whole.~~ ~~This chapter also implements other chapters in the District Plan that do not have specific rules such as Sites and Areas of Significance~~

[2] Consequential to Decision 14
[3] Decision 6, paragraph 4.1.1

~~to Māori and Mana Whenua.~~

Rules

AIRPZ-R1	***Aviation Activity*** **(including agricultural aviation activity)** [4]	
AIRPZ-R2	***Industrial Activity***	
AIRPZ-R3	***Emergency Services Facility***	
AIRPZ-R4	***Conference Facility***	
All areas	**AIRPZ-R1 to AIRPZ-R4** **Activity status:** Permitted Where: 1. Any new, relocated or extended *buildings*, *structure* and activity complies with the Airport Zone Standards AIRPZ-S1, AIRPZ-S2, AIRPZ-S3 and AIRPZ-S4.	**Activity status where compliance is not achieved:** Restricted Discretionary **Matters of discretion:** 1. The matters of discretion for the relevant infringed standard.
AIRPZ-R5	***Office Activity***	
AIRPZ-R6	***Food and Beverage Activity***	
AIRPZ-R7	***Retail Activity***	
All areas	**AIRPZ-R5 to AIRPZ-R7** **Activity status:** Permitted Where: 1. The activity is ancillary to activities permitted by rules AIRPZ-R1-R4; and	**Activity status where compliance is not achieved with:** **AIRPZ-R5 to AIRPZ-R7(1):** Discretionary **AIRPZ-R5 to AIRPZ-R7(2):** Restricted Discretionary

[4] Decision 34, paragraph 5.6.14

	2. Any new, relocated or extended *buildings*, *structure* and activity complies with the Airport Zone Standards AIRPZ-S1, AIRPZ-S2, AIRPZ-S3 and AIRPZ-S4.	**Matters of discretion:** 1. The matters of discretion for the relevant infringed standard.
AIRPZ-R8	***Residential Activity***	
All areas	**Activity status:** Permitted Where: 1. The activity is undertaken as part of an activity permitted by Rule AIRPZ-R1 to AIRPZ-R3. 2. Any *habitable rooms* comply with NOISE-S3 (*acoustic treatment*). 3. Any new, relocated or extended *buildings*, *structure* and activity complies with the Airport Zone Standards AIRPZ-S1, AIRPZ-S2, AIRPZ-S3 and AIRPZ-S4.	**Activity status where compliance is not achieved with:** **AIRPZ-R8(1):** Non-Complying **AIRPZ-R8(2):** Discretionary **AIRPZ-R8(3):** Restricted Discretionary **Matters over which discretion is restricted:** 1. The matters of discretion for the relevant infringed standard.
AIRPZ-R9	***Visitor Accommodation***	
All areas	**Activity status:** Permitted Where: 1. The accommodation is being utilised by persons arriving and/or departing by *aircraft* at the Gore (Charlton) Airfield. 2. Any *habitable room* complies with NOISE-S3 (*acoustic treatment*). 3. Any new, relocated or extended buildings, structure and activity complies with the Airport Zone Standards AIRPZ-S1, AIRPZ-S2, AIRPZ-S3 and AIRPZ-S4.	**Activity status where compliance is not achieved with:** **AIRPZ-R~~8~~9(1) or AIRPZ- R~~8~~9(2):** Non-Complying **AIRPZ- R~~8~~9(3):** Restricted Discretionary **Matters over which discretion is restricted:** 1. The matters of discretion for the relevant infringed standard.

AIRPZ-R10	All other activities	
All areas	**Activity status:** Non-Complying 1. Any activities, including associated *buildings*, not otherwise provided for in the list of rules.	**Activity status where compliance not achieved:** N/A

Standards

AIRPZ-S1	Outdoor storage of goods and materials	
All activities	1. Outdoor storage of goods and materials must not: (a) encroach on ~~airfield areas~~ the Airstrip. (b) exceed a *height* of 2 metres. 2. Any outdoor storage area visible from an adjoining property or *road* must be screened from the property or *road* by planting and/or landscaped to a minimum depth of 1 metre with ~~species~~ plantings that which grow to a *height* of at least 1.5m.	**Activity status where compliance is not achieved:** Restricted Discretionary **Matters of discretion:** 1. The *effect* of the non-compliance on the character and amenity of the adjoining *site*. 2. The *effect* on the *movement* of people and vehicles on the *site*. 3. Impact on health and safety. 4. The ability to impose *conditions* to mitigate adverse *effects*.
AIRPZ-S2	***Height***	
All activities	1. The maximum *height* of any *building* or *structure* is 12 metres above *ground level*. Except that: 2. Within the mapped approach vectors for the Gore (Charlton) Airport any *structure* / *building* does not exceed the specified *height* on the planning maps.	**Activity status where compliance is not achieved with:** **AIRPZ-S2(1):** Restricted Discretionary **Matters of discretion:** 1. The adverse *effects* on the *amenity values* of adjoining *sites* including privacy, shading, outlook and dominance.

