

AUCKLAND UNITARY PLAN
INDEPENDENT HEARINGS PANEL

Te Paepae Kaiwawao Motuhake o te Mahere Kotahitanga o Tāmaki Makaurau

Mediation Joint Statement

For hearing topic 045 Airports mediation
session on all provisions within this topic

Date: 16, 17, 24 and 25 February, 4 and 5 March 2015

Contents

Contents	1
1. Introduction	2
1.1 Mediation	2
2. Attendance of submitters	2
2.1 Attendance	2
2.2 Authority to participate in mediation	2
3. Conflicts of interest	3
4. Matters for mediation	3
4.1 Issues from Parties and issues report	3
4.2 Marked up version of PAUP	3
5. Matters agreed prior to mediation	3
6. Mediation Outcomes	3
6.1 Summary of matters agreed at mediation	4
6.2 Summary of matters outstanding (narrowed/disagreement)	5
6.3 Other matters.....	6
7. Confirmation of Parties to Mediation record	6
8. Attachments.....	7
8.1 Attachment 1 Parties to Mediation record	7
8.2 Attachment 2 Marked up version of PAUP	7

1. Introduction

This is a record of the mediation outcome held for this topic. It is prepared in accordance with section 134(4) and (5) of the Local Government (Auckland Transitional Provisions) Act 2010.

1.1 Mediation

Hearing Topic	045 Airports		
Matters for mediation	D.8.1 Airport zone description, objectives and policies. I.15 Airport zone rules. F.6.1 Precincts South - Ardmore 1 description, objectives and policies. K.6.1 Precincts South - Ardmore 1 rules. F.6.2 Precincts South - Ardmore 2 description, objectives and policies. K.6.2 Precincts South - Ardmore 2 rules. Part 7 Ardmore Airport Limited Designation 200 Ardmore Airport. Part 7 Minister of Defence Designations 4310 (Whenuapai Airbase) and 4311 (Whenuapai Airfield Approach and Departure Path Protection). Precincts South - Auckland Airport Precinct description, objectives and policies and rules. K6.3 Precincts South - Auckland Airport Precinct rules. K6.3 Precincts South - Auckland Airport Precinct mapping. Part 7 Auckland International Airport Limited Designations 1100, 1101 (Renton Road Area) and 1102 (Obstacle Limitation, Runway Protection and Ground Light Restriction). E1.2 Aircraft Noise Overlay description, objectives and policies. J1.2 Aircraft Noise Overlay rules. E1.1 Airport Approach Path Overlay description, objectives and policies. J1.1 Airport Approach Path Overlay rules.		
Mediator	David Hill	File Ref:	045-MJS-2015-02-16
Where	Hearing Meeting Room 2, Level 16, 205 Queen Street, Auckland City	When	Monday, 16, 17 and 24 February 2015 and 4 and 5 March.
IHP Staff	Christopher Turbott, Kristen Wicks	Time:	9.30am Meeting closed: Session 1: 12.00 pm Session 2: 11.45 am Session 3: 12.30 pm Session 4: 6 pm Session 5: 6 pm Session 6: 2 pm

2. Attendance of submitters

2.1 Attendance

The mediator confirmed the attendance of submitters and further submitters at the mediation meeting. Refer to Attachment 1 for the Parties to Mediation record.

2.2 Authority to participate in mediation

The mediator confirmed with the submitters or their representatives that they have full authority to participate in the mediation sessions and where necessary can reach agreement

on the matters being mediated for and on behalf of the submitters / further submitters that they represent. A number of parties indicated that above a certain level of delegation they would need to refer back.

Submitters and further submitters were reminded that they must follow their submissions and cannot act outside the scope of their submissions.

3. Conflicts of interest

No conflicts were raised in respect of the mediator or support staff for the mediation session.

4. Matters for mediation

4.1 Issues from Parties and issues report

D.8.1 Airport zone description, objectives and policies. I.15 Airport zone rules. F.6.1 Precincts South - Ardmore 1 description, objectives and policies. K.6.1 Precincts South - Ardmore 1 rules. F.6.2 Precincts South - Ardmore 2 description, objectives and policies. K.6.2 Precincts South - Ardmore 2 rules. Part 7 Ardmore Airport Limited Designation 200 Ardmore Airport. Part 7 Minister of Defence Designations 4310 (Whenuapai Airbase) and 4311 (Whenuapai Airfield Approach and Departure Path Protection). Precincts South - Auckland Airport Precinct description, objectives and policies and rules. K6.3 Precincts South - Auckland Airport Precinct rules. K6.3 Precincts South - Auckland Airport Precinct mapping. Part 7 Auckland International Airport Limited Designations 1100, 1101 (Renton Road Area) and 1102 (Obstacle Limitation, Runway Protection and Ground Light Restriction). E1.2 Aircraft Noise Overlay description, objectives and policies. J1.2 Aircraft Noise Overlay rules. E1.1 Airport Approach Path Overlay description, objectives and policies. J1.1 Airport Approach Path Overlay rules.

4.2 Marked up version of PAUP

In the context of the issues in 4.1 above, the mediation focused on discussion of the Auckland Council's proposed marked-up version of the PAUP sections listed above.

5. Matters agreed prior to mediation

The following matters were agreed prior to mediation:

Summary point	Reasons	Parties
None identified.		

6. Mediation Outcomes

The matters discussed, agreed, disagreed and comments made are recorded in:

045 - Mediation- Track Changes - Airport Zone Rules - 2015-02-16

045 - Mediation- Track Changes -Airport Zone Obj Pols 2015-02-16

045 Mediation- Track Changes Kaipara Flats precinct rules -2015-02-16

045 - Mediation- Track Changes - Ardmore Airport Designations 2015-02-17

045 - Mediation- Track Changes - Whenuapai Airbase Designation 2015-02-17

045 - Mediation- Track Changes -Ardmore 1 Rules 2015-02-17

045 - Mediation- Track Changes -Ardmore 2 Obj and Pols 2015-02-17

045 - Mediation Track Changes AIAL Designation - 2015-02-24

045 - Mediation Track Changes AIAL designation attachment A 2015-02-24

045 Mediation Track Changes Auckland Airport Precinct - Objs Pols - 2015-02-24

045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

045 - Mediation- Track Changes - Aircraft Noise Overlay Rules 2015-02-25

045 - Mediation- Track Changes - Approach Path Overlay Obs and Pols 2015-02-25

045 - Mediation- Track Changes - Approach Path Overlay Rules 2015-02-25

045 - Mediation- Track Changes - Auckland Airport Designation 2015-02-25

045 - Mediation- Track Changes - Noise Overlay Objs Pols - 2015-02-25

Off-line mediation between Council, AIAL and BARNZ continued following the final notified session 6. The outcome of that was produced on 12 March by agreement with the mediator and is included in Attachment 2

A summary of the main matters agreed at mediation or still outstanding is provided below.

