

## 10 AIRPORT AND GOLF COURSE RECREATION PRECINCT

### 10.1 Introduction

[The Airport and Golf Course Recreation Precinct separates the activities of the Wellington Airport and the Miramar Golf Course into two distinct areas; the Airport area, and the Golf Course recreation area.

#### Airport area

Wellington Airport is the country's air transport hub and busiest domestic airport. As a strategic transport node it plays an important role in providing for the social and economic wellbeing of the city, region and the nation. The Airport supports regular Trans-Tasman flights and, over time, is likely to serve longer-haul flights. Emerging changes to aircraft technology and the completion of the runway end safety areas will support these developments.

The Plan provisions recognise the strategic importance of the Airport by providing for its continued use and development. The Plan provisions also provide for activities that are ancillary to this primary function. These activities include runways, taxiways, terminals, air carrier facilities, fuel storage, refuelling operations, and aircraft maintenance, as well as a number of support and commercial activities associated with an international airport.

The Plan also contains provisions to manage non-airport activities and developments. This recognises that certain complementary activities can add to the attractiveness and vitality of the airport as a destination and departure point, as well as providing uses which benefit local communities. These activities will however be carefully managed to safeguard the ongoing operation of the Airport, to protect the character and amenity of adjacent landuses and to ensure retail activities do not affect the ongoing vitality and viability of the Kilbirnie and Miramar town centres.

Five different sub-areas have been identified in the policies in recognition of their unique character and potential for development. These policies will help guide development and be applied when assessing applications for resource consent.

These sub-areas are:

- Terminal Area
- Rongotai Ridge
- Broadway Area
- South Coast Area
- West Side

#### Golf course recreation area

The provisions of the Golf Course recreation area provide for the continued use of the existing Miramar Golf Course and recreational activities. It is not intended that the land used for these recreational activities will be used for Airport purposes.]<sup>PC57</sup>

### 10.2 Airport and Golf Course Recreation Precinct Objectives and Policies

#### OBJECTIVES

[10.2.1 To promote the safe, effective and efficient operation of the Airport

#### POLICIES

To achieve these objectives, Council will:

**10.2.1.1 Provide for activities which will ensure the safe, effective and efficient use of the Airport area as a strategic transport node for the city, region and nation.**

**10.2.1.2 Identify the Airport as an area within the precinct with a distinct character and uses.**

#### METHOD

- Rules

*An airport area has been identified within the Airport and Golf Course Recreation Precinct to recognise and provide for the ongoing use and development of the Airport and its ancillary uses.*

*These provisions provide certainty to both airport operators and the community, and provide for the use and maintenance of airport runways, taxiways, terminals, air carrier facilities, fuel storage, refuelling operations, and aircraft maintenance, as well as a number of support and commercial activities associated with an international airport.*

*The environmental results will be the efficient and effective ongoing operation of the Airport within the Precinct.]<sup>PC57</sup>*

**10.2.1.3 Identify the Golf Course and recreation lands as the other area of the Precinct with a distinct character and uses.**

#### METHOD

- Rules

*Plan provisions have been designed to be consistent with the activities that occur in relation to the Airport and its ancillary uses together with the activities that occur in relation to the Golf Course and its ancillary uses. The area rules concerning the Airport recognise the influence that other statutory requirements have over the operation of the Airport.*

The environmental results will be the ongoing operation of the Airport and the achievement of a high quality Airport area within the Precinct, together with the retention and development of the Golf Course and recreation area.

**[10.2.1.4 Encourage energy efficiency and the development and use of renewable energy within the Airport and Golf Course Recreation Precinct.**

**METHOD**

- Advocacy

Council has, through its Sustainable Development Strategy, made a commitment to encourage energy efficiency and the use of renewable energy. With respect to the Airport and Golf Course Recreation Precinct this may be in the form of new development incorporating sustainable and energy efficient building design principles, and the use of renewable energy sources for space and water heating, and electricity generation. This may involve more simple energy efficiency design principles such as correct building orientation to the sun, to assist in passive solar heating, cooling and natural lighting. Many of these activities may not require resource consent, but the Council recognises its responsibility in terms of role model and advocate to encourage the use of renewable energy and energy efficiency.

The Airport and Golf Course Precinct has opportunities for the application of energy efficiency and conservation measures as well as innovative applications of renewable energy technology. This should be encouraged.

