

<b>Appendix 3: Provisions cascade</b>				
For the avoidance of doubt, this cascade does not include recommendations which do not fundamentally alter an objective, policy or rule.				
<b>Objective</b>	<b>Policy</b>	<b>Rule</b>	<b>Assessment criteria</b>	<b>Other Mechanisms</b>
<b>Te Kowhai Airpark Zone</b>				
<b>9.2.1 Objective – Te Kowhai Airpark</b> (a) To use and develop Te Kowhai Airpark as a strategically-significant, safe and economically-sustainable airpark that meets the current and future needs of the aviation community.	<b>9.2.1.1 Policy – Development</b> (b) Develop Te Kowhai Airpark in accordance with the Te Kowhai Airpark Framework Plan in <a href="#">Appendix 9</a> . (c) <a href="#">Enable educational facilities where they have a functional need to locate within the Te Kowhai Airpark Zone.</a>	<b>Rule 27.1.1 Activity Status Table</b> <a href="#">Teaching &amp; Conference facilities</a> <a href="#">Precinct A: NC4</a> <a href="#">Precinct B: P33</a> <a href="#">Precinct C: D20</a> <a href="#">Precinct D: D21</a>  <a href="#">Educational facility</a> <a href="#">Precinct A = Non-Complying Activity (NC22)</a> <a href="#">Precinct B = Permitted (P51)</a> <a href="#">Precinct C = Restricted Discretionary (RD1)</a> <a href="#">Precinct D = Restricted Discretionary (RD2)</a>  <a href="#">Conference facility</a> <a href="#">Precinct A = NC21</a> <a href="#">Precinct B = P50</a> <a href="#">Precinct C = D38</a> <a href="#">Precinct D = D39</a>	<a href="#">Educational Facility</a> <a href="#">Rule 27.1.2 RD1 and RD2</a> <a href="#">(a) The extent to which it is necessary to locate the activity in the Te Kowhai Airpark Zone.</a>	
<b>9.2.1 Objective – Te Kowhai Airpark</b>	<b>9.2.1.2 Policy - Servicing</b> (a) Development is to be adequately serviced with respect to essential services, water supply <a href="#">(including for firefighting purposes)</a> , wastewater treatment and disposal and	<b>Rule 27.4.2 Subdivision Allotment size</b> RD1 (a) Subdivision within PRECINCT B. <a href="#">(i) Proposed lots must be connected to a private reticulated wastewater network.</a> <a href="#">(ii) Proposed lots must be connected to a private reticulated potable water supply</a>	<b>Rule 27.4.2 Subdivision Allotment size</b> RD1 (b) Council's discretion is restricted to the following matters: (i) The extent to which the	

	<p>stormwater treatment and disposal.</p>	<p><u>network that is also sufficient for firefighting purposes.</u></p> <p>RD2 (a) Subdivision within PRECINCT C AND D where:</p> <p>(i) It is in accordance with Appendix 9 - the Te Kowhai Airpark Framework Plan; and</p> <p>(ii) Every allotment within PRECINCT C, other than a utility allotment, has a net site area of at least:</p> <p>A. 450 m<sup>2</sup> if connected to the Te Kowhai Airpark <u>private</u> reticulated wastewater network <u>and connected to a private reticulated potable water supply network that must also be sufficient for firefighting purposes</u> and not bordering the 25m building setback perimeter; or</p> <p>B. 1000 m<sup>2</sup> if connected to the Te Kowhai Airpark <u>private</u> reticulated wastewater network, <u>and connected to a private reticulated water supply network that must be sufficient for firefighting purposes</u> and borders the 25m building setback perimeter; or</p> <p>C. 2500 m<sup>2</sup> in the case of any allotment not connected to the Te Kowhai Airpark <u>private</u> reticulated wastewater network <u>and connected to a private reticulated water supply network that must be sufficient for firefighting purposes</u>; or</p> <p>(iii) Every allotment within the 'Airside Overlay' of PRECINCT D has a net site area of at least 800m<sup>2</sup> and is connected to the Te Kowhai Airpark <u>private</u></p>	<p>allotment can be serviced by the Te Kowhai Airpark <u>private</u> reticulated <u>system wastewater network</u>;</p> <p>(ii) The ability to connect with reticulated services outside of the Te Kowhai Airpark <u>private</u> reticulated <u>wastewater and water supply networks</u>, as and when these become available;</p> <p>(iii) Consistency with the Te Kowhai Airpark Framework Plan in <u>Appendix 9</u>;</p> <p>(iv) Access, parking and traffic safety considerations;</p> <p>(v) Impacts on aviation and airpark activity;</p> <p>(vi) Site suitability and the extent to which the intended activity can be accommodated on site.</p> <p><u>(vii) Avoidance or mitigation of natural hazards</u></p> <p><u>(viii) Matters referred to within the infrastructure chapter</u></p> <p><u>(ix) Impacts on stormwater and wastewater disposal</u></p> <p><u>(x) Provision of infrastructure, including potable water supply and water supply for firefighting purposes</u></p> <p><u>(xi) Amenity and streetscape</u></p> <p><u>(xii) Vehicle and pedestrian</u></p>	
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		<p>reticulated wastewater network <u>and connected to a private reticulated water supply network that must be sufficient for firefighting purposes</u>; or</p> <p>(iv) Every allotment within PRECINCT D outside of the 'Airside Overlay' has a net site area of at least 2,500m<sup>2</sup>, <u>and is connected to a private reticulated water supply network that must be sufficient for firefighting purposes</u> except:</p> <p>(v) The net site area may be reduced to <u>no less than 1,000m<sup>2</sup></u> providing it is connected to a <u>private</u> reticulated wastewater network <u>and connected to a private reticulated water supply network that must be sufficient for firefighting purposes</u> and is not bordering the perimeter 25m building setback.</p>	<p><u>networks</u></p> <p><u>(xii) Geotechnical stability for building</u></p> <p>RD2 (b) Council's discretion is restricted to the following matters:</p> <p>(i) Subdivision layout;</p> <p>(ii) Ability of titles to accommodate a practical building platform including geotechnical stability for building;</p> <p>(iii) Avoidance or mitigation of natural hazards;</p> <p>(iv) Matters referred to within the infrastructure chapter;</p> <p>(v) Impacts on stormwater and wastewater disposal;</p> <p>(vi) Amenity and streetscape;</p> <p>(vii) Vehicle and pedestrian networks.</p> <p>(viii) <u>Compatibility Consistency</u> with the Te Kowhai Airpark Framework Plan in Appendix 9.</p> <p><u>(ix) Provision of infrastructure, including potable water supply and water supply for firefighting purposes.</u></p>	
<p><b>9.2.1 Objective – Te Kowhai Airpark</b></p>	<p><b>9.2.1.4 Policy – Alignment of activities</b></p> <p>(a) On-site activities must be consistent with the precinct functions <u>and / or must be</u></p>	<p><b>Rule 27.1.1 Activity Status Table</b></p> <p><u>Aircraft operations</u></p> <p><u>Precinct A = Permitted Activity (P46)</u></p> <p><u>Precinct B = Permitted Activity (P47)</u></p> <p><u>Precinct C = Permitted Activity (P48)</u></p>	<p>(NB No assessment criteria proposed as it is a permitted activity)</p>	<p><b>Chapter 13 Definitions</b></p> <p><u>Aircraft Operations Includes:</u></p> <ul style="list-style-type: none"> <li><u>• the landing and take-off of any aircraft at an</u></li> </ul>