		2. The *effects* on the character and *amenity values* of the surrounding *environment* and streetscape. 3. Whether the *structure* can be more appropriately located to minimise adverse visual amenity *effects*. 4. The reason for the increase in *height*. 5. The impact on views of the ~~Mataura Falls,~~ Hokonui Hills~~, and/or Tuturau~~.[5] **AIRPZ-S2(2):** Non-Complying
AIRPZ-S3	***Setback* to *boundaries***	
All activities	1. Any *building* or *structure* is *setback* at least 6 metres from any Zone *boundary* or *road boundary.* Except that: (a) eaves, gutters and associated downpipes on any *building* may intrude into the *setback* by up to 600mm. (b) no *setback* is required for *buildings* that share a *common wall* along the *boundary*.	**Activity status where compliance is not achieved:** Restricted Discretionary **Matters of discretion if compliance is not achieved:** 1. The adverse *effects* on the *amenity values* of adjoining *sites* or the streetscape including privacy, shading, outlook and dominance. 2. The ability to mitigate adverse *effect* on adjoining *sites* through layout, *building* design and landscaping. 3. The safety and efficiency of the *road* network where the reduced *setback* is to a *road boundary*. 4. The extent to which the reduction in the *setback* is necessary due to the shape or natural and physical features of the *site*. 5. Compatibility with the surrounding *environment.*
AIRPZ-S4	***Setbacks* to ~~*streams and*~~ *rivers* and *streams***	

[5] Features are not visible from Airport Zone. Deleted on legal advice under cl 16(2) of the First Schedule

All activities	1. Any *building* or *structure* is set back from the top of the closest bank of any ~~*stream or*~~ *river* or *stream* the minimum distance as follows: (a) 20 metres for high order *rivers* or *streams* (order 5 and above) (b) 10 metres for middle order *rivers* or *streams* (order 3 and 4) (c) 5 metres for low order *rivers* or *streams* (order 1 and 2). [6]Except that *fences* of post and wire construction are permitted within the *setback* where these are: (i) not constructed with wire mesh if located within an area of Actual or Potential Inundation as identified within the *Natural Hazards* layer of the Planning Maps; (ii) not located within the ~~*stream or*~~ *river* or *stream* bed; (iii) not constructed across the ~~*stream or*~~ *river* or *stream* channel; or (iv) not constructed across or along a Flood Bank~~; and.~~ Except that lawfully established crossings and bridges are permitted within the lower order *river* or *stream setback* (order 1 and 2). Refer to Appendix 3 for *river* and *stream* orders and guidance on *river bed* extents and the location of banks for measuring *setbacks*.	**Activity status where compliance is not achieved:** Restricted Discretionary **Matters of discretion:** 1. Whether there is a *functional need* for the *building* or *structure* to locate in a riparian margin, and the extent to which alternative practicable options have been considered and their feasibility 2. The *effects* on *water* quality and the stability and health of the *river* or *stream bed* and banks, including erosion and *sedimentation control measures.* 3. The nature of existing riparian vegetation and the *effects* of proposed planting or modification on indigenous biodiversity and ~~/or habitats.~~ proposed mitigation measures, including: (a) opportunities for enhancement and restoration; (b) methods proposed to monitor or inspect the works undertaken; (c) the timing of works to minimise adverse *effects* on *threatened or at risk* indigenous species; and (d) management of potential adverse *effects*. [7] 4. The natural character of the riparian margin and the *effects* of the activity on landscape values and the ability to restore, rehabilitate or enhance riparian areas. Refer also to Appendix 5 - Landscape Values NFL-APP and Appendix 6 - Mataura River Natural Character -NATC APP where relevant. 8

[6] Consequential to Decision 16, paragraph 6.8.7
[7] Consequential to Decision 46
[8] Consequential to Decision 46

5. Impacts on Ngāi Tahu cultural values ~~including those listed in MW-2.3~~ listed in MW-1.2[9]*;*
6. The *effects* on public and customary *access* to the ~~stream or~~ *river* or *stream*.
7. The potential for buildings or structures ~~flooding and~~ to create new or exacerbate existing *natural hazards*, impact natural drainage patterns, redirect overland flow paths or flood flows, including on to other *sites*.

[9] Consequential to Decision 14