Note: for all applications relating to or involving renewable energy under this chapter the objectives and policies in Chapter 25 should also be considered.]<sup>PC32</sup>

**OBJECTIVES**

**[10.2.2 To provide for the continued use and development of the Golf Course lands for golf course and recreational purposes**

**POLICIES**

To achieve these objectives, Council will:

- 10.2.2.1 Identify the Golf Course and recreation lands as an area of the Precinct with a distinct character and uses.**
- 10.2.2.2 Provide for the ongoing use of the Golf Course and recreation activities within the buffer of land to the east of the Airport area.**

**METHOD**

- Rules

The golf course area is identified separately within the wider Airport and Golf Course Recreation Precinct, in recognition of the golfing and recreation activities occurring within this area, and the distinct open space characteristics of this area.

The existing Golf Course provides a buffer between the Residential Areas and the Airport operations. The intention is to retain as much open space as is practical for golf course and recreational use.

The environmental results will be the efficient and effective ongoing operation of the Airport within the Precinct, together with the retention and development of the Golf Course and recreation area.

**OBJECTIVES**

**10.2.3 To provide for non-airport activities and developments within the Airport area of the Precinct.**

**POLICIES**

To achieve these objectives, Council will:

- 10.2.3.1 Ensure non-airport activities and developments do not compromise the ongoing and strategic transport role of the Airport to the city, region and nation.**
- 10.2.3.2 Ensure non-airport activities and developments integrate with, and respond appropriately to the surrounding environment.**
- 10.2.3.3 Ensure that non-airport retail activities and development in the Airport area do not detract from the viability and vitality of other town centres or the CBD and Central Area**
- 10.2.3.4 Manage any potential adverse environmental effects of non-airport activities and developments on the environment.**

**METHOD**

- Rules
- Memorandum of understanding

The policies and associated rules provide for non-airport related activities outside the terminal area as a discretionary (restricted) activity. This enables a full consideration of effects subject to appropriate standards. In the Terminal Area, non airport activities and development are a controlled activity. This recognises the reduced potential impact of this form of development on areas outside of the Airport and Golf Course Recreation Precinct.

Non-airport related activities can add to the attractiveness and vitality of the airport as a destination and departure point, as well as providing benefits for neighbouring communities. Allowing some non-airport uses also allows Wellington International Airport Limited (WIAL) to manage some of its under utilised landholdings in a more efficient and effective manner.

In this respect, some limited commercial development may be suitable on airport land at the intersection of Moa Point Road and Lyall Parade (east of Cochrane St). This could involve the relocation of the aeroclub building to this area. The merits of this development proposal would be assessed through the resource consent process.

Non-airport related activities also have the potential to have adverse effects if inappropriately managed. Some large format ('big box') retailing activities have already located in the West Side, by way of the resource consent process. Council wants to ensure that any further development is undertaken within a policy context which has regard to the potential benefits of co-location in this area, whilst protecting the amenity of neighbouring land uses.

For non-airport related retail development, applicants will be required (among other things) to submit a Centre Impact Report involving an assessment of:

- the extent to which the retail activity impacts on the overall vitality and viability of the Kilbirnie and Miramar town centres. Any application for resource consent that contains a retail tenancy in excess of 2500m<sup>2</sup> gross floor area, or a combined total gross floor area of all retail tenancies in excess of 4000m<sup>2</sup> must also address the extent to which the retail activity impacts on the overall vitality and viability of other nearby town centres including the CBD and Central Area.

Non airport activities up to 12 metres in height will be assessed as a discretionary (restricted) activity, and non-airport activities in excess of this building height limit will be assessed as a discretionary (unrestricted) activity.

For development in excess of 12 metres in height applicants will be required (among other things) to submit a Centre Impact Report involving an assessment of:

- The extent to which the retail activity impacts on the overall vitality and viability of nearby town centres including the CBD and central area
- the extent to which the activity promotes the efficient use of resources and a compact urban form
- the extent to which the activity affects existing public investment and minimises the need for additional public investment in infrastructure and public spaces
- how the activity promotes accessibility, enables sustainable transport choices (including public transport), and minimises trip generation through the co-location of similar activities

Buildings, signage and billboards have the potential to adversely impact on the character and amenities of neighbouring land uses if inappropriately designed and located. An assessment of these impacts will be required as part of any application for resource consent (Objective 10.2.4 and associated policies should be referred to for more policy guidance on these issues).

In addition, traffic impacts of all developments will be assessed to ensure traffic generated by non-airport related development does not adversely affect the safe, effective and efficient operation of the surrounding road network.

