

# 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 with rules allowing for their respective adjoining activities. The area provisions which allow for the continued use and development of Wellington Airport are necessary to provide certainty to both Airport operators and the community. Wellington Airport is owned by Wellington International Airport Ltd (WIAL) whose shareholders comprise the Government (66 percent) and Wellington City Council (34 percent). WIAL was formed in 1990.

Wellington Airport is the country's air transport hub and its busiest domestic airport. It has regular Trans-Tasman flights, which may increase in frequency. The Plan provisions recognise the function of the Airport as a major arrival and departure point for people and cargo. They recognise the need for activities that are ancillary to this.

Within the Airport area a range of uses are permitted which are essential for the safe, efficient and economic operation of the Airport. These include runways, taxiways, terminals, air carrier facilities, fuel storage, refuelling operations, and aircraft maintenance as well as a number of support and commercial activities. Fuel storage and refuelling facilities are essential to the operation of the Airport but will be subject to the hazardous substances rules due to the nature of the product.

The area provisions have been developed in recognition of a master plan for development of the Airport prepared for WIAL and with modification to incorporate the considerable public and industry comment obtained.

The Precinct also provides for the continuation of the existing Golf Course and recreational activities by way of area provisions. It is not intended that the land used for these recreational activities will be used for Airport purposes.

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

### OBJECTIVES

- 10.2.1 To promote the efficient operation of the Airport and a planned approach to its future development; and**
- to promote and 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:

- 10.2.1.1 Identify the Airport as an area within the precinct with a distinct character and uses.**
- 10.2.1.2 Establish District Plan provisions which can accommodate future comprehensive re-development of the Airport.**
- 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.*

### OBJECTIVE

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

### POLICIES

To achieve this objective, Council will:

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

- 10.2.2.2** 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.
- 10.2.2.3** Control the interrelationship between building forms and the space around buildings to ensure a high level of visual amenity.
- 10.2.2.4** Ensure landscape treatment of the Airport's boundaries and approaches to produce an appropriate gateway into the City and Airport, and to help improve the appearance of the Airport and its associated activities.
- 10.2.2.5** Ensure both the continuation and the development of Golf Course and recreation activities within the buffer of land to the east of the Airport area.

#### **METHODS**

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

*The Airport is a gateway into the city and New Zealand, and as such requires a high level of attention to be paid to landscape and design issues. The environmental result will be the creation and maintenance of an Airport environment that creates an attractive and welcoming impression for Airport users and the travelling public, and is a pleasing addition to the neighbourhood for local residents and users of the surrounding land.*

*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. 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 result will be the operation of activities within the Airport area which have a minimal effect on the quality of the environment.*

- 10.2.2.6** 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 representative Wellington Airnoise Management Committee will as soon as practicable be established. The Committee will draw up terms of reference and a planning timeframe. Until this Committee is established, its functions will be exercised by the existing Standing Committee with the addition of a representative of the New Zealand Defence Force.*

*Notification of the Committee's terms of reference and planning timeframe is to be provided to the Council. The Council will use its best endeavours to support the Committee and may undertake independent audits of the parties' progress towards implementation of identified methods and processes. The Council will also ensure that it maintains direct access to any relevant data necessary for the effective operation or enforcement of these rules.*

## OBJECTIVE

**10.2.3 To prevent or mitigate any adverse effects of the storage, use, disposal, or transportation of hazardous substances, including waste disposal, and formation of contaminated sites.**

## POLICIES

To achieve this objective, Council will:

**10.2.3.1 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 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.*

**10.2.3.2 Reduce the potential adverse effects of transporting hazardous substances.**

### METHODS

- Rules (conditions on resource consents)
- 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>2</sup>

<sup>1</sup> and <sup>2</sup> District Plan Change No.35 – Hazardous Substances (Operative 6 July 2006)

*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.*

#### **10.2.3.3 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.*

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

##### **METHOD**

- 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.*

#### **10.2.3.5 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*

<sup>1</sup> District Plan Change No.35 – Hazardous Substances (Operative 6 July 2006)

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.

## OBJECTIVE

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

### POLICIES

To achieve this objective, Council will:

**10.2.4.1 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 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.]*

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

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

#### METHOD

- 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.*

<sup>1</sup> District Plan Change No.22 – Hazard (Fault Line) Area (Operative 27 July 2004)

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

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

**METHOD**

- 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.*