

Waimakariri District Council

Notice of Requirement - Rangiora Airfield



Merton Road, Rangiora

Notice of Requirement to the
Waimakariri District Council

July 2018



Planz Consultants

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**RESOURCE MANAGEMENT (FORMS FEES AND PROCEDURES)
REGULATIONS 2003**

FORM 20

Waimakariri District Council gives notice of its requirement for a designation in respect of airfield land use for the safe and efficient operation of the Rangiora Airfield.

The land to which the requirement applies is as follows:

Address	Legal Description	CT Reference	Land Area
217B Merton Road*	Lot 1 DP 320694	439710	6.9205ha
217 Merton Road*	Lot 1 DP 24674	439710	20.4872ha
219 Merton Road*	RS 38634	CB795/5	9.0037ha
217A Merton Road*	Lot 2 DP 320694	439710	0.7195ha
110 Priors Road*	Lot 2 DP 410643	439710	4.0000ha
130 Priors Road*	Lot 3 DP 410643	439710	4.0000ha
150 Priors Road*	Lot 4 DP 410643	439710	4.0000ha
Part of 207 Merton Road	Lot 1 DP 410643	439708	8.0000ha
Part of 172 Priors Road	Lot 5 DP 410643	439709	43.9546ha
Part of Ashley River Riparian Area	Pt RES 3101		
Part of 218 Merton Road	Lot 2 DP 426606	504776	4.5200ha
Part of	Pt RS 33396		0.1553ha
Part of	Closed Road SO 5157		2.1ha
Part of	RES 4988		2.74ha

* Denotes land owned by the Waimakariri District Council as part of Rangiora Airfield

The nature of the proposed work is:

- 1. Include a Designation for the Rangiora Airfield which will support Airport Purposes**
- 2. Limit noise sensitive development within the 65dBA noise contour.**

Details of the proposed designation and conditions for the designation are provided in Section 6 of this Report.

The effects that the public work will have on the environment, and the ways in which any adverse effects will be mitigated, are:

Refer to Section 7 of this Report.

Alternative sites, routes, and methods have been considered to the following extent:

Refer to Section 7.4 of this Report.

The public work and designation are reasonably necessary for achieving the objectives of the territorial authority because:

Refer to Section 4 of this Report.

The following consultation has been undertaken with parties that are likely to be affected:

Refer to Section 0 of this Report.

Waimakariri District Council attaches the following information required to be included in this notice by the district plan, regional plan, or any regulations made under the Resource Management Act 1991:

- **Notice of Requirement Report**
- **Proposed Noise Contours**

Signature on behalf of
Waimakariri District Council



Signature

25 July 2018

Date

1 Introduction

Waimakariri District Council has requiring authority status under Section 166 of the *Resource Management Act 1991* (the RMA) and it may, under s168A (1), give notice of its requirement for a designation -

- (a) *for a public work within its district and for which it has financial responsibility; or*
- (b) *in respect of any land, water, subsoil, or airspace where a restriction is necessary for the safe or efficient functioning or operation of a public work.*

A “public work” is defined under the RMA as having “the same meaning as in the Public Works Act 1981”. The definition in the Public Works Act is:

“(a) every Government work or local work that the Crown or any local authority is authorised to construct, establish, manage, operate or maintain, and every use of land for any Government work or local work which the Crown or any local authority is authorised to construct, undertake, establish, manage, operate or maintain by or under this or any other Act; and include anything required directly or indirectly for any such Government work or local work or use:

...”

The proposed designation is required to enable the efficient and effective on-going operation of the existing Rangiora Airfield, which is owned by Waimakariri District Council, for airport purposes and to limit noise sensitive development and manage activities which pose a risk to aircraft movements within the proposed 65dBA noise contour to ensure the safe and continued functioning of the airfield. In this regard both sub-clauses (a) and (b) above are in play in terms of this Notice of Requirement.

The Rangiora Airfield is located on Mertons Road, approximately four kilometres northwest of Rangiora town centre.

This Notice of Requirement (NoR) seeks to designate the whole of the airfield site as well as the adjoining privately owned land within the 65dBA noise contour.

The purpose of the proposed designation comprises two parts:

- (i) For the land owned by Waimakariri District Council to be recognised for providing for efficient and effective airport facilities and operations;
- (ii) For the balance of private/public land within the identified 65dBA, the purpose is more constrained, and seeks only to protect the safe and continued use of the airfield operations. The designation in these areas does not extend to airport activities or associated works onto this land.

This Notice of Requirement is accompanied by a Proposed Plan Change (PPC). The PPC primarily seeks to introduce noise contours and associated objectives, policies and rules to ensure development in the vicinity of the airfield does not affect its ongoing and future operations.

2 Objectives of the Requiring Authority

The RMA makes provision for requiring authorities to designate land in the District Plan to carry out its functions and provide for existing and future needs. The Council is a requiring authority pursuant to s.166 of the RMA.

The objectives of the Waimakariri District Council in preparing this NoR are:

- Safeguard the operations of the Rangiora Airfield and to minimise the impacts of surrounding noise sensitive land uses on the continued operation.
- Provide recognition of the social, economic and cultural contribution of Rangiora Airfield, and ensure that aviation clubs and businesses which locate at the airfield will not be at risk from development surrounding the airfield.
- Provide greater clarity within the district plan of the operational requirements of Rangiora Airfield, and provide notice of its location to surrounding landowners.
- Give effect to the Canterbury Regional Policy Statement which recognises Rangiora Airfield as 'regionally significant infrastructure'.

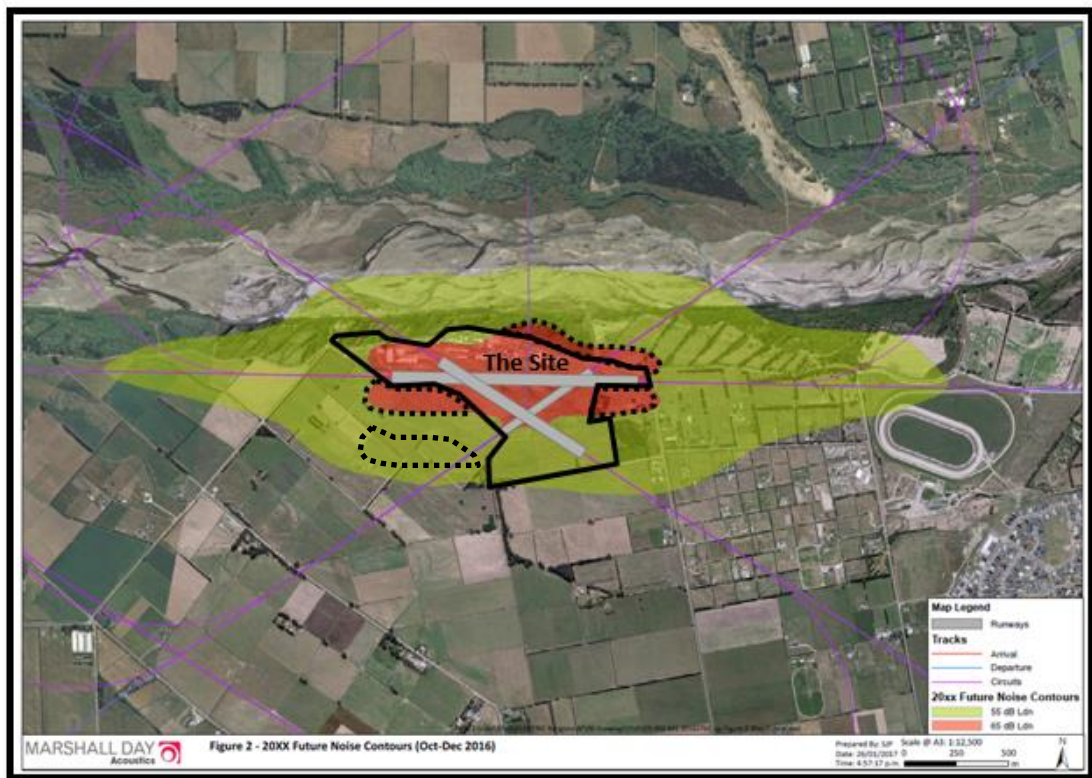
3 Site Description

3.1 Notice of Requirement Site

This Notice of Requirement (NoR) applies to the Rangiora Airfield land and the surrounding private and public land which is in the identified 65dBA noise contour.