A memorandum of understanding (MOU) has been developed between Wellington International Airport Limited and Wellington City Council. This sets an agreed process for dialogue to occur between the parties prior to the submission of any proposals for resource consent, or plan changes. This MOU will assist in resolving issues prior to the formal statutory process and will assist in ensuring better outcomes.

The environmental result will be the more efficient and effective use of land for non-airport related activities which will add to the overall attractiveness and vitality of the airport as a destination and departure point, as well as providing uses which benefit local communities.

## OBJECTIVE

**10.2.4** Protect the character and amenities of identified areas within the Airport area from inappropriate non-airport related uses and development

There are a number of areas on the periphery of the Airport area of the Precinct which may be suitable for non-airport related activities. Development in these areas needs to be appropriately managed to ensure the character of these areas is enhanced, and the amenities of adjoining land uses are protected. Policy guidance has been provided to guide future development of these areas. These areas are the Terminal Area, Rongotai Ridge (also known as Wexford Hill), Broadway Area, the South Coast Area, and the West Side.

## POLICIES

To achieve these objectives, Council will:

10.2.4.1 Allow for a wide range of buildings and activities in the Terminal Area to ensure the effective and efficient functioning of the airport.

## METHODS

- Rules
- Memorandum of understanding
- Operational activities
- Advocacy

The Terminal Area encompasses most of the land on the eastern side of the runway up to the Miramar Golf Course. The area is the focal point for the whole Precinct and principally contains the terminal building and carparking building, and associated luggage and freight handling facilities. Provision is made for non-airport related development to enable a range of complementary services and facilities to be made available to the travelling public. There

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is also the potential for other uses (such as offices) that could also be developed within the terminal area that would benefit from immediate proximity to the Airport.

This policy also recognises that the terminal area is already relatively developed and commercial in nature, and is distant from surrounding sensitive uses and buffered from them by the golf course.

Development is permitted up to a maximum height of 25 metres for airport related buildings only. This is likely to cater for most forms of development as a permitted or controlled activity.

A memorandum of understanding (MOU) has been developed between Wellington International Airport Limited and Wellington City Council. This sets an agreed process for dialogue to occur between the parties prior to the submission of any proposals for resource consent, or plan changes. This MOU will assist in resolving issues prior to the formal statutory process and will assist in ensuring better outcomes.

Council will be guided by the following matters when assessing applications for resource consent:

- (1) building form and associated works should make a positive contribution to the overall character of the Precinct and to the wider locality
- (2) buildings, structures and signage (including billboards) should be designed and located to enhance the image of the airport as a nationally significant transport hub
- (3) future development should ensure the safe and efficient movement of traffic and encourage greater use of public transport to and from the City

**10.2.4.2 To maintain the visual and geomorphological importance of Rongotai Ridge.**

**10.2.4.3 To allow some development which results in modification of Rongotai Ridge provided it:**

- demonstrates architectural and urban design excellence; and
- makes a significant contribution to the image and character of the locality and to Wellington City.

## **METHODS**

- Rules
- Memorandum of understanding
- Operational activities
- Advocacy

Rongotai Ridge is open space land located south of the cutting with Maupuia ridge and the entrance to Miramar. This remnant coastal ridgeline is aligned in a north/south direction and is bounded by Miramar Avenue, Cobham Drive, Calabar Road and Wexford Road, and land zoned as Business 2 Area to the East. This area is identified in Appendix 4. It is approximately four hectares in size, and has remained largely undeveloped with only a carpark and a building used as a workshop. It is part of a coastal ridgeline that used to extend to Lyall Bay, before the present airport runway was constructed.

The ridgeline is a prominent landform in this locality and it provides an important visual reference point when approaching the city, waterfront, eastern suburbs and the airport by air or by road. Given its elevation and location, it has high amenity values in terms of views, sun and aspect. It also provides an excellent close range view of planes landing and taking off.

The use of this land is however constrained by high aircraft noise levels and building height limitations imposed by Wellington airport's Obstacle Limitation Surface (OLS). The land is also physically disconnected from other areas and has poor pedestrian and vehicular access. To the east of the land is Business 2 Area zoned land which is used for a range of heavy industrial activities. These industries, and in particular the airport jet fuel storage site, are likely to constrain the nature and form of development on Rongotai Ridge.

Policy 10.2.4.2 ensures that the form of the ridgeline remains intact when undertaking development of a general nature. Some earthworks to provide low scale development may be appropriate provided the form and visual characteristics of this coastal ridgeline remains largely intact.