	<u>consistent with the use of the taxiway network, both as</u> identified in the Te Kowhai Airpark Framework Plan.	<u>Precinct D = Permitted Activity (P49)</u> <u>Retail Commercial Activity (<del>to a</del> maximum 300m<sup>2</sup> gross floor area in each precinct):</u> Precinct A = Non-Complying Activity (NC3) <u>Precinct B = Permitted Activity (P32) to a maximum 300m<sup>2</sup> gross floor area</u> Precinct C = Discretionary Activity (D18) Precinct D = Discretionary Activity (D19)		<u>aerodrome;</u> <ul style="list-style-type: none"> <li><u>the taxiing of aircraft associated with landing and take-off and other surface movements of aircraft for the purpose of taking an aircraft from one part of the aerodrome to another.</u></li> </ul>
<b>9.2.1 Objective – Te Kowhai Airpark</b>	<b>9.2.1.5 Policy – Commercial activity</b> (a) Provide for commercial activities that support Te Kowhai Airpark and the aviation sector, including hangars, workshops and refuelling facilities.	<b>Rule 27.1.1 Activity Status Table</b> <u>Retail Commercial Activity (<del>to a</del> maximum 300m<sup>2</sup> gross floor area in each precinct):</u> Precinct A = Non-Complying Activity (NC3) <u>Precinct B = Permitted Activity (P32) to a maximum 300m<sup>2</sup> gross floor area</u> Precinct C = Discretionary Activity (D18) Precinct D = Discretionary Activity (D19)	(NB No assessment criteria proposed as it is either a Non-complying Activity, Discretionary Activity or a Permitted Activity)	
<b>9.2.1 Objective – Te Kowhai Airpark</b>	<b>9.2.1.6 Policy – Existing and future operations</b> (b) Buildings, structures, trees and other vegetation do not create a potential hazard to the flight paths of aircraft or any other operations associated with Te Kowhai Aerodrome.	<b>Rule 27.3.1 – Height <del>of</del> - Buildings, structures, trees, and <del>other</del> vegetation <u>within an airport obstacle limitation surface</u></b> PI Any building, structure, tree or other vegetation in PRECINCTS A OR B must not protrude through the <u>Airport Obstacle Limitation Surfaces defined in Appendix 9 (Te Kowhai Airfield and Obstacle Limitation Surface) as identified on the planning maps and defined in Appendix 9 – Te Kowhai Aerodrome and defined in Section E Designation N –</u>		Amended Appendix 9 Obstacle Limitation Surface text  Amend Planning Maps to show amended Obstacle Limitation Surface

		<p><u>Waikato Regional Airport.</u></p> <p>P2 Any building, structure, tree or other vegetation in PRECINCTS C OR D must not protrude through the <u>Airport Obstacle Limitation Surfaces defined in Appendix 9 (Te Kowhai Airfield and Obstacle Limitation Surface) as identified on the planning maps and defined in Appendix 9 – Te Kowhai Aerodrome and defined in Section E Designation N – Waikato Regional Airport.</u></p>		
<p><b>9.2.1 Objective – Te Kowhai Airpark</b></p>	<p><b>9.2.1.6 Policy – Existing and future operations</b>  <del>(e) Sensitive land uses</del> <u>Noise-sensitive activities</u> within the noise control boundaries must achieve appropriate internal noise levels <u>taking into account adverse noise effects on human health and amenity values.</u></p>	<p><b>Rule 27.1.1 Activity Status Table</b>  <u>Noise-sensitive activities to be located within the Te Kowhai aerodrome Airport Air Noise Boundary</u></p> <p><u>Precinct A = Non-Complying Activity (NC23)</u>  <u>Precinct B = Non-Complying Activity (NC24)</u>  <u>Precinct C = Non-Complying Activity (NC25)</u>  <u>Precinct D = Non-Complying Activity (NC26)</u></p> <p><u>Rule 27.3.14 Noise-Sensitive Activities</u></p>	<p>(NB No assessment criteria proposed as it is a Non-Complying Activity)</p> <p>Rule 27.3.14 RDI Noise-Sensitive Activities for assessment criteria</p>	<p>Appendix I Acoustic Insulation</p>
<p><b>9.2.2 Objective – Amenity outcomes</b>  (a) The adverse effects of airpark activities are</p>	<p><b>9.2.2.1 Policies - Airpark standards</b>  (a) Manage adverse airpark effects through the application of general and airpark-specific performance standards including:</p>	<p><b><u>Rule 27.2.6 Noise – Other than Aircraft Operations</u></b></p> <p><b><u>Rule 27.2.7A Noise - Aircraft Operations</u></b></p> <p><b><u>Rule 27.2.14 Temporary Events</u></b></p>	<p>(NB No assessment criteria proposed as it is either a Permitted Activity or a Discretionary Activity)</p>	