The land associated with the Rangiora Airfield itself which is owned by the Council is referred to as "the Site" in this report, and illustrated as the area within the solid black line in **Figure 1** below. The additional privately or publicly owned area outside the Site but within the 65dBA noise contour is shown within the dotted lines.

Figure 1 – The Site and area with the 65dBA noise contour for the purpose of this Notice of Requirement



The purpose of the designation is differentiated between land held in the ownership of Waimakariri District Council for the airfield, and the privately owned land surrounding the airfield which is affected by the 65dBA noise contour. The purpose of the designation is summarised in **Table 1** below.

Table 1 – Purpose of Designation

Applicable Land	Purpose of Designation
Rangiora Airfield Landholdings (owned by Waimakariri District Council)	Airport purposes
Surrounding Land with 65dBA noise contour (not owned by Waimakariri District Council)	Restriction to avoid noise sensitive activities, and manage activities which pose a risk to aircraft movements.

The Rangiora Airfield is owned by the Waimakariri District Council (WDC), and operated by the WDC with assistance from the Rangiora Airfield Advisory Committee.

The Rangiora Airfield is located on the southern side of the Ashley River, at the northern end of Merton Road. At its closest point the airfield is located approximately 1.7km north-west of the Rangiora township urban limits. The site has frontages to Merton Road and Priors Road. Both roads are classified as local roads under the District Plan. Merton Road provides primary access to the Rangiora Airfield and surrounding rural residential properties. Priors Road is an unsealed local road in this location providing access to rural properties.

The northern site boundary is approximately 130m from the Ashley River bank at its closest point. The Rangiora Airfield land in the ownership of Waimakariri District Council is outlined on below.

The Rangiora Airfield is generally flat and largely covered in pastoral grassland, with a small shelterbelt located along the Priors Road boundary. Three grass runways which occupy the southern two-thirds of the site are capable of handling regular light aircraft operations such as microlights, agricultural aircraft, general aviation aircraft, light twin engine aircraft and DC3s. There are currently no buildings located south of the main runway (known as runways 07/25).

On the north side of the main runway, the site contains several buildings, including aircraft hangars, workshops, offices, aircraft related stores, and clubrooms. All the buildings on site are used for activities that are directly related to the airfield.

Figure 2 – Rangiora Airfield Landholdings



The Rangiora Airfield site is an irregularly shaped parcel of land, held in seven separate titles as described below and as detailed on the Certificates of Titles attached in **Appendix 1**.

Address	Legal Description	CT Reference	Land Area
217B Merton Road	Lot 1 DP 320694	439710	6.9205ha
217 Merton Road	Lot 1 DP 24674	439710	20.4872ha
219 Merton Road	RS 38634	CB795/5	9.0037ha
217A Merton Road	Lot 2 DP 320694	439710	0.7195ha
110 Priors Road	Lot 2 DP 410643	439710	4.0000ha
130 Priors Road	Lot 3 DP 410643	439710	4.0000ha
150 Priors Road	Lot 4 DP 410643	439710	4.0000ha

The land beyond the Rangiora Airfield which is identified as being affected by the 65dBA includes part of the following properties:

Registered Title	Registered Owner	Total Land Area
Lot 1 DP 410643	Neil William Smith	8ha
Lot 5 DP 410643	Neil William Smith	43.9ha
Lot 2 DP 426606	Amy Karen Boyce Graham John Boyce	4.52ha
Ashley River Riparian Area	Crown Land	954.26ha

Pt RS 33396	LINZ	1553m ²
Closed Road SO 5157	LINZ	2.1ha
RES 4998	Not listed	2.74ha

All the land which the NoR relates to is zoned Rural on Planning Maps 33, 34 and 110A. There are no other notations or special features identified on the planning maps other than the airfields take off climb and approach obstacle limitation surfaces which are shown on Planning Map 145 and are to be amended as part of the accompanying Plan Change.

The predominant use of the airfield is for recreational, agricultural and training operations. The airfield supports approximately 40,000 aircraft movements per year, comprising aeroplanes, microlight planes, helicopters, gliders, and gyroplanes. Based on recent data collected, operations peak in daylight saving months with an average of approximately 3,177 aircraft movements over the month, with these peaking on weekends. There are no commercial aeroplane flights from the airfield, however there are limited commercial helicopter operations from the airfield.

3.2 Surrounding Environment

The surrounding environment is zoned Rural and is characterised by relatively flat rural pastureland, with large trees, shelterbelts and paddocks and are generally occupied by farming activities and rural-lifestyle blocks. Two stands of pine trees are located immediately to the east and south-east of the site.

The Rangiora Holiday Park and Racecourse are located further to the east of the site, with Rangiora Township located beyond these facilities to the east and south-east, with the closest residential zoning to the airfield located 1.6km to the south-east. Additionally, there is a block of low density residential zoned land (Fernside) approximately two kilometres to the south of the site, in the block bound by Swannanoa Road, Johns Road and Mt Thomas Road.

To the east of the site is rural pasturelands with several four-hectare properties, each containing a residential dwellinghouse. Many of these properties are likely to operate as rural-residential lifestyle blocks. The properties to the south and west of the airfield are generally larger ranging from 8 ha to +40 ha, however generally are undeveloped and used for rural purposes.

The Ashley River is located directly to the north of the site. The river forms a broad braid in the location, with extensive trees and vegetation separating the airfield from the closest river braid. The land to the north of the Ashley River is predominantly flat pastureland.

4 Proposed Public Work

The purpose of the designation is to provide for the existing and future use of the Rangiora Airfield site for airport activities. The NoR seeks to designate all the airfield land for airport purposes in order to provide for activities associated with airfield operations. In addition land beyond the airfield and within the 65dBA noise contour is designated in order to restrict noise sensitive activities, and manage activities which pose a risk to aircraft movements.

The Rangiora Airfield currently has approximately 90 hangars¹. In addition to the hangars, other activities, structures and works on the Airfield site include:

- Three grassed runways;
- Rangiora Aero Club facilities
- Minor maintenance facilities;
- Two re-fuelling spots for Avgas and Jet A1;
- A helicopter training area;
- Aircraft operations;
- Aircraft servicing and storage;
- Fuel storage;
- Club rooms; and
- Ancillary aviation related uses of buildings, including training of staff and other interested parties.

The airfield does not have runway lights, and therefore operating hours are restricted to daylight hours.

The land beyond the airfield within the 65dBA noise contour is either pastoral in nature or within the Ashley River Riparian Area. There are no dwellinghouses within the 65dBA noise contour.

5 Outline Plan Process

Section 176A of the RMA requires that an Outline Plan of the public work on the designated land must be submitted by the requiring authority to the territorial authority (being the same body in this instance). This in turn allows the territorial authority to request any changes before construction is commenced.

No further works are proposed to be undertaken on the airfield at this time. However, an Outline Plan will be prepared in accordance with Section 176A(3) prior to any future public works being undertaken in accordance with the requested designation.

6 Restrictions to be applied to the Designation

6.1 Proposed Designations

This NoR seeks to designate the Rangiora Airfield landholdings, and all the land within the 65dBA noise contour. The purpose of the designation will differ for that area owned by Rangiora Airfield to distinguish between:

- (i) the land owned by the Waimakariri District Council to provide an Airport operational and enabling purpose; and

¹ Source: Waimakariri District Council Website/Rangiora Airfield Information

- (ii) the land outside the Council's ownership where the focus will be on restricting activities which are sensitive to airport activities, or could result in increased risk to airport and flight safety.

This approach will to some extent restrict existing permitted activities on the land outside the ownership of the Rangiora Airfield.

This NoR proposes the following designation purposes be adopted for the Site:

Area	Purpose
Rangiora Airfield Land (marked 'A' on the Designation Map)	Airport purposes
65dBA noise contour land outside Rangiora Airfield (marked Noise Sensitive Activities and Aircraft Risk on the Designation Map)	<p>Controls on undertaking the following activities:</p> <ul style="list-style-type: none"> a) Avoidance of Noise sensitive activities. b) Management of activities which would pose a risk to aircraft movements including: <ul style="list-style-type: none"> (i) Activities which could increase the risk of birdstrike, including but not limited to cropping (excluding pasture renewal), orchards and waterbodies; and (ii) Release a substance which would impair visibility or otherwise interfere with aircraft operations, including the creation of smoke, dust and steam.