Policy 10.2.4.3 recognises the unique nature of the site given its size and location within the City, and potential for future development, notwithstanding the constraints applying to this land. Council will only consider development involving significant modification of the ridgeline where:

- it can be shown that it is unique and will make a significant contribution to the character and image of the City, and
- it demonstrates architectural and urban design excellence.

All developments involving earthworks in excess of 250m<sup>2</sup> or altering the ground level by more than 2.5 metres will be assessed as a discretionary (restricted) activity.

In addition to the matters under Policy 10.2.4.3 above, Council will be guided by the following matters when assessing applications for resource consent:

- (1) Development will maintain the general form and visual characteristics of Rongotai Ridge (except as referred to in Policy 10.2.4.3 above)
- (2) Development must comply with Wellington airport's Obstacle Limitation Surface
- (3) The land shall be developed in a manner which:

- generally avoids large scale earthworks and cut faces (except as referred to in Policy 10.2.4.3 above);
  - uses soft landscaping (plantings) and other measures to integrate development into the landscape;
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- provides for enhanced pedestrian, cycling and vehicular connections to the existing roading and public transport network and with adjacent residential areas;
- is of a high quality and avoids large, 'box' like buildings and structures which are out of character with the general form and scale of development in neighbouring areas;
- provides views within and through the site;
- provides for, and connects to, community and recreation facilities and services; and
- is well serviced and connected to public infrastructural services.

A memorandum of understanding (MOU) has been developed between Wellington International Airport Limited and Wellington City Council. This sets an agreed process for dialogue to occur between the parties prior to the submission of any RMA related proposals involving resource consents, and plan changes etc. This MOU process will help to address issues prior to the formal statutory process and will assist in ensuring better outcomes.

#### **10.2.4.4 Strengthen the identity of the Broadway area as an important gateway to the airport and to the residential suburbs of Strathmore and Seatoun.**

##### **METHODS**

- Rules
- Memorandum of understanding
- Operational activities
- Advocacy

The Broadway Area is located at the junction of Calabar Road, Broadway and the entrance to the airport terminals. This area is identified in Appendix 4. It is the primary gateway to the airport and to the City, and is a main route to the residential suburbs of Strathmore and Seatoun. The entrance to the airport is not well defined, and would benefit from an improved gateway approach which recognises its importance as a major national transport hub.

A memorandum of understanding (MOU) has been developed between Wellington International Airport Limited and Wellington City Council. This sets an agreed process for dialogue to occur between the parties prior to the submission of any proposals for resource consent, or plan changes. This MOU will assist in resolving issues prior to the formal statutory process and will assist in ensuring better outcomes.

Council will be guided by the following matters when assessing applications for resource consent:

Airport gateway (that land located to the south of Calabar Road and Stewart Duff Drive)

- (1) gateway improvements should seek to strengthen the visual and physical connections with the airport terminal building and the carparking areas;
- (2) future buildings and structures should be of high quality, visually appealing and memorable;
- (3) roading, accessways and carparking layouts should be designed to complement the gateway buildings and to provide a strong 'sense of arrival';

Calabar Road and Broadway intersection (that land located to the north of Calabar Road and Stewart Duff Drive)

- (4) improvements to the intersection of Calabar Road and Broadway should better delineate its role as a residential gateway to Strathmore and Seatoun main access. This could include improved signage, landscaping and roading improvements.
- (5) The retention of low scale buildings (as distinct from the airport gateway buildings) would help demarcate these areas as having different roles, and help protect the amenities of adjoining residential landowners.

#### **10.2.4.5 Allow non-airport activities in the South Coast Area in a manner which will protect and enhance the character of the south coast.**

##### **METHODS**

- Rules
- Memorandum of understanding
- Operational activities
- Advocacy

The South Coast Area is located at the south-eastern end of the airport as identified in Appendix 4. It provides a secondary entrance to the airport for traffic from the southern suburbs. This entry to the airport is unattractive and the land and buildings are not of high amenity value, nor is the land used efficiently.

Land in this locality is used for a variety of purposes associated with the airport. There are opportunities to improve and rationalise the use of the land. Sensitive landuses would however not be appropriate in this area given the high noise environment, the location of the runway and general activities generated by airport operations, and the ongoing operations of the strategically important Moa Point sewage treatment plant.

A memorandum of understanding (MOU) has been developed between Wellington International Airport Limited and Wellington City Council. This sets an

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agreed process for dialogue to occur between the parties prior to the submission of any proposals for resource consent, or plan changes. This MOU will assist in resolving issues prior to the formal statutory process and will assist in ensuring better outcomes.