<p>managed to ensure acceptable amenity outcomes.</p>	<ul style="list-style-type: none"> <li>(i) Noise;</li> <li>(ii) Hazardous substances;</li> <li>(iii) Building setbacks;</li> <li>(iv) Minimum site areas; and</li> <li>(v) Subdivision allotment size.</li> <li><u>(vi) Hours of operation for aircraft operations.</u></li> <li><u>(vii) Aircraft movements.</u></li> </ul> <p>(b) <del>To e</del> <u>Ensure</u> that bulk and location standards provide for the unique operational requirements of an airpark whilst at the same time achieving appropriate levels of amenity.</p>	<p><b><u>Rule 27.2.16 Hours of Operation for Aircraft Operations</u></b></p> <p><u>PI (a) In ALL PRECINCTS, Aircraft Operations including take-offs and landings, must be carried out between 0700 hours to 2200 hours.</u></p> <p><u>P2 (a) In ALL PRECINCTS, Rule PI does not apply to the following:</u></p> <ul style="list-style-type: none"> <li>(i) <u>Aircraft landing or taking off in an emergency; or</u></li> <li>(ii) <u>Emergency flights required to rescue persons from life threatening situations; or</u></li> <li>(iii) <u>Emergency flights to transport patients, human vital organs or medical personnel in a medical emergency; or</u></li> <li>(iv) <u>Flights required to meet the needs to a national or civil defence emergency declared under the Civil Defence Emergency Management Act 2002; or</u></li> <li>(v) <u>Aircraft using the airfield due to unforeseen circumstances as an essential alternative to landing at a scheduled airport elsewhere; or</u></li> <li>(vi) <u>Aircraft being used in the course of firefighting duties; or</u></li> <li>(vii) <u>Aircraft being used in the course of police duties.</u></li> </ul> <p><u>DI Any activity that does not comply with Rule 27.2.16 PI and P2.</u></p>		
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<b>9.2.2 Objective – Amenity outcomes</b>	<b>9.2.2.1 Policies - Airpark standards</b> <u>(c) Limit the establishment and / or operation of a flight training school except where effects on</u>	<b>Rule 27.1.1 Activity Status Table</b> <u>Flight Training School</u> <u>Precinct A = Non-Complying Activity</u>	(NB No assessment criteria proposed as it is a non-complying activity)	<b>Chapter 13 Definitions</b> <u>Flight Training School</u> <u>Means land, and / or impervious surfaces and</u>

	<u>amenity are appropriately managed and it is compatible with surrounding land uses.</u>	(NC17) <u>Precinct B = Non-Complying Activity (NC18)</u> <u>Precinct C = Non-Complying Activity (NC19)</u> <u>Precinct D = Non-Complying Activity (NC20)</u>		<u>/ or buildings used for the instruction or training in the control of aircraft in basic and advanced flight manoeuvres, as well as instruction or training in aircraft checks and aircraft maintenance.</u>
<b>9.2.2 Objective – Amenity outcomes</b>	<b>9.2.2.1 Policies - Airpark standards</b>  (d) <u>Limit circuit training from being undertaken unless the effects on amenity are appropriately managed and it is compatible with surrounding land uses.</u>	<b>Rule 27.1.1 Activity Status Table</b> <u>Circuit Training</u> <u>Precinct A = Non-Complying Activity (NC13)</u> <u>Precinct B = Non Complying Activity (NC14)</u> <u>Precinct C = Non Complying (NC15)</u> <u>Precinct D = Non Complying (NC16)</u>	(NB No assessment criteria proposed as it is a non-complying activity)	<b>Chapter 13 Definitions</b> <u>Circuit Training Training in the pattern used to position the aeroplane for landing.</u>