6.1 Summary of matters agreed at mediation

The following is an overall summary of all matters across the 6 mediation sessions and are covered in more detail in the respective individual track-changed text attached. The summary is made by the mediator, with the parties' agreement to that option.

Summary point	Reasons
Definitions requiring further clarification / consistency – e.g. aviation industry training / facilities v education; commercial aviation activities; airport v airfield; ASAN. Noise definitions amended and agreed subject to confirmation from noise experts not present	Current lack of clarity as to where the threshold of existing aviation-related activities, which are necessary and permitted, and at what scale, should be set for consent requirement. Amendments proposed.
Textual clarification that airport precincts are not subject to zone provisions – e.g. under Airport Zone section I15.1	To avoid confusion and for the benefit of lay readers.
Various amendments relating to North Shore Aero Club – as shown in marked-up version and	Will better provide for the specific circumstances of the airport / airfield.

agreement to a new precinct for Kaipara Flats Airfield.	
Delete the public notification requirement for commercial aviation activities (however defined)	RMA provisions for notification should apply.
Inclusion of provisions recognising existing non-aviation activities occurring at Ardmore	As agreed in track changed text.
NZDF not pursuing Whenuapai Airbase changes proposed post-submission; will lodge subsequently.	Lawfulness of introducing these changes post-submission.
Where a single property or building is affected by more than one noise boundary overlays, the more stringent boundary will generally apply overall.	Avoids perverse requirements.

6.2 Summary of matters outstanding (narrowed/disagreement)

Summary point	Reasons
Question of cost share proportion and payment timing for building acoustic compliance outside the HANA – including the MANA and, potentially, the ANNA. AIAL and BARNZ still working through the detailed matter of transitional mitigation but agreement in principle.	MoE and HNZ (and others to varying extent) seeking full (or at least significant) contribution from AIAL for properties affected by the enlarged noise envelopes. Transitional point at which such compensation may be made remains unresolved.
Composition, membership and appointment terms of reference for the Aircraft Noise Community Consultative Committee (ANCCG) – Auckland airport – substantially not agreed (Attachment A, AIAL Designation 1100).	Significant divergence of opinion between AIAL and BARNZ on the one hand, and groups associated with The Plane Truth (including Epsom Preservation Society) over political and industry representation on the one hand and community interest group participation on the other.
Housing New Zealand records its fundamental disagreement with AIAL introducing designation alterations through the PAUP without a formal effects assessment. Seeks reversion to existing designation.	HNZ issues of concern not adequately addressed.
Noise boundary maps – generally agreed technically; political direction necessary before sign-off	Participant delegation limited
The Plane Truth seeks cross-referencing to Civil Aviation Rules Part 93.65 – Noise Abatement	AIAL disagrees because the discretion in this rule is specific to the pilot-in-command.

Procedures: Use of Runway in AIAL designation	
Activity status for many activities not agreed	As shown in attached marked-up versions
Auckland Kindergarden Association sought explicit limited notification to AIAL and BARNZ only in rule relating to building alterations.	Council disagreed as considered unlawful to identify and restrict in such manner.
Various matters covered by Chap 4 - G Auckland-wide provisions – exclusions sought but not agreed	Airports seeking various exemptions from Auckland-wide provisions in favour of any airport-specific provisions – cannot be assessed until Chap 4 - G matters are resolved.
A number of matters were agreed by all relevant parties subject to confirmation from Te Akitai.	Te Akitai representative failed to attend final mediation session to confirm or otherwise these matters – as noted in the marked-up versions.

6.3 Other matters

- (a) The issues of development within a 1% AEP floodplain to be dealt with under the relevant topic on Auckland-wide rules. Ardmore Airport to be advised accordingly.

Note that parties will need to be advised / invited to attend subsequent mediation session(s) on definitions of interest.

- (b) Confirmation sought (and given) from AIAL that the NOR for the second (Northern) runway will be notified subsequently and that related matters should be dealt with at that time, not as part of the PAUP process.
- (c) Some confusion as to how the approach surface rules affect landowners – i.e. only above the minimum surface identified on any particular property. Clarification made in text.

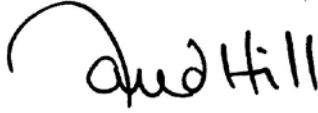
7. Confirmation of Parties to Mediation record

The parties to the mediation have signed the Parties to Mediation record (see attachment 1) as confirmation of the outcome of mediation as recorded in the Mediation Joint Statement (section 6 and attachment 2 – Marked up version of PAUP).

The mediator has reviewed the content of this Mediation Joint Statement and the Attachments and confirmed that they are a true and accurate record of the mediation session held on Monday, 16 February; Tuesday 16 February; Tuesday, 24 February; Wednesday, 25 February; Wednesday, 4 March; and Thursday, 5 March 2015.

The Mediation Joint Statement will be available to all parties on the hearings page of the website within 3 days of the final mediation session for Topic 045.

The Parties and Issues report will be updated before the hearing with the outcome of pre-hearing processes, including mediation. The updated Parties and Issues report will be available to all parties on the hearings page of the website before the hearing.

Mediator's Name	David Hill
Mediator's Signature	
Date	13 March 2015

8. Attachments

8.1 Attachment 1 Parties to Mediation record

8.2 Attachment 2 Marked up version of PAUP

Mediation Joint Statement	Hearing topic	045 Airports
Attachment 1: Parties to Mediation record	Mediation session	24 February 2015 Session Number 2

By signing this Parties to Mediation record, I agree to the mediated marked up version of PAUP content being attachment 2 to the Mediation Joint Statement, and I agree to the summary of outcomes recorded in section 6 of the Mediation Joint Statement.

(IHP planner to delete the reference above to section 6 of the Mediation Joint Statement if this has not been completed in the mediation.)