Council will be guided by the following matters when assessing applications for resource consent:

(1) sensitive land uses such as residential use are generally inappropriate in this location given the constraints posed by the airport and sewage treatment plant;

(2) development proposals involving the creation of an enhanced secondary gateway to the airport will be encouraged;

(3) Low rise development may be acceptable on land fronting Moa Point Road provided:

- compliance with Wellington airport's Obstacle Limitation Surface (OLS)
- views within and through the site are maintained;
- development protects and enhances the natural character of the south coast in this locality.

The environmental result will be the protection and enhancement of the character of the rugged south coast within the Precinct boundaries from inappropriate development.

**10.2.4.6 Encourage high quality retail and other non-airport related activities in the West Side which will improve the shopping and business environment for the public and workers.**

## METHODS

- Rules
- Memorandum of understanding
- Operational activities
- Advocacy

The Western Area is located to the south west of the Airport runway, adjacent to the Rongotai Business 1 Area, the south coast, and adjoining residential areas to the north. Within this area is the Aeroclub building, which is an important airport heritage building. This area is identified in Appendix 4.

Large scale non-airport development, such as the 'Airport Retail Park', is characteristic of the Western Area. Further large format (big box) retail developments are likely to be developed in this area. Over the long term the area may revert to aviation-related uses, hence the retention of the underlying airport zoning.

A memorandum of understanding (MOU) has been developed between Wellington International Airport Limited and Wellington City Council. This sets an agreed process for dialogue to occur between the parties prior to the submission of any proposals for resource consent, or plan changes. This MOU will assist in resolving issues prior to the formal statutory process and will assist in ensuring better outcomes.

Council will be guided by the following matters when assessing applications for resource consent:

(1) Buildings, carparks, accessways and access points and other associated developments should be designed in a way that improves the overall standard of visual amenity in the locality, and which makes it an attractive location for the public and workers. Consideration will be given to:

- the creation of active frontages to pedestrian and vehicular areas;
- the screening of large carpark areas and the use of soft (plantings) and hard landscaping;
- the provision of sheltered and secure cycle parking and/or storage;
- clear and well defined free standing signs and signage on buildings;
- an efficient and safe vehicular and pedestrian access and parking layout;
- ensuring views through the site and towards the airport in recognition of its history of association with the airport, and the importance of maintaining this visibility.

(2) Buildings and associated development shall manage the interface of this area with the nearby residential area to the immediate north to minimise any significant adverse effects on people and the wider environment.

The environmental result will be non-airport activities and developments that take into account the surrounding context and create a more attractive environment for business and other activities to take place.

## OBJECTIVE

**10.2.5** To protect the amenities of areas surrounding, and within, the Precinct from adverse environmental effects.

## POLICIES

To achieve these objectives, Council will:

**10.2.5.1** Exercise an appropriate level of control over Airport and ancillary activities for the avoidance or mitigation of adverse effects.

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- 10.2.5.2** Ensure a reasonable protection of residential and school uses from Airport activities by providing controls on bulk and location, ensuring sufficient space is available for landscape design and screening, and by retaining a buffer of land of a recreational nature to the east of the Airport.
- 10.2.5.3** Control the interrelationship between building forms and the space around buildings to ensure a high level of visual amenity.

#### **METHODS**

- Rules
- Other mechanisms (WIAL Strategic Planning including development of a Noise Management Plan)
- Memorandum of understanding
- Operational activities
- Advocacy

*The bulk and location provisions of the Plan are designed to protect activities on surrounding land from the impacts of structures that have a size and scale typical of the Airport environment. Within the Airport area it is also important to recognise the visual impact that development can have on users, as well as its impact when viewed from a distance.*

*A memorandum of understanding (MOU) has been developed between Wellington International Airport Limited and Wellington City Council. This sets an agreed process for dialogue to occur between the parties prior to the submission of any proposals for resource consent, or plan changes. This MOU will assist in resolving issues prior to the formal statutory process and will assist in ensuring better outcomes.*

*Fuel storage and refuelling facilities are essential to the operation of the Airport but are subject to the hazardous substances rules due to the hazardous nature of the product. Standard provisions in the Plan, for example relating to natural and technological hazards, also apply to airport operations.*

*The environmental result will be that new development does not detract from amenity values within the Precinct and at the boundaries of the Precinct with adjoining land uses.]PC57*

- 10.2.5.4** Manage the noise environment to maintain and where possible enhance community health and welfare.