<b>9.2.2 Objective – Amenity outcomes</b>	<b>9.2.2.1 Policies - Airpark standards</b>  (e) <u>Ensure adverse effects of educational facilities created by excessive building scale, overshadowing, building bulk, excessive site coverage, loss of privacy, noise, and adverse effects on land transport networks, are minimised to maintain amenity and character in the Te Kowhai Airpark Zone and to be in keeping with the primary use of the precincts.</u>	<b>Rule 27.1.1 Activity Status Table</b> <u>Educational Facility</u> <u>Precinct A = Non-Complying Activity (NC18)</u> <u>Precinct B = Permitted (P50)</u> <u>Precinct C = Restricted Discretionary (RD1)</u> <u>Precinct D = Restricted Discretionary (RD2)</u>	<u>Educational Facility</u> <u>Rule 27.1.2 RD1 and RD2</u> <u>(b) Reverse sensitivity effects of adjacent activities.</u> <u>(c) The extent to which the activity may adversely impact on the transport network.</u> <u>(d) The extent to which the activity may adversely impact on the streetscape.</u> <u>(e) The extent to which the activity may adversely impact on the noise environment.</u> <u>(f) Effects on amenity</u> <u>(g) Effects on character</u>	



			<p><u>(h) Building form, bulk and location</u></p> <p><u>(i) Site layout and design</u></p> <p><u>(j) Privacy on other sites</u></p>	
<p><b>9.2.3 Objective – Aerodrome reverse sensitivity</b></p> <p><u>(a) The operational needs of Te Kowhai Airpark are not compromised by noise-sensitive activities with the potential for reverse sensitivity conflict</u></p>	<p><b>9.2.3.1 Policies – Aerodrome reverse sensitivity</b></p> <p><u>Manage reverse sensitivity risk by:</u></p> <p>(a) <u>ensuring that noise-sensitive activities within the Te Kowhai Airpark Noise Control Boundaries are acoustically insulated to appropriate standards; and</u></p>	<p><b>27.1.1 Activity Status Table</b></p> <p><u>Noise-sensitive activities to be located within the Te Kowhai aerodrome Airport Air Noise Boundary</u></p> <p><u>Precinct A = Non-Complying Activity (NC23)</u></p> <p><u>Precinct B = Non-Complying Activity (NC24)</u></p> <p><u>Precinct C = Non-Complying Activity (NC25)</u></p> <p><u>Precinct D = Non-Complying Activity (NC26)</u></p> <p><u>Rule 27.3.14 Noise-Sensitive Activities</u></p>	<p>(NB No assessment criteria as it is a non-complying activity)</p>	<p>Appendix I Acoustic Insulation</p>
<p><b>9.2.3 Objective – Aerodrome reverse sensitivity</b></p> <p><u>(a) The operational needs of Te Kowhai Airpark are not compromised by noise-sensitive activities with the potential for reverse sensitivity conflict</u></p>	<p><b>9.2.3.1 Policies – Aerodrome reverse sensitivity</b></p> <p><u>Manage reverse sensitivity risk by:</u></p> <p>(a) <u>ensuring that Te Kowhai aerodrome operates within the noise limits specified by the Te Kowhai Airpark Noise Control Boundaries.</u></p>	<p><b>Rule 27.2.7A Noise – Aircraft Operations</b></p>		<p>Amend District Plan Maps to show Airport Noise Control Boundaries</p> <ul style="list-style-type: none"> <li>- Air Noise Boundary</li> <li>- Outer Control Boundary</li> </ul>
<p><b>6.1.6 Objective - Reverse sensitivity</b></p>	<p><b>6.1.7 Policy – Reverse sensitivity Adverse Effects on and infrastructure</b></p>	<p><b>Rule 27.2.10 Earthworks</b></p> <p>PI (a) In ALL PRECINCTS, earthworks within</p>	<p><b>Rule 27.2.10 Earthworks</b></p> <p>RDI (a) Earthworks that do not comply with Rule 27.2.10</p>	