As part of this NoR proposal, Planning Map 145 (shown in **Appendix 2**) will need to be amended to reflect the designation of the land for Airport Purposes and that land outside the airfield subject to the noise sensitive activities and aircraft risk designation within the 65dBA noise contour.

6.2 Conditions

As part of the designation it is proposed to include three conditions that will apply within the Rangiora Airfield Land to reflect rules currently within the District Plan. The conditions proposed for any structure are:

- 100 metre setback from the centreline of the stopbank of the Ashley River/Rakahuri
- 10 metre road boundary setback
- 3 metre internal boundary setback

A further condition relating to the non-provision of lighting on the runways is proposed to ensure that flying during non-daylight hours does not occur as follows:

- There shall be no imbedded runway lighting

These are discussed further later in the report.

7 Assessment of Effects on the Environment

7.1 Overview

The Council seeks under Section 168A of the RMA to designate:

- (i) the Site in order to future proof the existing and future operation of the Rangiora Airfield for 'airport purposes'; and
- (ii) the surrounding land within the 65dBa noise contour to control noise sensitive activities and manage activities which would pose a risk to aircraft movements.

Section 168A(3) prescribes that a territorial authority assessing a notice of requirement must consider, subject to Part 2, the effects on the environment of allowing the requirement having particular regard to:

- (a) Relevant provisions of plans and policy statements;
- (b) Whether adequate consideration has been given to alternative sites or methods if:
 - (i) the requiring authority does not have an interest in the land sufficient for undertaking the work; or
 - (ii) it is likely that the work will have a significant adverse effect on the environment;
- (c) Whether the designation is reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and
- (d) Any other matters considered reasonably necessary order to make a decision on the requirement.

Each of these requirements is considered in the following subsections of this report.

7.2 Resource Management Act 1991

In considering an application for an NoR, the territorial authority is required to determine whether the purpose of the RMA will be met by the proposed designation, and that any adverse effects of the designation are avoided, remedied or mitigated appropriately.

An assessment of the effects on the environment of the proposed designation is contained in **Section 7.6** of this report. The key findings of the assessment of environmental effects is that:

- The designation provides for a more enabling planning framework for the future use of the Rangiora Airfield Land for aviation purposes.
- No immediate additional traffic effects will result from the designation and the existing surrounding road network has significant unutilised capacity. Further, any future expansion of airfield related activities would be subject to assessment through the Outline Development Plan process.
- The designation positively contributes economically, socially and culturally through supporting local aviation-related clubs and businesses.
- The designation will improve airfield safety and limit potential reverse sensitivity effects on the airfield albeit that there is some restriction on land use in those areas outside of the airfield itself.

7.3 Section 168A(3)(a) Relevant Provisions of Plans and Policy Statements

Regard is to be had to:

any relevant provisions of:

- (i) *A national policy statement;*
- (ii) *A New Zealand coastal policy statement;*
- (iii) *A regional policy statement or proposed regional policy statement;*
- (iv) *A plan or proposed plan.*

There are no national policy statements that are of relevance to the proposal and the New Zealand Coastal Policy Statement is not applicable. Therefore the Canterbury Regional Policy Statement, the Land and Water Regional Plan and the Waimakariri District Plan are the relevant planning documents, subject to Part II of the RMA. These are addressed below in the following subsections of this report.

7.3.1 Canterbury Regional Policy Statement

The Canterbury Regional Policy Statement (“CRPS”) sets the overall strategic direction for growth and development within the region by identifying relevant issues for which objectives and policies are detailed. The Rangiora Airfield lies within the “Greater Christchurch” area as shown on Map A of the CRPS.

The CRPS contains the following definition of ‘strategic infrastructure’ for “Greater Christchurch”:

Strategic infrastructure means those necessary facilities, services and installations which are of greater than local importance, and can include infrastructure that is nationally significant. The following are examples of strategic infrastructure:

- *Strategic transport networks*
- *Christchurch International Airport*
- *Rangiora Airfield*
- *Port of Lyttelton*
- *Bulk fuel supply infrastructure including terminals, wharf lines and pipelines*
- *Defence facilities including Burnham Military Camp and West Melton Military Training Area*
- *Strategic telecommunications facilities*
- *The electricity transmission network*
- *Other strategic network utilities*

(Emphasis added)

In addition, the CRPS includes the following definition of ‘regionally significant infrastructure’ for the entire region which the CRPS relates:

Regionally significant infrastructure is:

- *Strategic land transport network and arterial roads*
- *Timaru Airport*
- *Port of Timaru*
- *Commercial maritime facilities at Kaikōura*
- *Telecommunication facilities*

- *National, regional and local renewable electricity generation activities of any scale*
- *The electricity transmission network*
- *Sewage collection, treatment and disposal networks*
- *Community land drainage infrastructure*
- *Community potable water systems*
- *Established community-scale irrigation and stockwater infrastructure*
- *Transport hubs*
- *Bulk fuel supply infrastructure including terminals, wharf lines and pipelines.*
- *Electricity distribution network*
- *Infrastructure defined as 'strategic infrastructure' in this regional policy statement.*

Note: For the avoidance of doubt, this infrastructure is also referred to as 'infrastructure that is regionally significant'.

(Emphasis added)

Based on the application of these definitions within the CRPS, the Rangiora Airfield is both 'significant infrastructure' and 'regionally significant infrastructure'. It is therefore necessary to consider the requested designation against the relevant objectives and policies for both 'significant infrastructure' and 'regionally significant infrastructure' in the CRPS.

A summary of how the designation of the Site and land with the 65dBA noise contour will directly contribute to achieving the relevant objectives and policies of the CRPS is outlined in **Table 2** below.

Table 2 - Contribution of the Proposed Designation to the Canterbury Regional Policy Statement Objectives and Policies

Objectives and Policies	Contribution of Designation
<p>Objective 5.2.1 – Location, design and function of development</p> <p>(2) Enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:</p> <p>(g) Avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure;</p>	<ul style="list-style-type: none"> ▪ Provides appropriate recognition of the airfield's activities, and requires activities in the surrounding environment to be located and developed in a manner which will avoid adverse effects on these activities. ▪ The social, economic, and cultural well-being, health and safety of current and future communities within the surrounding environment are not compromised.
<p>Objective 6.2.1 – Recovery Framework</p> <p>Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:</p> <p>(9) Integrates strategic and other infrastructure and services with land use development.</p>	<ul style="list-style-type: none"> ▪ The designation will clearly identify the strategic importance of the Rangiora Airfield and provide a planning framework which identifies and acknowledges this ongoing activity on the site.

Objectives and Policies	Contribution of Designation
(11) Optimise use of existing infrastructure	
<p>Objective 6.2.4 – Integration of transport infrastructure and land use</p> <p>Prioritises the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch.</p>	<ul style="list-style-type: none"> ▪ The designation will prioritise the ongoing operations of the Rangiora Airfield, which is identified as significant infrastructure, and will manage development surrounding the airfield to restrict new noise sensitive activities and activities that might impact upon airfield safety.
<p>Policy 6.3.5 Integration of land use and infrastructure</p> <p>(4) Only providing for new development that does not affect the efficient operation, use, development, appropriate upgrading and safety of existing strategic infrastructure.</p> <p>(5) Managing the effects of land use activities on infrastructure, including avoiding activities that have the potential to limit the efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs.</p>	<ul style="list-style-type: none"> ▪ Provides recognition of the Rangiora Airfield in the District Plan, and direction to surrounding landowners of the importance of this strategic infrastructure and ensure development surrounding the Airfield does not compromise its existing and future operations including their safety. ▪ Similar to the existing controls relating to development in the airport noise contour for Christchurch International Airport, the Proposed Plan Change which accompanies this NoR is intended to ensure new development does not affect the efficient existing and future operations and use of the Rangiora Airfield by limiting noise sensitive activities in the surrounding rural zone and placing requirements on new and expanding rural dwellinghouses in terms of noise insulation. ▪ In conjunction with the Proposed Plan Change the NoR manages potential adverse effects of the ongoing airfield operations from the surrounding environment.

7.3.2 Land and Water Regional Plan

The Land and Water Regional Plan (“LWRP”) identifies the resource management outcomes or goals for managing land and water resources in Canterbury to achieve the purpose of the Resource Management Act 1991 (“RMA”). It identifies the policies and rules needed to achieve the objectives, and provides direction in terms of the processing resource consent applications.

