

## Draft Whakamahere Whakatū Nelson Plan - Airport provisions

### What has changed?

The following is a short summary comparing the approach to activities relating to the Nelson Airport in the current Nelson Resource Management Plan (NRMP) and the Draft Nelson Plan.

Activity	NRMP	Draft Nelson Plan
<b>Chapter changes</b>		
<b>Topic and Zone chapters</b>	<p>Specific provisions for the Airport, including management of noise effects, are contained within the Industrial Zone chapter.</p> <p>Additional provisions for the management of noise effects from the airport are also captured in the Residential zone and Suburban Commercial zone chapters.</p>	<p>Provisions for the Airport are now contained in a new chapter</p> <p>Special purpose zone: Airport zone (SPZ-AIRPZ).</p> <p>The specific noise provisions for the Airport are now all contained in the Noise chapter (NOISE).</p>
<b>Spatial changes</b>		
<b>Zones and areas</b>	Industrial zone (with a reference to the unmapped “Airport industrial area” in the airport-specific rule).	<p>Special purpose zone: Airport zone, divided into three precincts:</p> <ul style="list-style-type: none"> <li>- Core airport precinct</li> <li>- Airport environs precinct and</li> <li>- Airport coastal precinct.</li> </ul>
<b>Objectives and Policies</b>		
<b>Use of airport land</b>	One specific policy directs that non-industrial activities not locate in the Airport industrial area, unless they have a direct relationship with the airport.	<p>Policies in the Airport zone outline appropriate activities based on the role and function of each precinct. In the Airport environs precinct, some commercial activities are also anticipated, provided they:</p> <ul style="list-style-type: none"> <li>- use the land resource efficiently,</li> </ul>

		<ul style="list-style-type: none"> <li>- don't cause adverse effects to the transportation network,</li> <li>- are compatible with urban form and amenity of adjacent zones, and</li> <li>- do not cause adverse effects on the vitality of the commercial zones.</li> </ul>
<b>Amenity</b>	Policy direction to maintain and enhance amenity in the zone and neighbouring zones, including noise, dust etc.	On main roads in and out of the airport, amenity appropriate to the airport's gateway function is important. Elsewhere, functionality and safety are more important.
<b>Noise – management (NOISE)</b>	<p>Specific objectives, policies and rules are provided in relation to aircraft noise effects, the management of the receiving environment, and the noise management and mitigation framework.</p> <p>The policies set out the approach for addressing the effects of noise, which includes controlling the activities producing the noise and the potential for people to be exposed to the noise.</p>	Specific airport noise policies relate to acoustic insulation for noise-sensitive activities and the use of other forms of management to address the effects of noise-generating activities associated with the Nelson Airport.
<b>Rules/Standards within the Airport zone<sup>1</sup></b>		
<b>Airport-related activities</b>	Commercial or recreational facilities that relate directly to or serve airport activities are permitted activities.	<p>In the Airport zone, activities which support the airport are permitted activities, including:</p> <ul style="list-style-type: none"> <li>- police, fire stations, medical facilities,</li> <li>- education facilities,</li> </ul>

<sup>1</sup> The limitation on minimum allotment sizes to 600m<sup>2</sup> within the General residential zone and the Airport effects control overlay is included in the Draft Nelson Plan Subdivision chapter, as per Nelson Plan engagement in late 2020.