<p><b><u>Adverse Effects on Infrastructure</u></b></p> <p>Infrastructure (including the <u>National Grid</u>) is protected from <u>adverse effects</u> including reverse sensitivity effects, and infrastructure (including the <u>National Grid</u>) <u>its construction, operation, maintenance, repair, replacement and upgrading</u> is not compromised.</p> <p><b>Objective 6.1.1 Development, operation and maintenance of Infrastructure</b></p>	<p>(a) Avoid <u>adverse effects including reverse sensitivity</u> effects on infrastructure from subdivision, use and development as far as reasonably practicable, <u>and ensure so that the construction, operation, maintenance, repair, replacement and upgrading the ongoing and efficient operation</u> of infrastructure <u>are</u> not compromised.</p>	<p>a site must meet all of the following conditions:</p> <p><u>(viii) Earthworks greater than 200mm depth are to be located a minimum of 12m from the centreline of a gas transmission pipeline.</u></p> <p><b>Rule 27.4.2 – Subdivision Allotment Size</b></p> <p>(a)Subdivision within PRECINCT B.</p>	<p>PI or P2.</p> <p>(b)Council's discretion is restricted to the following matters:</p> <p><u>(xii) Effects on the safe, effective and efficient operation, maintenance and upgrade of infrastructure, including access.</u></p> <p><b>Rule 27.4.2 – Subdivision Allotment Size</b></p> <p>RD2 (b)Council's discretion is restricted to the following matters:</p> <p><u>(ix) The subdivision layout and design in regard to how this may impact on the operation, maintenance, upgrading and development of regionally significant infrastructure assets.</u></p>	
<p><b>6.5.1 Objective – Land transport network</b></p> <p>(a) An integrated land transport network where:</p> <p>(i) All transport modes are accessible, safe and efficient;</p>	<p><b>6.5.5 Policy – <u>Land Transport Safety</u></b></p> <p>(a) Ensure that structures, lighting, signage and vegetation are located and designed so as to not compromise the safe and efficient operation of the land transport network, or obscure RAPID numbers.</p>	<p><b>Rule 27.2.13 Signs - effects on traffic</b></p> <p>PI (a)In ALL PRECINCTS, any sign directed at road users must:</p> <p>(iv)Contain <u>maximum no more than 40</u> characters and <u>a maximum of no more than 6 words and / or</u> symbols; and</p>	<p><b>Rule 27.2.13 Signs – effects on traffic</b></p> <p>RD1 (a)Any sign that does not comply with Rule 27.2.13 P1.</p> <p>(b)Council's discretion is restricted to the following matters:</p> <p>(ii)Effects on the safe and efficient operation of the <u>road-land transport</u></p>	

<p>and (ii) Adverse effects from the construction, maintenance and operation of the transport network are managed.</p>		<p><b>Rule 27.2.14 Temporary Events</b> PI (a) In ALL PRECINCTS, a temporary event must comply with all of the following conditions:</p>	<p>network; (iii) Size and number of characters, <u>words</u> and symbols; <b>Rule 27.2.14 Temporary Events</b> RD1 (a) A temporary activity that does not comply with Rule 27.2.14 PI. (b) Council's discretion is restricted to the following matters: (iv) <u>Effects on the safe and efficient operation of the land transport network.</u></p>	
<b>Other Zones – Obstacle Limitation Surface</b>				
<p><b><u>Objective – Aerodrome operations</u></b> <u>To enable the ongoing operation and development of aerodromes within the District.</u></p>	<p><b><u>Policy – Aerodrome operations</u></b> (a) <u>Buildings, structures, trees and other vegetation do not create a potential hazard to the flight paths of aircraft or any other operations associated with aerodromes.</u></p>	<p>Residential, Business, Business Tamahere, Industrial, Rural, Country Living, Village, Reserve Zones  Rule X - Height - Buildings, structures, <u>trees</u> and vegetation within an airport obstacle limitation surface</p>		
<b>Other Zones - Noise</b>				
<p>Rural Zone <b><u>Objective 5.3A.3 – Aerodrome reverse sensitivity</u></b></p>	<p>Rural Zone <b><u>Policy 5.3.A4 – Aerodrome reverse sensitivity</u></b> <u>Manage reverse sensitivity risk by</u></p>	<p>Rural Zone <u>NC5 Noise-sensitive activities to be located within the Te Kowhai aerodrome Airport Air Noise Boundary</u></p>		