Of particular relevance to the Rangiora Airfield is the management of stormwater and hazardous materials. In this regard the following policies are of relevance.

Policy 4.13 seeks to ensure that the effects of any potential discharge of any contaminants that may affected surface or groundwater bodies are managed.

Policy 4.24 seeks to manage the discharge of hazardous substances into water, or onto land where it may enter water.

Policy 4.25 seeks to ensure that activities involving the use, storage or discharge of hazardous substances will be appropriately managed to protect land and water from contamination (Note – refuelling is defined as a Hazardous activity in the LWRP).

At this stage no new public works are proposed as part of this NoR and therefore the designation of the Site will not result in any changes to the existing stormwater management systems or modification to the current handling of hazardous materials onsite. Accordingly, the NoR will not result in any new environmental impacts managed by the Land and Water Regional Plan.

It is noted however that regional consents maybe be required in conjunction with any Outline Plan applications in the future. It is important to emphasise that confirmation of the NoR does not negate the need for future activities to comply with any Regional rules or alternatively seek the necessary regional consents.

7.3.3 Waimakariri District Plan

The Site and surrounding land within the proposed 65dBA contour is zoned Rural in the Waimakariri District Plan. The majority of the Rangiora Airfield landholding is also identified as the “Rangiora Aerodrome” in the Plan however this doesn’t encompass all the current airfield landholding. The Waimakariri District Plan defines ‘*heliports, helipads and/or airports as defined by the Airport Authorities Act 1966*’ as being a ‘utility’, and therefore the Rangiora Airfield falls within the definition of a utility in the District Plan. A summary of how the designation for the Site will directly contribute to achieving the relevant objectives and policies of the Waimakariri District Plan is outlined in **Table 3** below.

Table 3 – Contribution of the Proposed Designation to the Waimakariri District Plan Objectives and Policies

Objectives and Policies	Contribution of Designation
<p><i>Utilities and Traffic Management</i></p> <p><i>Objective 11.2.1</i></p> <p><i>Adverse effects on the environment caused by the provision, use, maintenance and upgrading of utilities are avoided, remedied or mitigate.</i></p> <p>Policy 11.2.1.1</p> <p>Avoid, remedy or mitigate adverse environmental effects caused by the provision, use, maintenance and upgrading of utilities by:</p> <p>(i) Avoiding land uses under airfield approach paths that could adversely affect the safety of airfield operations.</p>	<p>The designation of the airfield, coupled with the adoption of the noise contours contained in the Plan Change which accompanies this NoR, will protect the safe operation of the airfield from land uses on surrounding sites which are incompatible with the airfield.</p>
<p><i>Health Safety and Wellbeing</i></p> <p><i>Objective 12.1.1</i></p> <p><i>Maintain the amenity values and a quality of environment appropriate for different parts of the District which protects the health, safety and</i></p>	<p>While the designation itself does not impose noise controls, the Plan Change which</p>

Objectives and Policies	Contribution of Designation
<p><i>wellbeing of present and future generations, and ensure that any potential adverse environmental effects from buildings and structures, signs, glare, noise and hazardous substances are avoided or mitigated.</i></p> <p>Policy 12.1.1.10</p> <p>Control noise to a level that is not unreasonable, measured against the character and circumstances of the zone.</p> <p>Policy 12.1.1.12</p> <p>Avoid the noise effect from aircraft and avoid or mitigate the noise effect from road traffic in the receiving environment.</p>	<p>accompanies this NoR seeks to introduce noise contours and associated noise attenuation controls and limits to prevent unreasonable levels of noise on the surrounding rural area.</p> <p>It's noted that the District Plan recognises that aircraft can only be controlled in relation to the use of airports and that mitigation of the noise effect in the receiving environment involves consideration of the appropriateness of residential development in some areas, and the extent to which building design can reduce the noise, eg insulation, setbacks.</p>
<p>Rural Zones</p> <p>Objective 14.1.1</p> <p><i>Maintain and enhance both rural production and the rural character of the Rural Zone, which is characterised by:</i></p> <p>(a) <i>the dominant effect of paddocks, trees, natural features, and agricultural, pastoral or horticultural activities; and</i></p> <p>(e) <i>generally quiet – but with some significant intermittent and/or seasonal noise from farming activities.</i></p> <p>Policy 14.1.1.2</p> <p>Maintain the continued domination of the Rural Zones by intensive and extensive agricultural, pastoral and horticultural land use activities.</p> <p>Policy 14.1.1.3</p> <p>Maintain and enhance the environmental qualities such as natural features, air and noise levels, including limited signage and rural retail activities that contribute to the distinctive character of the Rural Zones, consistent with a rural working environment.</p>	<p>The proposed designation will recognise the existing Rangiora Airfield operations, which are part of the receiving environment. The extent of the designation beyond the airfield, which is relatively small, will not impact on the maintenance of rural production as the areas concerned are used for grazing purposes. It may however restrict the enhancement of rural production for safety reasons depending on the use anticipated.</p> <p>It is noted that while the objective is not specifically referring to aircraft, the noise from the airfield operations, while frequent, is intermittent depending on airfield activities on any given day. Further the noise assessment indicates that aircraft noise can be contained within acceptable limits.</p>
<p>Objective 14.3.1</p> <p><i>Limit the increase in the number of people in the Rural Zones who may suffer noise nuisance from over flying aircraft using Christchurch International Airport.</i></p> <p>Policy 14.3.1.1</p>	<p>This present objective and policy refer specifically to Christchurch International Airport however the PPC proposes to add similar provisions.</p>

Objectives and Policies	Contribution of Designation
Avoid intensive subdivision and the development of noise sensitive uses in the Rural Zone within the 50dBA Ldn noise contour relating to Christchurch International Airport as shown on District Plan Map 138.	

7.3.4 Other relevant statutes

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES)

The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES) controls soil disturbance on land where an activity on the Hazardous Activities and Industries List (HAIL) is being carried out, has been carried out, or is more likely than not to have been carried out.

The designation site is identified as an F1 – Airports HAIL site. The designation of the site does not affect the application of the NES, however any future works on the site will be required to be considered against the NES requirements. This may result in certain works on the site requiring consents from the district council in terms of the NES.

7.4 Section 168A(3)(b) Alternative Sites, Routes or Methods

Section 168A(3)(b) of the RMA requires the territorial authority to have particular regard to:

- (b) *whether adequate consideration has been given to alternative sites, routes or methods of undertaking the work if –*
 - (i) *The requiring authority does not have an interest in the land sufficient for undertaking the work; or*
 - (ii) *It is likely that the work will have a significant adverse effect on the environment;*

The two limbs of Section 168A(3)(b) are disjunctive and therefore only one test must be met. In this case it is considered that the Council has sufficient interest in the land for undertaking the proposed designation. Further, it is considered that the privately (or publicly) owned adjoining land within the 65dBA L_{dn} noise contour are effected by the current operations of the Rangiora Airport to a sufficient extent, i.e. the need to avoid noise sensitive activities in this area and manage activities which pose a risk to aircraft movements, to support their inclusion in the designation. Nevertheless, the proposed restrictions on activities to occur on this land within the 65dBA L_{dn} noise contour still support a wide range of rural uses and therefore enable the continued use of these lands.

Notwithstanding the above, as is discussed below, the effects of the designation on the environment are considered to be minor as they relate to existing and on-going airfield activity and therefore the RMA does not require an assessment of alternatives.

Nevertheless, for completeness the following consideration of alternatives has been undertaken in making the decision to designate the subject site:

7.4.1 Alternative Sites

The existing airfield is well established and has been subject to a significant level of capital investment in the form of construction of the existing airstrip, hangars and other structures on the site. Further, the proximity of the airfield to the Christchurch International Airport provides strategic support through providing alternative facilities in the event of civil defence events and emergencies and managing light aircraft movements.

On this basis it is not considered an alternative site is a realistic option.

7.4.2 Alternative Routes or Methods

The designation of the Rangiora Airfield has been selected as the most suitable method for recognising and protecting the ongoing operations and expansion of the Airfield as it recognises the strategic importance of this infrastructure in the Canterbury region. It is noted the following airports, which vary in size, are all designated within the applicable district plans:

- Christchurch International Airport
- Wanaka Airport
- Wairoa Airfield
- Omarama Airfield
- Oamaru Airport
- Pukaki-Twizel Airfield

Designation is therefore a common method of providing a degree of certainty for airport related activities even for an airfield of Rangiora's size.