Submission number	FullName	Representatives at mediation	Signature
FS 3302	Auckland Kindergarten Association	Richard Hall (AKA) , Matt Lindenberg (Beca Planning)	
5161	Coronation Road Holdings Limited	Kim Hardy	<i>Kim Hardy</i> 3.10pm
839, FS 3338	Housing New Zealand Corporation	<i>Victoria Jones</i> Claire Kirman, Brendon Liggett and Patrick Dougherty	<i>Victoria Jones</i> 3.10pm
5128, FS3060	Board of Airline Representatives of New Zealand Incorporated	<i>John Beckett from 1.30</i> Gill Chappel, Kristina Cooper - Legal	<i>John Beckett</i>
5313, FS670	Ernest B Kirk ✓	Bill Kirk	<i>Bill Kirk</i> 12.30
FS 3484	Minister of Education	Daniel Sadlier and Orchid Atimalala	<i>Orchid Atimalala</i> 3.05pm
6386, FS3321	Te Akitai Waiohau Waka Taua Trust	Catherine Raeburn, Nick Roberts	<i>Catherine Raeburn</i> 11:05am
5716	Auckland Council	Mark Vinall, Andrew Green <i>Nigel Lloyd</i>	<i>Mark Vinall</i>
5294	Auckland Airport	Sarah Glenn, Allison Arthur-Young, Greg Osborne, Kellie Roland	<i>Sarah Glenn</i>
3017	Air New Zealand	David Haines	<i>David Haines</i> 11.45am
	Auckland the Plane Truth Inc	Sarah Seabie	
	AUCKLAND THE PLANE TRUTH INC	LORRAINE CLARK	<i>Lorraine Clark</i>
	EPSOM PRESERVATION SOCIETY	CHRISTY J. THWAITE	<i>Christy J. Thwaite</i>
	RESIDENT, ST JOHNS, MT WELLINGTON, KEVIN KEVANY		<i>Kevin Kevany</i> DEPARTED 4.30PM.
	PATMURE, CI.		
2389.	SOUTH EPSOM PLANNING GROUP (Inc)	Dick Bellamy	Departed 3.53.
(Further Submission on Airport submission)			

ay@russellmcveagh.com

sg@russellmcveagh.com

ATTACHMENT 2 – 045 - Mediation Track Changes AIAL Designation - 2015-02-24
The Proposed Auckland Unitary Plan (notified 30 September 2013)

Council's proposed track changes as at 24 February 2014 shown in red underline and ~~strikethrough~~.

PART 7 - DESIGNATIONS»Schedules and Designations»

Auckland International Airport Ltd

Designation Schedule - Auckland International Airport Ltd

Number	Purpose	Location
1100	Activities for the operation of Auckland International Airport ...	George Bolt Memorial Drive, Mangere
1101	Activities for the operation of Auckland International Airport ...	200 and 260 Ihumatao Road, Mangere
1102	Auckland International Airport, specification for obstacle limitation surfaces, runway end protection areas and restrictions non-aeronautical ground lights	Vicinity of Auckland International Airport

1100 Auckland International Airport

Designation Number	1100
Requiring Authority	Auckland International Airport Limited
Location	George Bolt Memorial Drive, Mangere
Rollover Designation	Yes
Legacy Reference	Designation 231, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

The land to which this designation applies ("the designated area") may be used for activities for the operation of Auckland International Airport ("the Airport") subject to the conditions set out below, including but not limited to:

- aircraft operations, runways,
- taxiways and other aircraft movement areas, aprons,
- terminals, rescue facilities,
- navigation and safety aids,
- maintenance and servicing facilities including the testing of aircraft engines (in situ or otherwise), catering facilities,
- freight facilities,
- quarantine and incineration facilities,
- fuelling facilities including Joint User Hydrant Installations, stormwater facilities,
- roads,
- monitoring activities,
- site investigation activities,
- vehicle parking and storage,
- rental vehicle activities,
- vehicle valet activities,
- public transport facilities,
- landscaping,
- flags,
- signs,
- the relocation of heritage buildings from elsewhere within this Designation and the subsequent restoration and

Comment [CT1]: The issue of jurisdiction for control of overflying aircraft was discussed and reference was made to the Prehearing Meeting Report for Topic 045 Airport which addresses this matter.

Comment [CT2]: HNZ requested retention of the designation as notified.

ATTACHMENT 2 – 045 - Mediation Track Changes AIAL Designation - 2015-02-24
The Proposed Auckland Unitary Plan (notified 30 September 2013)

- use of those buildings for purposes compatible with their heritage values;
- offices associated with any of the foregoing activities; and
- all related construction and earthwork activities.

Conditions

1. For the purposes of this designation, unless the context otherwise requires:

“**Activity Sensitive to Aircraft Noise**” or “**ASAN**” means any dwelling, boarding houses, tertiary education facilities, marae complex, papakāinga, retirement village, supported residential care, educational facilities, care centres, hospitals and healthcare facilities with an overnight stay facility.

Comment [CT3]: Agreed

“**Aircraft Operations**” means:

- the landing and take-off of any aircraft at the Airport;
- 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 Airport to another;
- aircraft flying along any Flight Path (refer definition below).

“**Aircraft Noise Notification Area**” or “**ANNA**” is an area that is outside the HANA and MANA and that will have future noise levels between 55 dB L₉₀ and 60 dB L₉₀; and is shown in green on Figure 3 (Aircraft Noise Areas) of this designation.

“**Aircraft Noise Community Consultative Group**” or “**ANCCG**” is that group referred to in Condition 9(a).

“**Airport**” means Auckland International Airport

“**Air Shows**” for the purpose of Condition 8 means a sequence of unscheduled Aircraft Operations of a maximum of three days duration, occurring at a frequency not exceeding one per year, which is organised to provide a spectacle for members of the public.

“**Annual Aircraft Noise Contour**” or “**AANC**” means an L_{dn} contour published by AIAL annually as a prediction of noise from Aircraft Operations for the following 12 months (excluding noise excepted from the limit in Conditions 5 and 6, by virtue of Condition 8 of this designation). The prediction is based on monitoring undertaken in accordance with Condition 5(d).

“**Auckland International Airport Limited**” or “**AIAL**” is the requiring authority under this designation.

“**Council**” means the Auckland Council or any committee, sub-committee, or person to whom the relevant powers, duties and discretions of the Council have been delegated lawfully.

“**Designated area**” is the area shown as designated area on Figure 1 of this designation.

“**Existing Building**” means any building:

- that existed at 10 December 2001 and was being used for an ASAN at that time; or
- for which a resource consent for an ASAN was granted by 10 December 2001; or
- which was shown on an outline plan that was lodged with the Council under section 176A of the Resource Management Act 1991 (“RMA”) and was beyond challenge as at 10 December 2001.

“**Flight Path**” means the actual path of an aircraft in flight, following take-off from or prior to landing at the Airport, for so long as that aircraft is within the area of the Control Zone shown in Figure 2 of this designation.

“**Future Aircraft Noise Contour**” or “**FANC**” means each of the long term predicted noise contours shown on Figure 4 (Future Aircraft Noise Contours) of this designation.

ATTACHMENT 2 – 045 - Mediation Track Changes AIAL Designation - 2015-02-24
The Proposed Auckland Unitary Plan (notified 30 September 2013)

“**High Aircraft Noise Area**” or “**HANA**” is the area outside the designated area that will have future noise levels greater than 65 dB L_{dn} and is shown in purple on Figure 3 (Aircraft Noise Areas) of this designation.