		<ul style="list-style-type: none"> <li>- administrative offices,</li> <li>- commercial activities associated with the needs of airport passengers or workers, and</li> <li>- offices ancillary to other airport-related activities.</li> </ul>
<b>Industrial activities</b>	Permitted activity.	In the Airport zone, light industrial activities which support the airport are a permitted activity.
<b>Residential activities</b>	Permitted activity if it is ancillary to the industrial activity, is not located in the Airport overlay, and if it has an outdoor living court.	In the Airport zone, residential activities are a non-complying (however visitor accommodation within the Airport zone is a permitted activity, subject to compliance with standards).
<b>Commercial activities</b>	<p>Retail activities that include the below are a permitted activity:</p> <ul style="list-style-type: none"> <li>- food and beverage &lt;100m<sup>2</sup></li> <li>- selling items made onsite,</li> <li>- vehicle accessories, and</li> <li>- any involving bulky outdoor storage.</li> </ul> <p>However, the NRMP is silent on commercial services and other enterprises. Retail is otherwise a discretionary activity. Commercial services are not mentioned, so default to a permitted activity status. This gap has allowed for gyms, medical services and martial arts studios to locate in the Industrial zone.</p>	<p>In the Airport zone, a commercial activity is a permitted activity if it is:</p> <ul style="list-style-type: none"> <li>- in the Airport terminal building,</li> <li>- a service station,</li> <li>- a trade supplier,</li> <li>- education activity related to airport activities, or</li> <li>- visitor accommodation.</li> </ul>
<b>Office activities</b>	Permitted activity if ancillary to an industrial activity,	In the Airport zone an office activity is a permitted activity if it is ancillary to an airport-related

	otherwise a discretionary activity.	activity or ancillary to other permitted activities in the zone and is less than 100m <sup>2</sup> in floor area, otherwise it is a restricted discretionary activity. Discretion restricted to: <ul style="list-style-type: none"> <li>- the need for a floor area over the permitted level ,</li> <li>- adverse effects on existing activities in the Airport Zone, and</li> <li>- effects on the vitality of commercial centres.</li> </ul>
<b>Activities not listed</b>	Any activity not listed in the rules is a permitted activity. This has allowed a number of non-industrial activities (such as churches and gyms) to locate in the zone.	In the Airport zone activities not otherwise mentioned default to a non-complying activity.
<b>Rules / Standards within the Noise chapter</b>		
<b>Noise – acoustic insulation (NOISE)</b>	<p>Within the Airport effects control overlay, construction/ alteration of a building containing a bedroom or living area in a Residential or Suburban Commercial Zone is a permitted activity where it is acoustically insulated in accordance with an Appendix to the Plan, or certification is provided to show the insulation reduces noise levels to no greater than 45dB L<sub>dn</sub> (inside,). Otherwise it is a non-complying activity.</p> <p>Designation DAA2.4.i restricts new activities within the Ldn 65 Air Noise Boundary.</p>	<p>No significant change from NRMP except that:</p> <ul style="list-style-type: none"> <li>- the reduced indoor noise level limit has been lowered to 40dB L<sub>dn</sub>, and</li> <li>- the rule also applies to the Airport zone.</li> <li>- New noise sensitive activities or extensions to existing noise sensitive activities will be precluded within the Air Noise Boundary (65dBA Ldn contour). This restriction is currently located in the Airport Designation, so has no material change on residential activities within this contour.</li> </ul>

<b>Noise – multi-unit developments/ four or more residential units (NOISE)</b>	A multi-unit residential development in a Residential zone in the Airport effects control overlay is a non-complying activity.	No change from NRMP other than the term multi-unit is replaced by reference to four or more residential units.
<b>Noise – aircraft engine testing (NOISE)</b>	Limits are set for aircraft engine testing including: <ul style="list-style-type: none"> <li>- Monday to Sunday 6am to 10pm 55 dB LAeq (8 hours);</li> <li>- All other times 45 dB LAeq (8 hours); and</li> <li>- All days 10.00pm – 6.00am 75 dB Lmax</li> </ul>	No significant change from NRMP except that no high-power jet aircraft engine testing is permitted.
<b>Noise – management (NOISE)</b>	Noise from aircraft operations at the Airport is a permitted activity if it complies with a number of noise limits, including a rolling three-month average, 24 hour, night-weighted sound exposure of Ldn 65 dB, and additional limits between the hours of 12 midnight and 6.00am.	No change from NRMP.
<b>Noise – Airport Effects Advisory Overlay</b>	An advisory overlay to signal to landowners that the area is subject to the effects of airport noise.	No relevant overlay in the Nelson Plan.

This comparison table is for information only to assist the Draft Nelson Plan development process. The activities and status of rules may change. Refer to the Nelson City Council website for updates on progress or status of the Nelson Plan.