#### **METHODS**

- Rules
- A Noise Management Plan is to be developed and implemented as set out below

*The Airport provides an important service for Wellington City, the region and the nation. However, its very nature means that it has associated adverse effects, particularly where noise is concerned.*

*A noise management plan (NMP) will immediately be implemented by Wellington International Airport Limited (WIAL) to assist all interested parties in complying with the objectives and rules in the District Plan.*

*The noise management plan will include:*

- a statement of noise management objectives and policies
- details of methods and processes for remedying and mitigating adverse effects of airport noise including but not limited to:
  - improvements to Airport layout to reduce ground noise
  - improvements to Airport equipment (including provision of engine test shielding such as an acoustic enclosure for propeller driven aircraft) to reduce ground noise
  - aircraft operating procedures in the air and on the ground
- procedures for monitoring and ongoing review of the plan
- dispute resolution procedures
- a programme for immediate and ongoing refinement by way of shrinkage of the location of the Air Noise Boundary (ANB), with priority to be given to those areas which through further monitoring are found not to be exposed to forecast Ldn 65 dBA, with the intent that the programme be completed within two years
- consideration of land use measures which may mitigate adverse effects through changes to controls
- consideration of any need for insulation of existing houses within the ANB; the extent to which such insulation is appropriate, and the ultimate responsibility for cost
- details of methods and process for monitoring and reporting compliance with the District Plan rules, including but not limited to:
  - airnoise boundary and activity ceilings provided in the rules
  - engine testing
  - Auxiliary Power Units (APUs) Ground Power Units (GPUs)
  - curfew
- details for certification by WIAL of night curfew exempt aircraft.

A Wellington Airnoise Management Committee has been established made up of local residents, WCC and WIAL representatives. The Committee meets regularly to address noise issues and to ensure that compliance with the district plan provisions.

## OBJECTIVE

**10.2.6** To ensure signage is designed and located in a way which will not detract from the character of the locality, and will not cause a traffic hazard.

## POLICIES

To achieve these objectives, Council will:

- 10.2.6.1** Manage the scale and placement of signs in order to maintain and enhance the visual amenity of the host building, site, and locality.
- 10.2.6.2** Ensure any signage located in and along State Highway 1 and the coastal roads contribute positively to the quality of these routes and the natural landscape.
- 10.2.6.3** Ensure any signs located on Rongotai Ridge respect the important cultural and natural qualities of this landform.

## METHODS

- Rules
- Memorandum of understanding
- Operational activities
- Advocacy

The District Plan provisions recognise that signage is an important part of a major transportation hub like the Airport. This is balanced with the need to protect the amenity of nearby residential uses, important access routes to and from the Airport, and the natural and cultural landscape within and adjoining the Airport area.

Signs are permitted within the Airport area subject to conditions that reflect the sensitivity of the receiving environment. These conditions ensure that all signs are sympathetic to the design of the host building, site and surrounds, and that the obtrusive nature of signs is appropriately managed. Managing the effects on public safety, particularly in respect of traffic safety, is also important.

Within the Terminal Area a more flexible regime is provided to recognise that this area is relatively buffered and set back from residential, coastal and high speed traffic environments. As a Terminal Area, it is anticipated that a greater degree of signage can be accepted within this locality.

Billboards close to residential properties and main roads have the potential to create visual clutter, lower the amenity values of a locality, and cause traffic hazards. Signs and billboards adjacent to State Highway 1 and the coastal roads require a resource consent. Billboards in other areas of the Airport Area in excess of 8m<sup>2</sup> and 4 metres in height are also assessed as a discretionary (restricted) activity.

A memorandum of understanding (MOU) has been developed between Wellington International Airport Limited and Wellington City Council. This sets an agreed process for dialogue to occur between the parties prior to the submission of any proposals for resource consent, or plan changes. This MOU will assist in resolving issues prior to the formal statutory process and will assist in ensuring better outcomes.

In assessing applications for resource consent, the following matters will be taken into account:

- (1) Whether any signs are obtrusively visible from any residential area or public space.
- (2) Whether the area of the sign is in scale with the site or building development
- (3) Whether the sign is compatible with the visual character of the area in which it is situated.
- (4) Whether the sign detracts from the architecture of the building on which it is located.
- (5) Whether an additional sign/s will result in visual clutter.
- (6) Whether the sign/s will complement the surrounding natural landscape and, where relevant, screen unsightly sites, activities or buildings.
- (7) Whether the size, number or method of illumination of a sign or signs will compromise traffic or pedestrian safety.