“**INM**” means United States of America Federal Aviation Authority Integrated Noise Model.

“**L_{dn} Contour**” means a line connecting points of equal day/night sound level (dB L_{dn}).

“**Moderate Aircraft Noise Area**” or “**MANA**” comprises two areas (one being around the HANA) that will have future noise levels between 60 dB L_{dn} and 65 dB L_{dn}. The two areas are shown in orange on Figure 3 (Aircraft Noise Areas) of this designation.

“**Noise Management Plan**” or “**NMP**” means the noise management plan described in Condition 9.

“**Noise Minimisation Procedures**” includes:

- procedures and measures adopted to ensure compliance with noise limits for:
 - Aircraft Operations in Condition 5; and
 - Engine Testing on Aircraft in Condition 13;
- Civil Aviation Authority (“CAA”) noise rules applicable to the Airport from time to time;
- voluntary or self imposed procedures or measures for the reduction of aircraft noise.

“**Non-Jet Aircraft**” means any aircraft that is not a turbo-jet or a turbo-fan powered aircraft. For the avoidance of doubt turbo-prop aircraft are non-jet aircraft.

“**Operational Length**” is the length of Runway available and suitable for the ground run of an aircraft taking off, in accordance with the Civil Aviation Advisory Circular 139-6 Revision 4 dated 4 July 2011 called the “Take-Off Run Available” or “TORA”.

“**Principal Living Room**” means the room which the owner identifies as the principal living room.

“**Runway**” means a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

“**Working Days**” are those days defined by the RMA.

Runway System

2. The following limitations in this Condition apply to all runways:

- a. Subject to clause (c) of this Condition, the number of runways shall not exceed two.
- b. In addition to the existing runway (“Existing Runway”), a second runway (“Northern Runway”) may be developed within the area marked “Northern Runway” shown on Figure 1 of this designation.
- c. Nothing in this Condition shall preclude the use of the taxiway of the Existing Runway for the take-off and landing of aircraft (i.e. as a runway) in substitution for the Existing Runway:
 - where the Existing Runway is under
 - repair; or in an emergency.

Note:

Use of if the taxiway as a runway will be subject to ~~approval~~approval under the Civil Aviation Act 1990.

3.

a. The provisions in this Condition apply to the Northern Runway:

- the Operational Length of the runway shall not exceed 2150 metres;
 - the runway shall be entirely located to the west of the alignment of George Bolt Memorial Drive (taking that alignment as it existed at 1 June 2000);
- b. The provisions of section 176A of the RMA shall apply to the construction, reconstruction, extension or replacement of the Northern Runway.

4. Non-Jet Aircraft using the Northern Runway between the hours of 11.00pm and 6.00am, and jet aircraft using the

ATTACHMENT 2 – 045 - Mediation Track Changes AIAL Designation - 2015-02-24
The Proposed Auckland Unitary Plan (notified 30 September 2013)

Northern Runway between the hours of 10.00pm and 6.00am, shall not depart to or arrive from the east except in cases of:

- a. aircraft landing or taking off in an emergency;
- b. emergency flights required to rescue persons from life-threatening situations or to transport patients, human vital organs or medical personnel in a medical emergency;
- c. the operation of unscheduled flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 2002;
- d. Aircraft Operations resulting from an emergency which necessitates the closure of the Existing Runway;
- e. Aircraft Operations resulting from the temporary closure of the Existing Runway for essential maintenance which necessitates the unrestricted use of the Northern Runway.

*Explanatory Note for Condition 4 – Northern Runway:
Night-Time Restriction*

i. Throughout the life of this unitary plan it is AIAL's clear intention to maximise the use of the Existing Runway at night and as a result, during the lifetime of this district plan, Non-Jet Aircraft using the Northern Runway between the hours of 11.00pm and 6.00am, and jet aircraft using the Northern Runway between the hours of 10.00pm and 6.00am, are not permitted to depart to or arrive from the east except within the limited exceptions provided for in this Condition.

ii. For the avoidance of doubt, the need or otherwise for a similar night time restriction on use of the Northern Runway in any subsequent district or unitary plan will be assessed at the relevant time, and the presence of this Condition on this designation is not intended as an indication that such a condition will or will not be appropriate in any future designation for the Airport.

Noise from Aircraft Operations

5. Subject to Conditions 6 and 7 below, noise from Aircraft Operations shall not exceed a noise limit of:
- a. A Day/Night Level (~~L_{dn}~~) of 65 dB ~~L_{dn}~~ anywhere outside the HANA. For the purpose of this control, aircraft noise shall be measured in accordance with NZS 6805:1992 and calculated as a 12 month rolling logarithmic average; and
 - b. A Day/Night Level (~~L_{dn}~~) of 60 dB ~~L_{dn}~~ anywhere outside the HANA and the MANA. For the purpose of this control, aircraft noise shall be calculated as a 12 month rolling logarithmic average using the INM and records of actual Aircraft Operations.
 - c. Clauses (a) and (b) of this Condition do not apply within the designated area or within the Coastal Marine Area.
 - d. In addition, AIAL shall:
 - i. monitor noise from Aircraft Operations at a minimum of three locations associated with the Existing Runway which are as near as practicable to the boundary of the HANA to obtain an accurate reading so as to demonstrate compliance with (a) above;
 - ii. monitor noise from Aircraft Operations at a minimum of two locations associated with the Northern Runway so as to demonstrate compliance with (b) above. The required monitoring may be undertaken at points in the MANA and then by calculating the corresponding noise level at the MANA boundary;
 - iii. use the INM and noise monitoring data to calculate whether noise from Aircraft Operations complies with (b) above;
 - iv. calculate noise levels at every other location necessary to ensure compliance with this Condition and with Condition 10;and shall provide a detailed written report to the Council every 12 months describing and interpreting the results of the monitoring and describing and explaining the calculations and findings.

Interim Noise Control on Northern Runway

- 6.
- a. For the first five years following the commencement of aircraft operations on the Northern Runway, noise from Aircraft operations associated with the Northern Runway shall not exceed 55 dB L_{dn} at the intersection of the Northern Runway centreline and State Highway 20. For the purpose of this control, compliance may be assessed by measuring aircraft noise at an alternative location (closer to the Airport) and calculating the corresponding noise level at the intersection of the Northern Runway centreline and State Highway 20. In addition, for the purpose of this control, aircraft noise shall be measured in accordance with NZS 6805:1992 and calculated as a 12 month rolling logarithmic average. The measurements and calculations for any such assessment shall be produced by AIAL if requested by the

Comment [RPSreview4]: Plane Truth seeks a reference to CAA Rules Part 93.65. AIAL, BARNZ and AC do not agree.

