

## THE DRAFT WHAKAMAHERE WHAKATŪ NELSON PLAN KEY INFORMATION

The Draft Whakamahere Whakatū Nelson Plan combines the current resource management plans for Nelson into one combined Plan that is up-to-date with Central Government requirements and direction, current best practice, and the latest research and local information. Once notified, the Nelson Plan will guide how we use our natural resources, where and how we develop land, and how we protect our environment.

### AIRPORT ZONE AND AIRPORT NOISE

#### What is the Airport zone chapter all about?

The proposed Airport zone chapter sets out the expectations around the role and function of the airport land, including amenity and security considerations.

Nelson Airport is now the busiest non-international airport in the country, and the increase in passenger and freight has led to significant redevelopment of the area in recent years. Nelson Airport is recognised for its strategic importance and is facing growth issues.

The new draft Airport zone chapter will include objectives, policies, rules and maps to manage environmental effects in that zone. In addition, an 'Airport Effects Control Overlay' applies to some areas near the airport to manage noise. The Airport Effects Control Overlay has yet to be finalised - see box below.

*Nelson Airport is currently working through updates to its noise contours, which could result in changes to the current Air Noise Boundary ( $L_{dn}$  65 dB) and Airport effects control overlay. The updates will reflect the Airport's 2021 Master Plan (not yet finalised). Like previous Master Plans, the 2021 version includes provision for a future runway extension, to provide additional freight and passenger capacity. In late 2021 Nelson Airport will consult on these proposed changes for inclusion in the Whakamahere Whakatū Nelson Plan.*

#### What are the Airport zone and Airport noise chapters trying to achieve?

The Airport zone is proposed to be divided into three precincts: Precinct 1 being the *Core airport precinct*, providing for the airport runway, hangars, and other core aviation activities; Precinct 2 being the *Airport environs precinct*, providing for the landside activities that support and complement the airport;

and, Precinct 3 being the *Airport coastal precinct*, that provides for management of coastal and river margins at the airport.

It is important that some commercial activities be allowed in the area, to support airport workers and passengers, and also to allow for the functioning of the airport. It is also important the commercial activities at the airport do not undermine the existing commercial centres of Nelson's Central city, Tahunanui and Stoke.

Another important consideration for the zone is that it meets reasonable expectations around amenity. That means that development along the main road to the airport will need to meet certain standards appropriate to its gateway function.

The draft airport noise provisions propose to manage effects on the amenity and health of people living near the airport from adverse noise levels generated by airport-related activities, while at the same time ensuring the Airport can continue to effectively operate. To achieve this a combination of noise limits, acoustic insulation requirements and development restrictions are proposed. These are similar to the rules in the current Nelson Resource Management Plan (NRMP), with some minor amendments. Nelson Airport's requirements as to the noise management plan framework (i.e. Airport Noise Monitoring Plan) will be addressed through its designation.

#### What rules would apply to the Airport zone and Airport noise?

The Airport zone would provide for all aviation-related activities across the zone. That would include airside activities such as airplane operation and maintenance, as well as landside activities like control tower operations, baggage and freight handling.



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The zone would also provide for airport-related and other activities, which could include:

- Airport-related and other ancillary offices
- Airport-related education
- Airport-related Industrial activities
- Small food and beverage retail, including entertainment and hospitality activities in the terminal
- Visitor accommodation, trade suppliers and service stations
- Recreational activities

A variety of standards guide the limits at which these activities are a permitted activity. These include:

- Building height (<12m)
- Setbacks from main public roads (>2m)
- Screening of outdoor storage areas
- Parking and loading requirements
- Hours of operation

For a detailed list of the proposed standards refer to the Draft Nelson Plan Airport zone chapter.

Should an activity not meet one or more of the development standards, or be an activity not provided for in the zone, a resource consent would be required.

Airport noise provisions focus on managing effects on noise sensitive activities (e.g. residential, education and visitor accommodation activities). The draft provisions propose to:

- Require acoustic insulation requirements for the construction or alteration of a building containing a bedroom or living area located in a Residential zone, Commercial and mixed use zone, or the Airport zone and within the Airport effects control overlay.
- Set a non-complying activity status for multi-unit residential developments located within a Residential zone and the Airport effects control overlay – to manage noise reverse sensitivity effects.

- Set a prohibited activity status for new noise sensitive activities, or extension to existing noise sensitive activities within the Air Noise Boundary ( $L_{dn}$  65 dB).
- Restrict the minimum allotment size to 600m<sup>2</sup> within the Residential zone and the Airport effects control overlay.
- Apply noise limits for aircraft engine testing on Nelson Airport and a resource consent requirement for high power jet engine testing.
- Manage aircraft noise at the Airport through a number of noise limits, including a rolling three-month average, 24 hour, night-weighted sound exposure of  $L_{dn}$  65 dB, and some additional limits between the hours of 12 midnight and 6.00am.

### What other material is relevant to the airport?

As well as an Airport zone, there are also currently three designations in the area that control airport operations and two wider-reaching aspects of airport operations. The three designations are currently: DAA1 Aerodrome; DAA2 Airport Noise Boundary Controls; DAA3 Airport Height Restrictions.

Although these designations are implemented through the applicable resource management plans, they are subject to a different process than other activities, with the Requiring Authority (in this case, Nelson Airport Ltd) having greater control where activities are consistent with the purpose of the designation. This process allows essential infrastructure to operate with more certainty. The airport's designations are currently being reviewed and a draft of the updated designations is expected to be released for public feedback by Nelson Airport Ltd prior to notification of the Nelson Plan.

### How would the approach to this area change from the current Nelson Resource Management Plan (NRMP)?

Under the current operative Nelson Resource Management Plan the area around the airport is currently an Industrial zone, with a specific rule to provide for activities that relate to or serve airport activities. Rules within the Industrial zone also specifically provide limits for aircraft engine testing, acoustic



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insulation requirements, and permitted noise emission limits for aircraft noise at the Airport.

The Draft Nelson Plan proposes a separate zone for airport land. This allows for development at the airport to be tailored so that activities in the zone are more specific to the airport, and airport-related effects are managed appropriately.

To align with government plan requirements, all the airport noise provisions are to now be included in the Noise chapter (not the Airport zone chapter) of the Nelson Plan. These provisions are generally unchanged from the current NRMP provisions with the exception of a resource consent requirement for engine testing of high power jet engine aircraft, and a requirement to demonstrate acoustic noise insulation reduces indoor air noise levels to 40 dBA as opposed to 45 dBA. The current Designation conditions which restrict Noise Sensitive Activities in the 65dB contour are also proposed to be moved into the NOISE chapter.

### Further information on the Nelson Plan

This key information sheet is a summary of the provisions proposed in the Draft Nelson Plan that relate to the Airport zone and Airport noise. It should not be used as a definitive representation of content.

To view actual Draft Nelson Plan content, please go to [shape.nelson.govt.nz](https://shape.nelson.govt.nz).

### How can I give feedback?

We encourage you to provide feedback:

Online: [shape.nelson.govt.nz/nelson-plan](https://shape.nelson.govt.nz/nelson-plan)

Email: [nelsonplan@ncc.govt.nz](mailto:nelsonplan@ncc.govt.nz)

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