Because of the diversity of sign types and the situations in which they are erected, variations from the rules may be justified in certain cases. In all instances however, Council seeks to ensure that visual amenities are maintained. The environmental result will be signage within the Airport area that is well designed and sympathetic to the visual amenities of the host building and the surrounding environment, and does not cause a traffic hazard.] PC57

## OBJECTIVE

**10.2.7** To prevent or mitigate any adverse effects of the storage, use, disposal, or transportation of hazardous substances, including waste disposal, and from the use of contaminated [land] PV10.

## POLICIES

To achieve these objectives, Council will:

- 10.2.7.1** Require that the storage, use, handling and disposal of hazardous substances are subject to analysis using the Hazardous Facilities Screening Procedure and, where appropriate, the resource consent procedure in order that



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any potential or actual adverse effects are managed in such a way as to safeguard the environment.

#### METHODS

- Rules

• Other mechanisms (Health Act, Hazardous Substances and New Organisms Act 1996 and its Transitional Provisions, Health and Safety in Employment Act, 1992)

*Council is concerned that the community and environment should not be exposed to unnecessary risk from hazardous substances. The District Plan aims to control use of land in order to prevent or mitigate any potential adverse effects of hazardous substances by considering the appropriateness of the site location and other site requirements to avoid, remedy or mitigate the risk of accidental release. Although these are only two facets of hazardous substances management, others are outside the scope of the District Plan.*

*[The hazardous substance provisions of this Plan work in conjunction with the provisions for hazardous substances under the Hazardous Substance and New Organisms Act 1996. Controls imposed on hazardous substances under the Resource Management Act cannot be less stringent than those set under the Hazardous Substance and New Organisms Act 1996. This requirement is reflected in the rules for hazardous substances in this Plan.]<sup>1</sup>*

*The Regional Council has developed rules in the Regional Plans to control discharge of hazardous substances to land, air and water. The Hazardous Facilities Screening Procedure has been incorporated into the District Plan. Uses which have unacceptable potential effects will be located and contained where their potential adverse effects can be prevented or mitigated.*

*The environmental result will be a safer environment as a result of the safer storage, use and disposal of hazardous substances.*

#### 10.2.7.2 Reduce the potential adverse effects of transporting hazardous substances.

#### METHODS

- Rules

• Other mechanisms (advocacy and bylaws) [and NZ land transport legislation (including Land Transport Act 1993, Land Transport Rule: Dangerous Goods 1999 and New Zealand Standard 5433:1999)]<sup>PC35</sup>

*Because there is always a risk of an accident, the transportation of hazardous substances potentially has adverse effects on the surrounding locality. Where practicable, transport of hazardous substances to a hazardous facility will be restricted to main arterial routes and avoid peak periods of commuter traffic.*

*The environmental result will be safer communities.*

#### 10.2.7.3 Control the use of land for end point disposal of waste to ensure the environmentally safe disposal of solid and hazardous waste.

#### METHODS

- Rules

• Operational activities (Waste Management Strategy)

• Designation

• Other mechanisms (Regional Plans) [and Hazardous Substances and New Organisms Act 1996)]<sup>1</sup>

*Unrestricted land disposal of waste by landfilling is increasingly less environmentally acceptable as a method of dealing with the City's waste. For this reason, Council wishes to discourage the proliferation of waste disposal sites.*

*Council's Waste Management Strategy, which addresses waste disposal in Wellington City, includes guidelines on the environmentally acceptable management of the hazardous wastes produced in Wellington.*

*The environmental result will be fewer and better-managed waste disposal sites.*

#### 10.2.7.4 To require hazardous facilities to be located away from Hazard Areas.

#### METHODS

- Rules

*The likelihood of an accidental release of a hazardous substance is increased during a natural hazard event.*

*For this reason, Council wishes to discourage the development of new hazardous facilities in identified Hazard Areas.*

*The environmental result will be the minimisation of hazards and risk to the environment and people in Hazard Areas.*

#### 10.2.7.5 Manage the bulk storage of aviation fuel.

#### METHODS

- Rules

• Site Management Plan for the bulk storage area

- Other mechanisms (Health Act, Hazardous Substances and New Organisms Act 1996 and its Transitional Provisions, Health and Safety in Employment Act 1992)

Council recognises that the airport requires bulk storage of aviation fuel to efficiently operate the hydrant refuelling system. However, Council is concerned that the community and environment should not be exposed to unnecessary risk arising from the bulk storage of aviation fuel and requires the airport company to ensure that and that a site management plan for bulk fuel storage, reticulation and tankering systems is in place by 1/1/99 or on the date which the Proposed District Plan becomes operative, whichever is the earlier.