ATTACHMENT 2 – 045 - Mediation Track Changes AIAL Designation - 2015-02-24
The Proposed Auckland Unitary Plan (notified 30 September 2013)

ANCCG and, if required by the ANCCG, shall be subject to independent review and verification.

- b. Clause (a) of this Condition shall not apply from the date of receipt by the Council of a certificate from a suitably qualified independent person proposed by AIAL and approved by the Council, certifying that, either of the following circumstances apply:
- i. There is a need to establish new operations, or relocate existing operations, because there are insufficient apron areas or taxiway capacity alongside the Existing Runway, or a new or existing operation requires facilities or services not available at the Existing Runway but which are or can be provided at the Northern Runway.
- ii. Rehabilitation works on the Existing Runway require use of the Northern Runway to a level which would exceed the 55 dB L_{dn} at SH 20 control location to maintain current and projected demand.

Comment [RPSreview5]: Agreed.

c. The suitably qualified independent person referred to in Condition 6(a) above shall include, when supplying any certificate to the Council, a report which contains:

- A summary of the information provided to the suitably qualified independent person by AIAL; and
- The Audit Group's suitably qualified independent person's reasons for the granting of supplying the certificate.

Comment [CT6]: 5529-333 and 5128-130. Agreed.

d. The costs of the suitably qualified independent person shall be met by AIAL.

7. Exceedance by up to 1 dB L_{dn} of the noise limits in Conditions 5 and 6 is permitted, provided AIAL demonstrates at the request of, and to the satisfaction of, the Council that any such exceedance is due to atypical weather patterns (including wind speed and direction) during the measurement period, such as produced by the El Nino/La Nina climatic oscillation.

8. Aircraft operations described in clauses (a) to (g) of this Condition, below, are excluded from the calculation of the rolling logarithmic average in Conditions 5, 6 and 7 above:

- a. Aircraft landing or taking off in an emergency;
- b. Emergency flights required to rescue persons from life-threatening situations or to transport patients, human vital organs or medical personnel in a medical emergency;
- c. The operation of unscheduled flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 2002;
- d. Aircraft Operations resulting from an emergency which necessitates the closure of the Existing Runway;
- e. Aircraft Operations resulting from the temporary closure of the Existing Runway for essential maintenance which necessitates the unrestricted use of the Northern Runway;
- f. Aircraft using the Airport as a planned alternative to landing at a scheduled airport elsewhere;
- g. Air shows.

Noise Management Plan
Consultative Group

- 9.
- a. AIAL shall maintain at its cost, the existing Aircraft Noise Community Consultative Group ("ANCCG") within the Terms of Reference which are contained in Attachment A (Aircraft Noise Community Consultative Group Terms of Reference) of this designation, or such other terms or amended terms of reference that are approved by the Council pursuant to Part 8 of the RMA.

Comment [RPSreview7]: Agreed

Noise Management Plan

- b. Without in any way limiting its obligations to fully comply with the conditions attaching to this designation, AIAL has completed and will maintain and where necessary update a Noise Management Plan ("NMP") which describes in detail how AIAL proposes to manage the Airport in order to comply with those conditions. The NMP describes, in detail, the following matters:
- i. procedures for the ongoing maintenance and operation of the ANCCG;
 - ii. the mechanisms for giving effect to a Noise Monitoring Programme to assess compliance with Conditions 5, 6 and 13. In particular, the following issues shall be addressed:

ATTACHMENT 2 – 045 - Mediation Track Changes AIAL Designation - 2015-02-24
The Proposed Auckland Unitary Plan (notified 30 September 2013)

- Location of any noise monitors;
 - Monitoring, recording and calculation of engine testing noise levels under Condition 13;
 - Management of the programme by a suitably qualified person; and
 - Presentation of information.
- iii. The relationship between the Trust which is to be established under Condition 11 and the ANCCG, including reporting procedures.
- iv. The ongoing investigations, methods, processes and resources that AIAL has put in place to provide for:
- The reduction of noise levels from all aspects of Aircraft Operations and engine testing; and
 - Alternative methods of noise management to achieve the reduction of these noise levels.
- v. The Noise Minimisation Procedures.
- vi. The procedures for modifying and enhancing the Noise Minimisation Procedures to take into account:
- Any findings made pursuant to any investigation undertaken in accord with (iv) above;
 - The need to ensure compliance with all of the requirements of this designation.
- vii. The procedures for reporting to the ANCCG any Aircraft Operations and engine testing activities which:
- Contravene a condition of this designation;
 - Are at variance with AIAL's intentions recorded in the Explanatory Note to Condition 4 relating to the use of the Northern Runway.
- viii. The procedure for the annual preparation and publication of the 60 dB L₉₀ AANC and the 65 dB L₉₀ AANC by AIAL, as required by Condition 10B;
- ix. The procedure for the recording, responding and reporting of complaints received in respect of noise from Aircraft Operations, engine testing activities and any other activities generating noise at the Airport; and
- x. The dispute resolution procedures, to resolve disputes between AIAL and ANCCG about the contents and implementation of the NMP.

Specific Matters in NMP Subject to Council Approval

c. The dispute resolution procedures referred to in Condition 9(b)(x) shall be to the Council's satisfaction and any subsequent alteration to these procedures shall be subject to the Council's written approval.

Changes to NMP

d. If AIAL makes any changes to the procedures or other matters recorded in the NMP, it shall forthwith forward an amended copy of the NMP to the Council and the ANCCG.

Reporting of Exceptions

9A. AIAL shall maintain a register (electronic and hard copy) which is available for public inspection of all exceptions to the Noise Minimisation Procedures. The register shall list:

- The date and time of the exception;
- An explanation for the exception;
- Any actions undertaken to prevent a recurrence of the exception.

For the avoidance of doubt an exception includes:

- A breach of noise limits in Conditions 5, 6 and 13;
- A breach of the CAA noise rules applicable to the Airport which has been the subject of an investigation by AIAL into a related complaint;
- Any lapse in AIAL's voluntary or self-imposed procedures for the reduction of aircraft noise.

Noise Mitigation Programme

10. The development or use of any runway is subject to compliance with clauses (a) to (r) of this Condition (called in this designation, the "Noise Mitigation Programme"):

- a. For the purpose of determining compliance with clauses (b) to (r) of this condition, AIAL has supplied to the Council:
- i. A list identifying all sites wholly or partly within the HANA and the MANA ("affected sites");
 - ii. A list of the legal descriptions and street addresses of all the affected sites; and
 - iii. Details of any Existing Building located on the affected sites.