However, there are three alternative methods available, which are considered below.

Alternative 1 – Plan Change only

A Plan Change seeking a change to the zoning could be sought for the airfield. However this pathway was not pursued for the following reasons:

- Would not entirely protect the airfield from development in the immediate surrounding environment which may impede on the efficient ongoing airfield operation;
- Does not provide the higher degree of recognition and control consistent with other airfields including Wairoa Airfield, Omarama Airfield, and Pukaki-Twizel Airfield which are designated in their relevant district plans;
- Would not manage as efficiently and effectively as a designation is able to those land uses in areas not owned by Rangiora Airfield, but which are required to be managed to promote safe aviation operations on the airfield; and
- Would require significant amendments to the District Plan including a specific one-off zone framework.

Alternative 2 – Resource Consent

A global resource consent based around a master plan could be sought for the airfield operations instead of a designation. This option was not pursued for the following reasons:

- Would necessitate identifying development areas upfront.

- Does not provide the higher degree of recognition and control consistent with other airfields including Wairoa Airfield, Omarama Airfield, and Pukaki-Twizel Airfield which are designated in their relevant district plans.
- Would likely lead to the need to seek ongoing amendments to any consent.
- Would not protect the airfield from development in the immediate surrounding environment i.e. within the 65dBA noise contour, which may impede the safe and efficient ongoing airfield operation.
- Would not protect the airfield from development in the surrounding environment which may impede on the efficient ongoing airfield operation.

Alternative 3 – Do Nothing

If the status quo is maintained, any future changes to the existing airfield operations will require individual resource consents. This method is considered unsuitable for Rangiora Airfield which is identified as ‘significant infrastructure’ in a regional context, and includes the following risk for the ongoing operation of the airfield:

- Does not provide recognition of the airfield and its operations which would continue to rely on ‘existing use rights’ which have not been confirmed and may be difficult to establish.
- Does not provide certainty for any future expansion of airfield operations.
- Would not protect the airfield from development in the surrounding environment which may impede on the efficient ongoing airfield operation.
- The existing rural zoning of the site does not promote aviation operations on the site, or protect the subject site against development which might compromise aviation.

On this basis, it is considered that the proposed designation of the site is the most suitable method of protecting the on-going operations and expansion of Rangiora Airfield.

7.5 Section 168A(3)(c) Is the Designation Reasonably Necessary to Achieve the Objectives of the requiring authority for which the designation is sought

The Waimakariri District Council’s objectives are to provide recognition for, and safeguard the operations of, the Rangiora Airfield alongside minimising the impacts of surrounding noise sensitive land uses on the airfield’s continued operation, providing notice via the District Plan of its location to surrounding landowners and giving effect to the Canterbury Regional Policy Statement.

The Site is currently zoned Rural under the Waimakariri District Plan with minimal statutory recognition or protection. Notwithstanding this, the airfield is recognised as ‘strategic infrastructure’ in the Canterbury Regional Policy Statement.

While it is not proposed to change the underlying zoning, through designating the Site the ongoing current airfield activities will be given statutory recognition and future such activities will be better enabled. Further, the designation is a means of giving effect² to the Canterbury Regional Policy Statement in terms of the ‘strategic infrastructure’ status of the Airfield in that document.

² s75(3)(c) of the RMA requires that a District Plan must give effect to a Regional Policy Statement

The proposed designation will extend beyond the airfield to include land identified to be affected by the 65dBA L_{dn} noise contour. This will restrict this land from supporting activities which could compromise the ongoing airfield operations. Such activities could include 'noise sensitive activities', water bodies hosting birds and the development of buildings or structures which could jeopardise the safe operation of the airfield in terms of building form and lighting.

Coupled with the policy amendments contained in the accompanying Proposed Plan Change, the proposed designation is considered 'reasonably necessary' to achieve the objectives of the Council and enable ongoing and potential future airfield operations from the Site.

7.6 Section 168A(3)(d) Any other Matters considered Reasonably Necessary

Based on the above assessment, the following environmental matters including general amenity effects have been reviewed in the context of the proposed designation of the Rangiora Airfield.

7.6.1 Noise

The Rangiora Airfield operates with three grass runways which are used by aviation clubs and businesses. The types of users of the airfield generally use light and small aircrafts, as well as helicopters. These aircrafts generate lower noise than larger commercial aircrafts, however still result in noise beyond the site, most acutely during take-off and landing.

Marshall Day Acoustics have prepared noise contours which are attached as **Appendix 3**. The noise contour map is based on data from existing airfield operations, and the projected future growth of the airfield operations with an additional 20% increase in aircraft movements being allowed to account for monthly variability, making an estimated increase of 120% in total movements. The future noise contours for 20XX have therefore been calculated based on the following:

- A total of 87,982 annual aircraft movements, of which 14% are helicopter movements;
- No change to the anticipated fleet mix;
- The threshold of vector R28 would in time be extended to increase its potential usefulness;
- No change to 2016 vector splits;
- No night-time use of the airfield; and
- No significant change to flight tracks.

The proposed designation and accompanying PPC address the potential impact of noise sensitive activities located on surrounding properties on the ongoing operations of Rangiora Airfield, through the identification of land where such activities are to be avoided, and situations where noise attenuation measures should be implemented.

It is acknowledged that increased aircraft movements may result in greater noise being experienced particularly outdoors, however this needs to be seen in the context that the airfield already exists and has done so for many years and that rural environments are often subject to greater levels of noise. It is also noted that an internal insulation standard for new and altered residential dwellinghouses is a requirement of the PPC within the 55dBA contour.

The proposed designation of land within the 65dBA noise contour will continue to support rural land uses which are not considered to be sensitive to noise, however the potential receiving noise inside that contour is such that noise sensitive activities (including rural dwellinghouses)

would be affected to a significant degree and should therefore be restricted from locating within this area in order to both protect people's health and ensure the continued operation of the airfield.

7.6.2 Visual effects

The existing improvements on the Rangiora Airfield site generally comprises single storey aircraft hangars, club rooms, aviation related support services and businesses, and three turf runways. The scale and design of the existing improvements are in the context of this area compatible and complementary to improvements in the surrounding rural area. Additionally, their location on the Ashley River side of the extensive Rangiora Airfield site minimises their visibility from surrounding properties.

Dense vegetation is located to the north of the site between the Rangiora Airfield and the Ashley River. In addition, dense vegetation is also established along the northern bank of the Ashley River. This vegetation provides a screen of the existing improvements on the site when viewed from the Ashley River and the rural area to the north of the Ashley River.

The proposed designation of the Rangiora Airfield does not include with it any proposed works via an Outline Plan. However, by designating the airfield for 'airport purposes' it will enable, via the Outline Plan process, further works to be considered, including buildings and including the area adjoining Priors Road.

In order to provide some context in terms of visual effects consideration has been given to the existing key amenity rules in the District Plan for the Rural zone.

Key rules are:

Structure Coverage = 20%

Road setback = 10m

Internal setback = 3m

Height = no limit

In terms of structure coverage the total area of the Site is 49.1ha. 20% is equal to 9.82ha. Of the total 49.1ha the runways and associated requirements governing building proximity to runways take up a significant portion of Site in the order of 30ha. The remaining area where building itself can take place is the existing built up area along the northern boundary and an area in the vicinity of Prior Road. In the circumstances of these split areas and taking into account the vast expanse of the runways it is not considered that a site coverage condition is either necessary or could be realistically imposed.

Setback rules provide for a degree of visual separation and it is considered that the road and internal setback rules are of relevance and should be included as conditions on the NoR. This particularly affects the Priors Road frontage where there are currently no buildings established. There is potential, subject to servicing issues being addressed, for some airport related development on this frontage. The type of buildings likely to develop on the airfield are not dissimilar to agricultural buildings such as sheds, barns and storage facilities and therefore it is considered that the 10m road setback, along with the internal setback, remain relevant in this context.

There is currently no height rule in the Rural zone and it is not considered necessary to impose one as a condition on the NoR. The reality is that there is unlikely to be a need for tall

buildings on the site and there are safety requirements in terms of building height and location around the airfield.