	<p><u>(a) ensuring that noise-sensitive activities within Airport Noise Control Boundaries are acoustically insulated to appropriate standards.</u></p> <p><u>(b) ensuring that aerodromes operate within the noise limits specified by Airport Noise Control Boundaries</u></p>			
<p>Rural Zone</p> <p><b>5.3.1 Objective - Rural character and amenity</b></p> <p>I. Rural character and amenity are maintained.</p>	<p>Rural Zone</p> <p>Policy 5.3.15 Noise and vibration <u>(a) Recognise and provide for the generation of noise from activities that are anticipated in the rural environment whilst managing the adverse effects of noise and vibration by Adverse effects of noise and vibration are minimised by:</u></p> <p>(vi) Requiring acoustic insulation where sensitive <u>land uses or noise sensitive</u> activities are located within high noise environments, including the Airport Noise Outer Control Boundary, Huntly Power Station, and the Gun Club Noise Control Boundary, <u>to mitigate adverse noise effects on human health and amenity values</u></p>	<p>Rural Zone</p> <p><u>NC5 Noise-sensitive activities to be located within the Te Kowhai aerodrome Airport Air Noise Boundary.</u></p> <p><u>Rule 22.3.7.4 Noise-Sensitive Activities</u></p>		Appendix I Acoustic Insulation
<p>Village Zone</p> <p><b><u>Objective 4.4.3A – Aerodrome reverse</u></b></p>	<p>Village Zone</p> <p><b><u>Policy 4.4.4A – Aerodrome reverse sensitivity</u></b></p>	<p>Village Zone</p> <p><u>NC5 Noise-sensitive activities to be located within the Te Kowhai aerodrome Airport Air Noise Boundary.</u></p>		Appendix I Acoustic Insulation

<p><b>sensitivity</b>  <u>The operational needs of aerodromes are not compromised by noise-sensitive activities with the potential for reverse sensitivity conflict</u></p>	<p><u>Manage reverse sensitivity risk by</u>  <u>(a) ensuring that noise-sensitive activities within Airport Noise Control Boundaries are acoustically insulated to appropriate standards.</u></p>	<p><u>Rule 24.3.7 Noise-Sensitive Activities</u></p>		
<p>Village Zone</p> <p><b>4.4.1 Objective – Adverse effects of land use and development</b>  I. The health and well-being of people, communities and the environment are protected from the adverse effects of land use and development.</p>	<p>Village Zone</p> <p>Policy 4.4.2 Noise  (a) The adverse effects of noise on residential amenity are minimised by:  (v) Requiring acoustic insulation where sensitive <u>land uses activities and noise-sensitive activities</u> are located within high noise environments <u>to mitigate adverse noise effects on human health and amenity values</u></p>	<p>Village Zone</p> <p><u>NC5 Noise-sensitive activities to be located within the Te Kowhai aerodrome Airport Air Noise Boundary</u></p> <p><u>Rule 24.3.7 Noise-Sensitive Activities</u></p>		<p>Appendix I Acoustic Insulation</p>
<p>Residential Zone</p> <p><b>4.4.1 Objective – Adverse effects of land use and development</b>  I. The health</p>	<p>Residential Zone</p> <p>Policy 4.4.2 Noise  (a) The adverse effects of noise on residential amenity are minimised by:</p>	<p>Residential Zone</p> <p><u>Rule 16.3.12 Noise-Sensitive Activities</u></p>		<p>Appendix I Acoustic Insulation</p>

<p>and well-being of people, communities and the environment are protected from the adverse effects of land use and development.</p>	<p>(v) Requiring acoustic insulation where sensitive <u>land uses activities and noise-sensitive activities</u> are located within high noise environments <u>to mitigate adverse noise effects on human health and amenity values</u></p>			
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