Proviso:

Where a site lies within a mixture of HANA and MANA, or is partly located within one of those noise areas, then

ATTACHMENT 2 – 045 - Mediation Track Changes AIAL Designation - 2015-02-24
The Proposed Auckland Unitary Plan (notified 30 September 2013)

for the purposes of clauses (b) to (r) of this Condition:

- If any Existing Building is located wholly or partly within the HANA, that Existing Building shall be deemed to be in the HANA;
- If any Existing Building is located wholly outside the HANA, but wholly or partly within the MANA, that Existing Building shall be deemed to be in the MANA.

Further proviso:

For the avoidance of doubt, nothing in clauses (b) to (r) of this Condition shall be treated as requiring AIAL to fund acoustic treatment and ventilation measures in Existing Buildings that are located wholly outside the HANA and the MANA.

Existing Buildings Located within the HANA Being Subject to 65 dB L_{dn} Noise

b. Before any part of an affected site falls within the 65 dB L_{dn} AANC, AIAL shall, in respect of any Existing Building in the HANA on that site (other than any building used as educational facilities or as a registered pre-school) make an offer to the owner(s) to install, at AIAL's sole cost (and if the offer is accepted, install), acoustic treatment and related ventilation measures to achieve, in the manner provided for in clauses (p) and (q) of this Condition, an internal acoustic environment in the existing habitable rooms of the building(s) (with all external doors of the building and all windows of the habitable rooms closed), of 45 dB L_{dn}, together with related ventilation requirements. These measures shall include but not be limited to:

- A mechanical ventilation system or mechanical ventilation systems capable of:
 - Providing at least 15 air changes of outdoor air per hour in the principal living room of each building and 5 air changes of outdoor air per hour in the other habitable rooms of each building, in each case with all external doors and windows of the building closed with the exception of such windows in non habitable rooms that need to be ajar to provide air relief paths;
 - Enabling the rate of airflow to be controlled across the range, from the maximum airflow capacity down to 0.5 air changes (plus or minus 0.1) of outdoor air per hour in all habitable rooms;
 - Limiting internal air pressure to not more than 30 pascals above the ambient air pressure;
 - Being individually switched on and off by the building occupants, in the case of each system; and
 - Creating no more than 40 dBL_{Aeq} in the principal living room, no more than 30 dBL_{Aeq} in the other habitable rooms, and no more than 40 dBL_{Aeq} in any hallway, in each building. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.
- Thermal grade (minimum R1.8) ceiling insulation to all habitable rooms where equivalent ceiling insulation is not already in place; and
- A mechanical kitchen extractor fan ducted directly to the outside to serve any cooking hob, if such extractor fan is not already installed and in sound working order.

The above mentioned offer shall be made on the following basis:

- i. any structural or other changes required under the Building Act 1994-2004 ("Building Act") or otherwise to enable the installation of the acoustic treatment and related ventilation measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed; and
- ii. the owner(s) accepting an obligation to enter into a covenant in the terms set out in clause (r) of this Condition.

Proviso:

If requested by the owner, AIAL may, at its discretion, install or contribute to the cost of the installation of alternative ventilation measures to those described in clauses (b) and (c) of this Condition, subject to the owner being granted any necessary building or resource consents, the Council waiving AIAL's obligations in respect of the required ventilation measures in clauses (b) and (c) of this Condition, and the provisions of clauses (b), (c), and (n) to (r) applying with the necessary modifications.

c. At the same time, AIAL shall offer to install, (and if the offer is accepted, install), enhancements in addition to the above acoustic treatment and related ventilation measures to achieve, in the manner provided for in clauses (q) and (qq) of this Condition, an internal acoustic environment in the existing habitable rooms of the building(s) (with all external doors of the building and all windows of the habitable rooms closed), of 40 dB L_{dn}, together with related ventilation requirements. This offer shall be made on the following basis:

Comment [CT8]: 5128-134 Agreed.

ATTACHMENT 2 – 045 - Mediation Track Changes AIAL Designation - 2015-02-24
The Proposed Auckland Unitary Plan (notified 30 September 2013)

- i. AIAL shall contribute 75% of the cost;
- ii. The owner agreeing to contribute the balance of the cost; and
- iii. The enhancements are to be installed at the same time as the acoustic treatment and related ventilation measures referred to in clause (b) of this Condition, above.

d. Where an owner or previous owner has earlier accepted the offer set out in clause (e) of this Condition below, AIAL need only offer to install works or enhancements not already installed pursuant to clause (e) of this Condition.

Existing Buildings Located Within the HANA or the MANA Being Subject to 60 dB L_{dn} Noise

e. Before any part of an affected site falls within the 60 dB L_{dn}, AANC, AIAL shall, in respect of any Existing Building in the HANA or MANA on that site (other than any building used as educational facilities or as a registered pre-school) make an offer to the owner(s) to install (and if the offer is accepted, install):

i. A mechanical ventilation system or mechanical ventilation systems capable of:

- Providing at least 15 air changes of outdoor air per hour in the principal living room of each building and 5 air changes of outdoor air per hour in the other habitable rooms of each building, in each case with all external doors and windows of the building closed with the exception of such windows in non-habitable rooms that need to be ajar to provide air relief paths;
- Enabling the rate of airflow to be controlled across the range, from the maximum airflow capacity down to 0.5 air changes (plus or minus 0.1) of outdoor air per hour in all habitable rooms;
- Limiting internal air pressure to not more than 30 pascals above the ambient air pressure;
- Being individually switched on and off by the building occupants, in the case of each system; and
- Creating no more than 40 dB L_{Aeq} in the principal living room, no more than 30 dB L_{Aeq} in the other habitable rooms, and no more than 40 dB L_{Aeq} in any hallway, in each building. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

ii. Thermal grade (minimum R1.8) ceiling insulation to all habitable rooms where equivalent ceiling insulation is not already in place; and

iii. A mechanical kitchen extractor fan ducted directly to the outside to serve any cooking hob, if such extractor fan is not already installed and in sound working order.

The abovementioned offer shall be made on the following basis:

i. Any structural or other changes required under the Building Act or otherwise, to enable the installation of the acoustic treatment and related ventilation measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part was constructed;

ii. The owner(s) accepting an obligation to enter into a covenant in the terms set out in clause (r) of this Condition;

iii. AIAL shall contribute 75% of the cost of the above works; and

iv. The owner agrees to contribute the balance of the cost.

v. Clauses (iii) and (iv) shall not apply to Pukaki Marae. AIAL shall contribute 100% of the cost of the above works for Pukaki Marae.

Comment [CT9]: As recommended by experts in expert conferencing. Agreed.