Notwithstanding the above, any new development coming forward in the form of an Outline Plan will be required to be prepared in accordance with Section 176A (3) which states:

An outline plan must show—

- (a) the height, shape, and bulk of the public work, project, or work; and*
- (b) the location on the site of the public work, project, or work; and*
- (c) the likely finished contour of the site; and*
- (d) the vehicular access, circulation, and the provision for parking; and*
- (e) the landscaping proposed; and*
- (f) any other matters to avoid, remedy, or mitigate any adverse effects on the environment.*

Further, subsection (4) it goes onto state that:

Within 20 working days after receiving the outline plan, the territorial authority may request the requiring authority to make changes to the outline plan.

It is therefore considered that with the conditions proposed and the requirements of the Outline Plan process any visual effects are able to be adequately addressed taking into account the context of the site.

7.6.3 Traffic Effects

The proposed designation of the Airfield does not include any additional development or intensification of use on the site as part of this NoR or the accompanying PPC. However the designation intends to secure the long-term use of the site for airfield uses, and the noise contours include assumptions that the use of the airport will expand in the future.

Accordingly, while traffic movements to and from the site are not anticipated to increase due to the proposed designation, they may well increase in the future as airfield related use in accordance with the designation grows. This will be dependent on the types and nature of those uses.

The primary vehicle access to the site is from Oxford Road via Merton Road. The most recent traffic counts taken by Waimakariri District Council in August 2015 on Merton Road (1,000m north of Oxford Road) indicated average daily traffic of 362 vehicles, with a peak of 51 vehicles per hour. With a maximum vehicle capacity of 1,700 per hour in each direction, Merton Road is currently operating well below capacity, and the proposed designation even allowing for a doubling of development is not likely to significantly affect the current traffic movements along this road to the point where its capacity will be reached. Further, the limitations of the airfield in terms of runaway length and weight capacity and the proposed restriction on lighting mean that it could not in its current configuration cater for higher traffic generating activities such as passenger movements.

The assessment of any intensified use of the Rangiora Airfield will be subject to assessment as part of any future Outline Plan application, which would ensure that road infrastructure, for example on Priors Road, could support any resulting traffic generation.

7.6.4 Safety

The Airfield has there been designed in accordance with, and is required to meet, the requirements of Civil Aviation Authority of New Zealand Advisory Circular AC139-7.

The Waimakariri District Plan includes Obstacle Limitation Surfaces height slopes for the Rangiora Airfield. However as part of the designation of the Airfield and preparation of the accompanying Proposed Plan Change, the District Plan Planning Map 145 is proposed to be amended to include revised Obstacle Limitation Surfaces height slopes for the airfield based on the current runway lengths. This will ensure safe ongoing operations of the Rangiora Airfield.

The Rangiora Airport does not conduct air transport operations or support aircraft over 5,700kg Maximum Certified Take-Off Weight (MCTOW), and therefore the requirement for Runway End Safety Areas (RESA) in accordance with Civil Aviation Authority of New Zealand (CCA) Advisory Circular 139-6 is not required.

Accordingly, the safety impact of the proposed designation is considered to be less than minor.

7.6.5 Lighting

The Rangiora Airfield does not have runway lighting, and is not proposed as part of this NoR to restrict the provision of imbedded runway lights. This will restrict the hours of operation of the airfield to daylight hours.

While individual aircrafts will have lights, and similarly, vehicles entering and exiting the site will have lights, the proposed restriction within the designation will ensure that there is no increase in the aircraft or vehicle traffic to or from the airfield at night.

Accordingly, the lighting impact of the proposed designation is considered to be less than minor.

7.6.6 Social, Economic and Cultural Effects

The designation of the Rangiora Airfield will provide recognition of the 'strategic infrastructure' value the airfield has within the Canterbury region.

The airfield contributes both socially, economically and culturally, providing aviation facilities for:

- Aviation clubs;
- Helicopter operators; and
- Local aviation businesses.

In addition, the economic benefits of the airfield include creating employment and industry in the region.

The proposed designation of the Airfield will support employment and industry in the region, through direct and support services. These economic benefits contribute to the social and cultural effects of the designation and associated Proposed Plan Change, and accordingly the impacts of the proposed designation in this regard are considered positive.

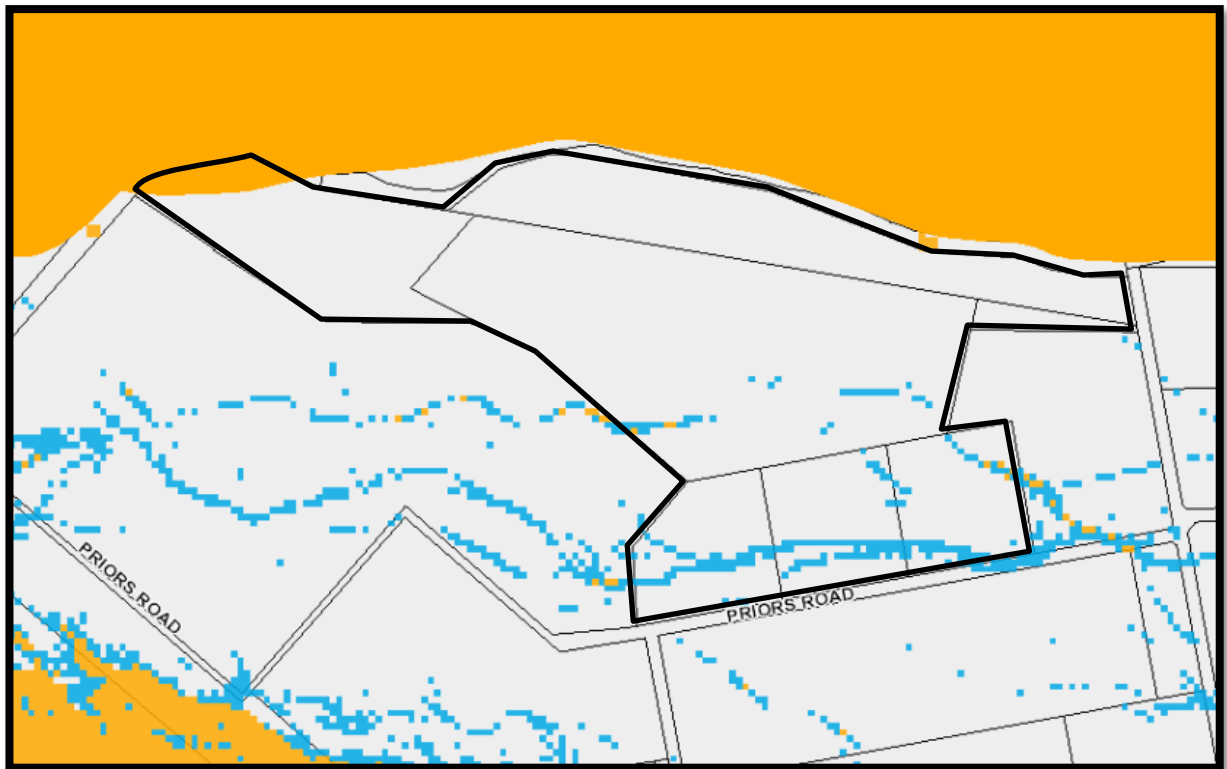
There is also potential economic dis-benefit to the landowners affected by the designation. While the areas concerned would not impact on landowner's ability to create 4ha subdivisions with a dwelling platform outside the 65dBA contour, it will place some restrictions on land use

within the 65dBA contour such as open water storage and intensive cropping. None of these activities currently occur on any of the land affected by the proposed designation.

7.6.7 Natural Hazards

The Site is not identified as being susceptible to liquefaction, however some areas along the Priors Road frontage are shown as subject to medium flood hazard with a small area at the west end within the high flood hazard as shown below.

Figure 3 – Rangiora Airfield – Flood Hazard



It is considered that the type of buildings which will occur on the Site such as hangers are not likely to be significantly affected by flood hazards and further having them raised to a specified flood level could create difficulties in terms of their intended use. There may however be some buildings where it is appropriate to have a raised floor height and it is considered that this can be addressed through the Outline Plan process where necessary.

The Ashley River / Rakahuri itself presents a significant hazard and it is noted that the District Plan requires that any structure shall be setback 100m from the centreline of the stopbank in this location. It is therefore proposed to continue this requirement as a condition within the NoR.

