

ANOC – Airport noise and obstacle controls

The relevant area specific zone chapter provisions apply in addition to this chapter.

Overview

The ANOC – Airport noise and obstacle controls chapter manages the height of development and noise sensitive activities within the Obstacle Limitation Surfaces and Air Noise Boundaries identified on the planning maps for:

- (1) Hamilton Airport;
- (2) Te Kowhai Aerodrome; and
- (3) Mercer Airport.

Objective

ANOC-O1 Operation and development.

To enable the ongoing operation and development of airports and aerodromes.

ANOC-O2 Reverse sensitivity.

The operational needs of airports and aerodromes are not compromised by noise-sensitive activities with the potential for reverse sensitivity conflict.

Policy

ANOC-P1 Aircraft operations.

Buildings, structures, trees and other vegetation do not create a potential hazard to the flight paths of aircraft or any other operations associated with airports or aerodromes.

ANOC-P2 Reverse sensitivity.

- (1) Manage reverse sensitivity risk by:
 - (a) Ensuring that noise-sensitive activities within Airport Noise Control Boundaries are acoustically insulated to appropriate standards; and
 - (b) Ensuring that airports and aerodromes operate within the noise limits specified by Airport Noise Control Boundaries.

Rules

Obstacle Limitation Surfaces

ANOC-RI	Building height – Hamilton Airport	
All zones	<p>(1) Activity status: PER</p> <p>Activity-specific standards:</p> <p>(a) Any building, structure, tree or other vegetation must not protrude through the Airport Obstacle Limitation Surface for Hamilton Airport as identified</p>	<p>(2) Activity status where compliance not achieved: NC</p>

Part 2: District-wide matters / General district-wide matters / ANOC – Airport noise and obstacle controls

	on the planning maps and defined in the designation for WRAL – Waikato Regional Airport Ltd.	
ANOC-R2	Building height – Te Kowhai Aerodrome	(Approach and Take-Off Surfaces)
All zones	<p>(1) Activity status: PER</p> <p>Activity-specific standards:</p> <p>(a) Any building, structure, tree or other vegetation must not protrude through the Approach and Take-Off Surfaces of the Airport Obstacle Limitation Surface for the Te Kowhai Aerodrome as identified on the relevant planning maps and defined in APP10 – Te Kowhai Aerodrome.</p>	<p>(2) Activity status where compliance not achieved: NC</p>
ANOC-R3	Building height – Te Kowhai Aerodrome	(Transitional Side Surfaces)
All zones	<p>(1) Activity status: PER</p> <p>Activity-specific standards:</p> <p>(a) Any building, structure, tree or other vegetation must not protrude through the Transitional Side Surfaces of the Airport Obstacle Limitation Surface for the Te Kowhai Aerodrome as identified on the relevant planning maps and defined in APP10 – Te Kowhai Aerodrome.</p>	<p>(2) Activity status where compliance not achieved: RDIS</p> <p>Council’s discretion is restricted to the following matters:</p> <p>(a) Effects on the safe and efficient operation of Te Kowhai aerodrome and airpark.</p>
ANOC-R4	Building height – Te Kowhai Aerodrome	(Inner Horizontal Surface)
All zones	<p>(1) Activity status: PER</p> <p>Activity-specific standards:</p> <p>(a) Any building or structure must not protrude through the Inner Horizontal Surface of the Airport Obstacle Limitation Surface for the Te Kowhai Aerodrome as identified on the planning maps and defined in APP10 – Te Kowhai Aerodrome.</p>	<p>(2) Activity status where compliance not achieved: RDIS</p> <p>Council’s discretion is restricted to the following matters:</p> <p>(a) Effects on the safe and efficient operation of Te Kowhai aerodrome and airpark.</p>

Advice note:

In relation to rules ANOC-R2 and R3, the Operator of Te Kowhai Aerodrome will undertake an updated survey of “existing trees” as at the date that the Obstacle Limitation Surfaces rule becomes operative.

Where the owner consents, either:

- (i) Removal of existing trees required to comply with the Obstacle Limitation Surfaces; or*

Part 2: District-wide matters / General district-wide matters / ANOC – Airport noise and obstacle controls

(ii) *Trimming of existing trees required to comply with the Obstacle Limitation Surfaces on a one-off basis*

will be undertaken at the instruction of and paid for by the Operator of Te Kowhai Aerodrome.

For the avoidance of doubt, the term “existing trees” means any tree or vegetation that existed within the Te Kowhai Approach and Take-Off Surface and the Transitional Side Surfaces of the OLS on 7 May 2021.

ANOC-R5	Building height – Mercer Airport	
All zones	<p>(1) Activity status: PER</p> <p>Activity-specific standards:</p> <p>(a) Any building, structure, tree or other vegetation must not protrude through the Obstacle Limitation Surfaces identified on the planning maps and defined in APPI I – Mercer Airport.</p>	<p>(2) Activity status where compliance not achieved: RDIS</p> <p>Council’s discretion is restricted to the following matters:</p> <p>(a) Effects on the safe and efficient operation of Mercer Airport.</p>

Noise-sensitive activities

ANOC-R6	Noise sensitive activities – Hamilton Airport, Mercer Airport and Te Kowhai Aerodrome	
All zones	<p>(1) Activity status: PER</p> <p>Activity-specific standards:</p> <p>(a) Construction of, or addition, or alteration to, a building containing a noise-sensitive activity must be insulated in compliance with APPI – Acoustic insulation within:</p> <p>(i) An Airport Air Noise Boundary or Airport Outer Control Boundary.</p>	<p>(2) Activity status where compliance not achieved: RDIS</p> <p>Council’s discretion is restricted to the following matters:</p> <p>(a) Internal design sound levels;</p> <p>(b) On-site amenity values; and</p> <p>(c) Potential for reverse sensitivity effects.</p>
ANOC-R7	Noise sensitive activities – Te Kowhai Aerodrome within the 65dB L _{dn} Air Noise Boundary	
All zones	<p>(1) Activity status: RDIS</p> <p>Activity-specific standards:</p> <p>(a) Noise-sensitive activities located within the Te Kowhai Aerodrome Air Noise Boundary (65dB L_{dn}).</p> <p>Council’s discretion is restricted to the following matters:</p> <p>(b) Amenity values;</p> <p>(a) Potential for reverse sensitivity effects; and</p> <p>(b) Internal sound levels (refer criteria in APPI – Acoustic insulation)</p>	<p>(2) Activity status where compliance not achieved: n/a</p>