The environmental result will be minimised exposure to unnecessary risk.

#### **[10.2.7.6 Control activities on any contaminated [land] PV10.**

##### **METHODS**

- Rules
- Other mechanisms (including Ministry for the Environment Guidelines for Contaminated Land Management)

Activities on contaminated [land] PV10 are managed for two reasons. Firstly, to prevent the contamination adversely affecting occupiers of the [land] PV10 or processes which could take place on the [land] PV10 there and secondly, to ensure that such [land is] PV10 cleaned up.

Site specific investigations have been undertaken to identify locations where contamination from the past may have occurred. These locations are shown on a plan of the airport attached as Appendix 5 to the rules.

In the Airport area the extent of any contamination is often difficult to confirm prior to construction works because of the extent and thickness of concrete hardstand. Contamination discovered to date has generally not migrated laterally and has been prevented from vertical migration by the thickness of hardstand. In recognition of the Airport's generally unique characteristics in regards to contamination, and that this area is within one ownership, a less restrictive rule regime has been applied than in other areas. Any development involving the disturbance or alteration of land within the Airport Area in the locations shown on Appendix 5 to the rules will therefore be assessed as a controlled activity. A memorandum of understanding between Wellington International Airport and the Wellington City Council will also ensure that the informal cooperation that has happened to date will continue.

Council is eager to see any contaminated areas cleaned up and will facilitate this process to the best of its ability. Key issues to be considered as part of any application to use a contaminated [land] PV10 will be the nature and extent of the contamination, the risk of exposure to public health, safety and the environment, and finally the approach to decontamination of the [land] PV10. The Ministry for the Environment has published several guidelines for the management of contaminated sites and it is expected that applicants will adhere to these guidelines (particularly guidelines 1-5 as appropriate) in completing the [land] PV10 analysis and preparing the approach to decontamination.

The environmental result will be the sharing of information about contaminated [land] PV10 between district and regional councils and the appropriate control over the development of any contaminated [land] PV10.] PC57

##### **OBJECTIVE**

- 10.2.8** To avoid or mitigate the adverse effects of natural and technological hazards on people, property and the environment.

##### **POLICIES**

To achieve these objectives, Council will:

- 10.2.8.1** Identify the hazards that pose a significant threat to Wellington and ensure that areas of high hazard risk are not occupied or developed for vulnerable uses or activities.

##### **METHODS**

- Rules
- Other mechanisms (Building Act Controls)

Hazards occur whenever people are in contact with natural or technological phenomena that pose a threat to health and safety. It is therefore necessary to identify the hazards and risks that people face by living in Wellington.

[Council's hazard management involves four phases – mitigation, preparedness, response and recovery. Mitigation is addressed through a combination of land use management within the District Plan and Building Act controls. Control can be exercised over some hazards to avoid the hazard (such as technological hazards), whereas other hazards such as fault rupture and ground shaking from earthquakes are unavoidable. However, the risk to life from these unavoidable hazards can be reduced with appropriate mitigation measures.

Not everyone is able to respond to an event in the same way. Portions of the population (due to factors such as age, health and income) may be less

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able to cope with an emergency and are more vulnerable. Certain high-intensity land uses (such as public assembly sites, schools, high rise housing) may also increase the hazard risk.]<sup>PC22</sup>

The environmental result will be the minimisation of hazards and risk to people in high hazard risk areas.

**10.2.8.2 Ensure that critical facilities and lifelines are not at risk from hazards.**

**METHODS**

- Rules

The services people depend on to help them cope with emergencies include fire, police, ambulance and civil defence organisations as well as other volunteer services. People also rely on other services, such as communications, transport routes, electricity, gas and water, to cope after the event. These important services are known as lifelines. Council considers it essential for critical facilities and lifelines to be located as far as is reasonably practicable from Hazard Areas.

The environmental result will be the establishment of critical facilities and lifelines in locations that avoid, remedy or mitigate risks from hazards.

**10.2.8.3 Ensure that the natural environment is protected from the adverse effects arising from a hazard event.**

**METHODS**

- Rules

If a hazard event occurs, the natural environment needs to be protected from flow-on effects, such as contamination of ground water from ruptured pipelines and storage tanks. The potential for an activity to affect the natural environment under emergency conditions is also an important consideration. For these reasons relevant rules have been included in the District Plan.

The environmental result will be the better protection of the natural environment from hazard events.