8 Part 2

In considering an application for a NoR, the territorial authority is required to consider Part 2 of the RMA, which contains its purpose (s5) and principles (ss6-8). In order to promote the sustainable management of natural and physical resources, being the Act's purpose, it is necessary to consider (among other things) whether adverse effects on the environment may be avoided, remedied or mitigated.

As discussed in Section 6 Assessment of Effects on the Environment, the works (subject to an Outline Plan) and purpose enabled by the NoR will not create any significant adverse effects on the local environment. In particular, it is considered that the primary adverse effects associated with the proposed use of the site, being noise, visual or traffic effects will be minimal and/or can be addressed by conditions in the NoR or requirements associated with the accompanying PPC.

The proposed NoR will provide for the future needs of Airfield users and employees and in this respect, it will contribute to the community's social, economic and cultural wellbeing.

Section 7 of the RMA requires particular regard be had to maintaining and enhancing amenity values. While it is acknowledged that the NoR will have some effect on the amenity of surrounding residents in terms of noise, visual and traffic; any significant adverse effects will be avoided through compliance with the conditions of the NoR and requirements of the PPC and the responsible day-to-day management of the Airfield.

Overall, the proposal is not considered to be contrary to Part 2 of the RMA.

9 Consultation / Notification

A draft Proposed Plan Change and draft Notice of Requirement for the associated designation of the airfield has included consultation with relevant stakeholders. The Consultation Strategy was prepared in accordance with the relevant provisions of Schedule 1 of the Resource Management Act 1991. The key elements of the Consultation Strategy are outlined below.

9.1 Timing

Consultation commenced once Council indicated that the documents were aligned to their overall objectives for the Airfield. The draft NoR for the designation of the Rangiora Airfield and the associated draft PPC were presented to Council for endorsement to commence the community consultation process.

9.2 Consultation Parties

The consultation process included the following stakeholder groups:

- The Minister for the Environment;
- Civil Aviation Authority;
- Environment Canterbury;
- Adjoining local authorities;
- Christchurch International Airport Limited;
- Local rūnanga, Te Ngāi Tūāhuriri Rūnanga;
- Affected Landowners including:
 - Landowners and occupiers within the proposed 65dBA noise contour, which will be effected by the proposed designation;
 - Landowners and occupiers within the proposed 55dBA noise contour; and
 - Landowners and occupiers within the revised take off climb and approach obstacle limitation surfaces;

- Tenants and users of the Airfield; and
- The general public via an advertised public meeting.

10 Conclusion

This Notice of Requirement (NoR) has been prepared to support the designation of the Rangiora Airfield, and surrounding land within the projected 65 dBA Noise Contour. The proposed designation will reflect the Airfields status as “*Strategic Infrastructure*” and “*Regionally Significant Infrastructure*” in the Regional Policy Statement. The proposed designation has been designed in two parts, firstly to better recognise and provide for airfield operations, and secondly to protect the safe ongoing operations of the Rangiora Airfield and restrict activities which may impact upon that continued operation. In addressing these two parts the NoR therefore proposes a two-tiered designation structure as detailed above.

The NoR has been prepared in accordance with Section 168A of the Resource Management Act 1991, and includes an assessment of the relevant plans and policies, and consideration of alternative sites and methods which could be utilised to achieve the objectives and outcomes of the NoR. Through this assessment it can be concluded that the proposed designation presents the best method of recognising the significance of the Rangiora Airfield, and protecting its ongoing operations in a safe manner while mitigating adverse effects on the surrounding properties.

Accordingly, it is considered that the designation outlined in this NoR is the most effective and efficient means of achieving the proposed outcome for the Rangiora Airfield

APPENDIX 1:

Certificates of Title



COMPUTER FREEHOLD REGISTER UNDER LAND TRANSFER ACT 1952



**Guaranteed Search Copy issued under Section 172A
of the Land Transfer Act 1952**


R. W. Muir
Registrar-General
of Land

Identifier **439710**
Land Registration District **Canterbury**
Date Issued 03 December 2008

Prior References

82010 82011

Estate	Fee Simple
Area	40.1272 hectares more or less
Legal Description	Lot 2-4 Deposited Plan 410643 and Lot 1-2 Deposited Plan 320694 and Lot 1 Deposited Plan 24674

Proprietors

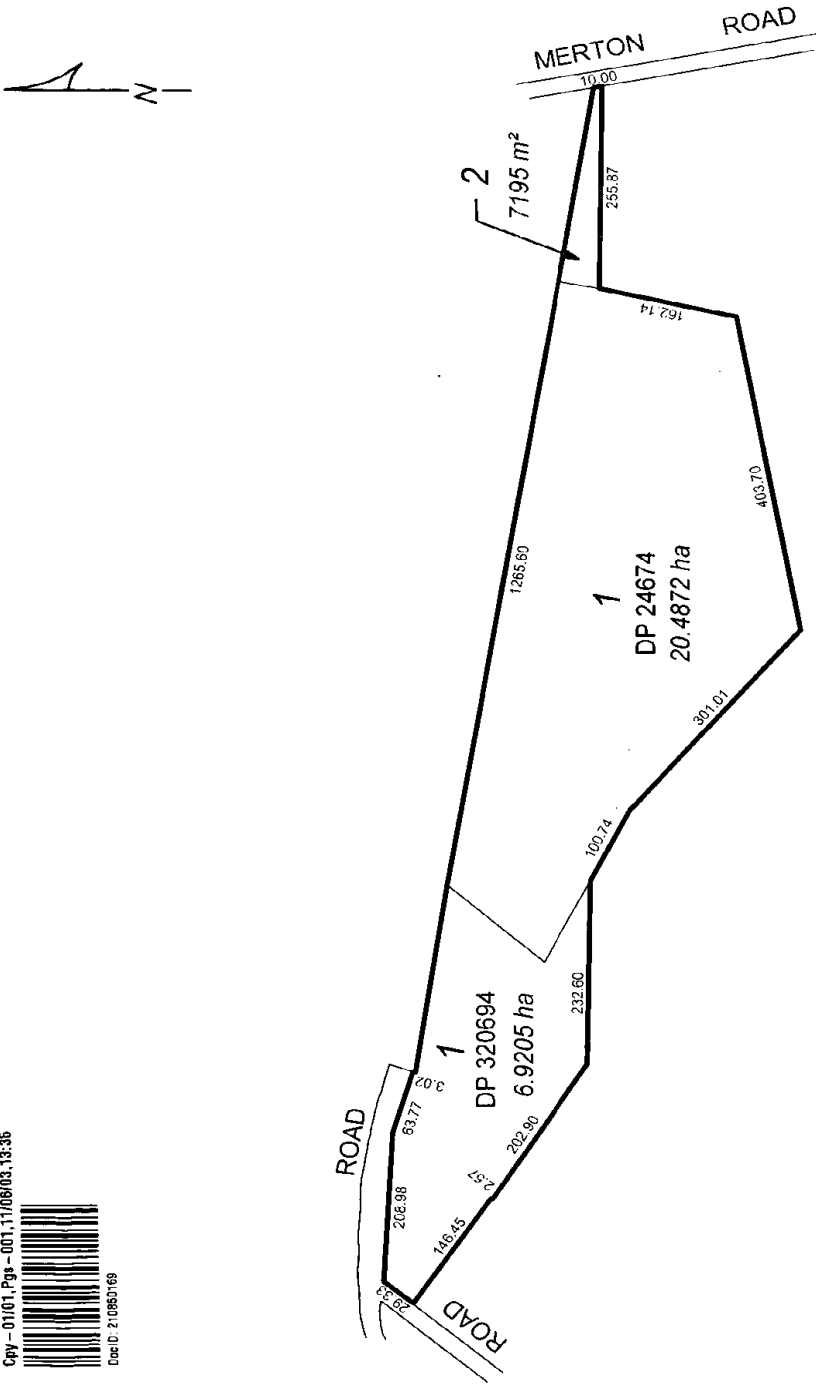
Waimakariri District Council

Interests

Subject to Section 241(2) Resource Management Act 1991 (affects DP 410643)

8013674.5 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 3.12.2008 at 9:06 am
(affects lots 2,3,4 DP 410643)

8013674.6 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 3.12.2008 at 9:06 am
(affects lots 2,3,4 DP 410643)



Total Area: 28.1272 ha



Amalgamation Condition

Lots 2, 3 and 4 hereon are to be transferred to the owner of Lot 1 DP 24674 and Lots 1 & 2 DP 320694 (CT 82010) and one computer freehold register be issued to include all parcels

Lot to Vest

Lot 6 is to vest as road in the Wiamakariri District Council.



COMPUTER FREEHOLD REGISTER UNDER LAND TRANSFER ACT 1952



**Guaranteed Search Copy issued under Section 172A
of the Land Transfer Act 1952**


R. W. Muir
Registrar-General
of Land

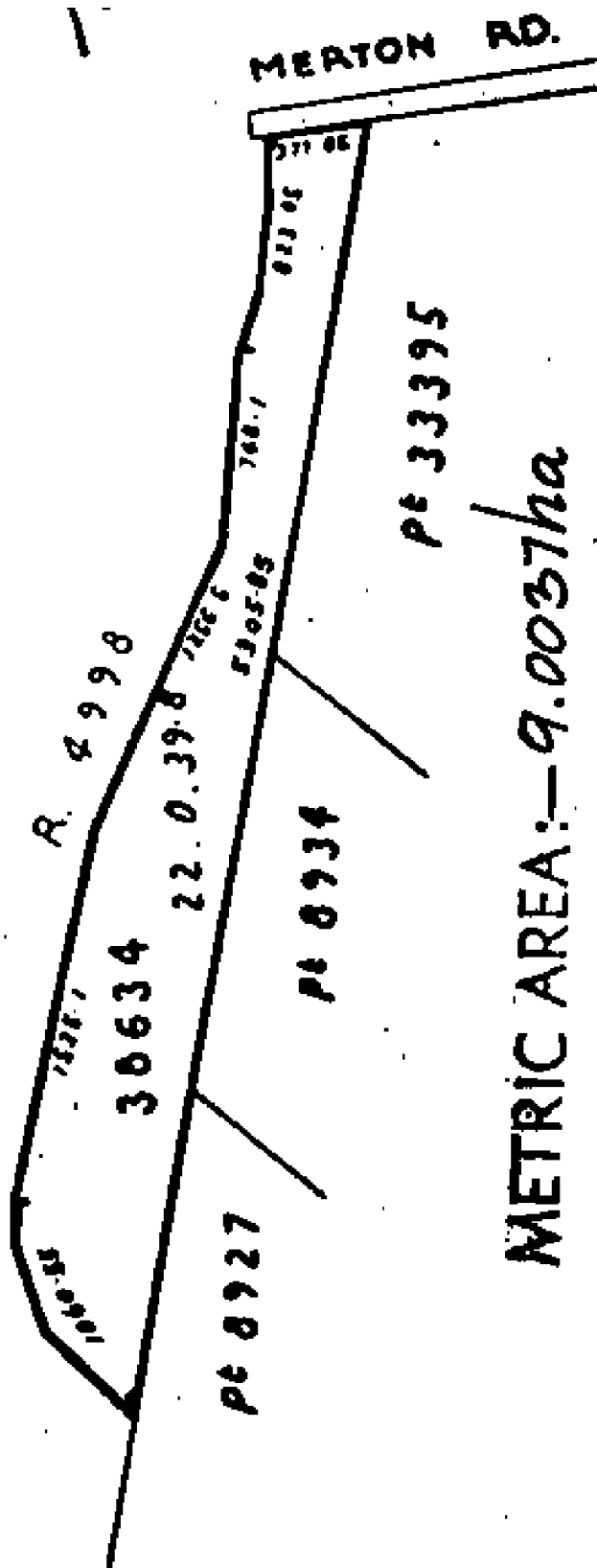
Identifier CB795/5
Land Registration District Canterbury
Date Issued 06 May 1959

Prior References
CBPR98/1

Estate	Fee Simple
Area	9.0037 hectares more or less
Legal Description	Rural Section 38634
Purpose	Aerodrome

Proprietors
The Rangiora County Council





Interests
Subject to Section 59 Land Act 1948



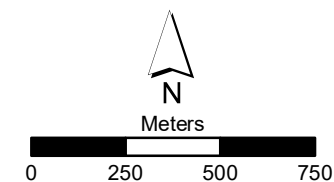
Scale: - 10 chains to an inch.
S. 29° 37' x 1/4"

APPENDIX 2:

Planning Map 145

-  Take Off Climb and Approach obstacle limitation surface
-  Noise Sensitive Activities and Aircraft Risk Designation
-  Airport Purposes Designation
-  Noise Contours in dBa

NOTE:
Disclaimer - refer to map legend sheet.

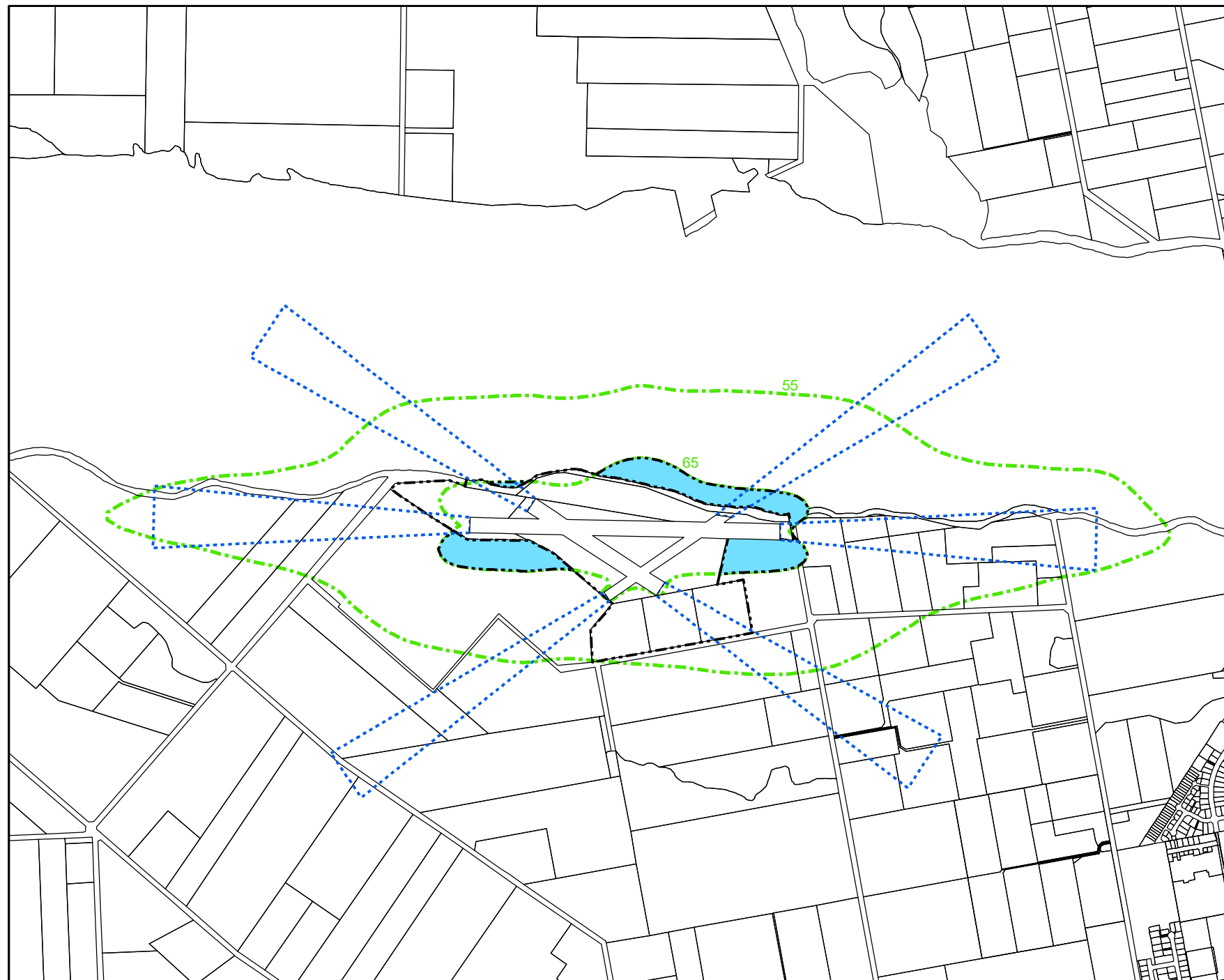


Scale 1:20,000 (A4)

Rangiora Airfield

145

Operative Date



APPENDIX 3:

Noise Contour Map