Proviso:

If requested by the owner, AIAL may, at its discretion, install or contribute to the cost of the installation of alternative ventilation measures to those described in this clause, subject to the owner being granted any necessary building or resource consents, the Council waiving AIAL's obligations in respect of the required ventilation measures in this clause, and the provisions of this clause and clauses (n) to (r) applying with the necessary modifications.

Comment [CT10]: 6386-32 Agreed by AC and AIAL subject to confirmation from Te Akitai.

Existing Registered Pre-schools Located Within the HANA Being Subject to 65 dB L_{dn} Noise

f. Before any part of an affected site falls within the 65 dB L_{dn} AANC, AIAL shall, in respect of any Existing Building in the HANA on that site used as a registered pre-school, make an offer to the owner(s) to install at AIAL's sole cost (and if the offer is accepted, install), in all learning areas:

i. Acoustic treatment measures to achieve, in the manner provided for in clauses (p) and (q) of this Condition, an internal acoustic environment in each learning area (with all external doors and windows of the learning area closed) of 40dB L_{dn}; and

- Mechanical ventilation system or mechanical ventilation systems for each learning area:
 - Designed to achieve indoor air temperatures not less than 16 degrees celsius in winter at 5% ambient design

ATTACHMENT 2 – 045 - Mediation Track Changes AIAL Designation - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

conditions as published by the National Institute of Water & Atmospheric Research ("NIWA") (NIWA, Design Temperatures for Air Conditioning (degrees Celsius), Data Period 1991–2000);

- Capable of providing (when all external doors and windows of the learning area are closed) outdoor air ventilation at the rate of 15 litres of air per second per square metre for the first 50 square metres and 7.5 litres of air per second per square metre of remaining area;
- Capable of enabling the rate of air flow to be controlled across the range, from the maximum air flow capacity down to 8 litres of air per second per person for the maximum number of people able to be accommodated in the learning area at one time;
- Otherwise complying with the New Zealand Standard NZS 4303:1990 *Ventilation for Acceptable Indoor Air Quality*;
- Each ventilation system shall be capable of being individually switched on and off by the building occupants; and
- Capable of creating no more than 35 dB L_{Aeq} in each learning area, and no more than 40 dB L_{Aeq} in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

The abovementioned offer shall be made on the following basis:

- i. any structural or other changes required under the Building Act or otherwise required to enable the installation of the acoustic treatment and related ventilation measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed; and
- ii. the owner accepting an obligation to enter into a covenant in the terms set out in clause (r) of this Condition.

g. Where an owner or previous owner has earlier accepted the offer set out in clause (h) of this Condition below, AIAL need only offer the works not already installed pursuant to clause (h) of this Condition.

Existing Registered Pre-schools Located Within the HANA or the MANA being Subject to 60 dB L_{Aeq} Noise

h. Before any part of an affected site falls within the 60 dB L_{Aeq} AANC, AIAL shall in respect of any Existing Building in the HANA or the MANA on that site used as a registered pre-school, make an offer to the owner(s) to install (and if the offer is accepted, install) at AIAL's sole cost:

- i. A mechanical ventilation system or mechanical ventilation systems for each learning area:
 - Designed to achieve indoor air temperatures not less than 16 degrees Celsius in winter at 5% ambient design conditions as published by the National Institute of Water & Atmospheric Research ("NIWA") (NIWA, Design Temperatures for Air Conditioning (degrees Celsius), Data Period 1991–2000);
 - Capable of providing (when all external doors and windows of the learning area are closed) outdoor air ventilation at the rate of 15 litres of air per second per square metre for the first 50 square metres and 7.5 litres of air per second per square metre of remaining area;
 - Capable of enabling the rate of air flow to be controlled across the range, from the maximum air flow capacity down to 8 litres of air per second per person for the maximum number of people able to be accommodated in the learning area at one time;
 - Otherwise complying with the New Zealand Standard NZS 4303:1990 *Ventilation for Acceptable Indoor Air Quality*;
 - Each ventilation system shall be capable of being individually switched on and off by the building occupants; and
 - Capable of creating no more than 35 dB L_{Aeq} in each learning area, and no more than 40 dB L_{Aeq} in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.
 - Thermal grade (minimum R1.8) ceiling insulation in all learning areas where equivalent ceiling insulation is not already in place.

Proviso:

If the owner wishes to install a ventilation system at greater cost, (e.g. an air conditioning system), then AIAL shall contribute the equivalent cost of the ventilation system(s) prescribed in clause (h) of this Condition.

The abovementioned offer shall be made on the following basis:

- i. any structural or other changes required under the Building Act or otherwise required to enable the installation of the acoustic treatment and ventilation measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed; and
- ii. the owner(s) accepting an obligation to enter into a covenant in the terms set out in clause (r) of this Condition.

Existing Educational Facilities Within the HANA or the MANA Being Subject to 60 dB L_{dn} Noise

i. Before any part of an affected site falls within the 60 dB L_{dn} AANC, AIAL shall, in respect of any Existing Building in the HANA or MANA on that site used as an educational facility or facilities, make an offer to the owner(s) to install (and if the offer is accepted, install) acoustic treatment and related ventilation measures to achieve, in the manner provided for in clauses (p) and (q) of this Condition, an internal acoustic environment in all existing classrooms, libraries and halls (with all external doors and windows of the classrooms, libraries and halls closed) of 40 dB L_{dn}, together with related ventilation requirements. These measures shall include but not be limited to:

i. In the case of classrooms and libraries, air conditioning and/or a mechanical ventilation system or mechanical ventilation systems for each classroom and library, that are:

- Designed to achieve indoor air temperatures not less than 16 degrees Celsius in winter and not greater than 27 degrees Celsius in summer at 5% ambient design conditions as published by the National Institute of Water & Atmospheric Research ("NIWA") (NIWA, Design Temperatures for Air Conditioning (degrees Celsius), Data Period 1991–2000);
- Capable of providing outdoor air ventilation at the rate of 8 litres of air per second per person for the maximum number of people able to be accommodated in any such room at one time ("the required airflow");
- Capable of enabling, (in the case of classrooms or libraries in which only mechanical ventilation systems are used to satisfy the above temperature and outdoor air requirements), the outdoor airflow to be controlled across the range, from the maximum airflow capacity down to the required airflow when all external doors and windows of the classroom or library are closed;
- Otherwise complying with the New Zealand Standard NZS 4303:1990 Ventilation for Acceptable Indoor Air; and
- Capable of creating no more than 35 dB L_{Aeq} in each classroom, no more than 40 dB L_{Aeq} in each library, and no more than 40 dB L_{Aeq} in any hallway or corridor.

• Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

ii. in the case of halls, a mechanical ventilation system or mechanical ventilation systems for each hall capable of:

- Providing at least 12 litres of outdoor air per second per square metre with all external doors and windows of the hall closed;
 - Enabling the outdoor airflow to be controlled across the range, from the maximum airflow down to the rate of 8 litres of outdoor air per second per person for the maximum number of occupants able to be accommodated in the hall at one time;
 - Otherwise complying with the New Zealand Standard NZS 4303:1990 Ventilation for Acceptable Indoor Air Quality; and
 - Creating no more than 35 dB L_{Aeq} in each hall, and no more than 40 dB L_{Aeq} in any hallway or corridor.
- Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.
- Thermal grade (minimum R1.8) ceiling insulation shall be provided in the case of school halls where equivalent ceiling insulation is not already in place.

The abovementioned offer shall be made on the basis that any structural or other changes required under the Building Act or otherwise to enable the installation of the acoustic treatment and related ventilation measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed.

j. AIAL's obligations under clause (i) of this Condition for acoustic treatment and related ventilation measures

shall be “capped” at the maximum costs set out in Attachment B of this designation. For the avoidance of doubt, the costs in Attachment B are expressed as the maximum costs for which AIAL shall be responsible, and, in addition, AIAL shall not be required to expend the maximum costs where the acoustic treatment and related ventilation measures can be installed by AIAL more cost effectively to achieve the internal acoustic environment and related ventilation standards specified in this Condition (Condition 10). Any new windows installed as part of the acoustic treatment and related ventilation measures shall be made able to be opened or shall be fixed at the discretion of the owner(s) of the educational facilities at the time the work is undertaken.

For existing educational facilities, the maximum figures referred to in Attachment B are exclusive of GST and are in year 2012 dollars and they will therefore be adjusted to compensate for inflation and increased annually from the date of the inclusion of this designation in the Unitary Plan by the percentage increase in the Consumer Price Index (All Groups) or any substitute national measure of inflation adopted in lieu of the Consumer Price Index (All Groups).

New Buildings at Existing Educational Facilities Within the MANA

k. Where, in the case of educational facilities established within the MANA before 10 December 2001:

i. A new classroom, library, or hall is to be established; or
ii. An addition or alteration is to be made to any existing classroom, library or hall, and the new classroom, library or hall, or the addition or alteration, is not by definition, an Existing Building, then AIAL upon receiving advice of the proposed works, shall make an offer to the owner(s) of the relevant educational facilities to provide funding (and if the offer is accepted, provide funding) for acoustic treatment and related ventilation measures to achieve an internal acoustic environment (with all external doors and windows of the classrooms, libraries or halls closed) of 40 dB L₉₀ for all such new facilities along with ventilation to a standard consistent with clause (i) of this Condition, above, provided that this offer shall be conditional on:

- The owner agreeing to contribute 25% of the costs of the acoustic treatment and ventilation measures;
- Construction of the new or additional facilities otherwise complying with the relevant requirements of the Building Act and any relevant legislation,

and further provided that AIAL's obligations under clause (k) of this Condition shall only extend, in the case of additional classrooms, libraries or halls, to those which the Regional Network Manager — Auckland of the Ministry of Education or successor of that office certifies are required as a result of roll growth caused by underlying increases in population in the catchment in the immediate vicinity of the educational facility.

l. The offer referred to in clause (k) of this Condition may be made on the basis that if the new or additional facilities are removed from the affected site before the 60 dB L₉₀ AANC reaches the affected site, any cost incurred by AIAL in respect of that building shall be returned to AIAL.

New Public Schools or Pre-schools Within the MANA

m. AIAL shall offer the owner(s) of any new public (i.e. non-private or integrated) school or preschool to be established on affected sites located within the MANA, funding (and if the offer is accepted, provide funding) for acoustic treatment and related ventilation measures to meet the requirements in, and to a standard consistent with, clause (k) of this Condition, above, provided that this offer shall be conditional on:

- The owner agreeing to contribute 50% of the costs of the acoustic treatment and ventilation measures;
- The Regional Network Manager — Auckland of the Ministry of Education or successor of that office certifying, following consultation on the issue of location with AIAL, that the proposed new school or preschool could not reasonably be located outside the MANA, such consultation having been undertaken as soon as reasonably practicable before selecting a potential new school or pre-school site

Comment [RPSreview11]: Agreed.

Building Act 2004

n. All work undertaken pursuant to the terms of this Condition (Condition 10) shall be in accordance with the Building Act and any other relevant legislation.

o. Nothing in this Condition (Condition 10) shall require AIAL to fund any measures required to bring a building up to the standard of the building regulations that applied when the building was constructed or the relevant part thereof was last modified.

Certified Standard Packages and Individual Packages

p. Where this Condition (Condition 10) requires AIAL to offer to provide acoustic treatment and ventilation measures, AIAL:

i. Has developed standard acoustic and ventilation treatment packages for as many types of building for each

FANC, shown on Figure 4 (Future Aircraft Noise Contours) of this designation, as is practicable ("standard packages"). These standard packages may be updated or further developed at any time. Each standard package shall be:

- Sufficient to achieve the internal acoustic environment and ventilation requirements specified in this Condition (Condition 10) for the type of building within the FANC for which the package has been developed;
- Certified to that effect by a suitably qualified independent person (or persons) nominated by AIAL and approved by the Council ("an approved person") ("certified standard package"); and
- Developed in consultation with the Building Research Association of New Zealand.

For the avoidance of doubt the standard packages are intended to mitigate against aircraft noise, not against other sources which may have different characteristics and hence require different attenuation in respect to the treatment measures on offer;

ii. Shall offer to install (and if the offer is accepted, install) the relevant certified standard package, which has been certified by an approved person as being suitable to fulfil the requirements of this Condition (Condition 10) for the building and FANC within which the building is located; and in all other cases, shall offer a package certified by an approved person as suitable, at the time of the offer, to achieve the internal acoustic environment and ventilation requirements specified in this Condition (Condition 10) for the FANC within which the building is located ("certified individual package") and if that offer is accepted, shall install the certified individual package.

q. Where AIAL installs any acoustic treatment and or ventilation or air conditioning measures, AIAL:

- i. Shall provide the Council with a certificate from a suitably qualified independent person (or persons) nominated by AIAL and approved by the Council, that the installation of any relevant certified standard package, or relevant certified individual package, has been properly undertaken in accordance with sound practice; and
- ii. Shall not be in breach of this condition where the internal noise standards and related ventilation requirements are not met in each instance provided the relevant certificate required in sub-clause (q)(i) of this Condition, above, has been provided to the Council.

Covenants

r. AIAL shall not be obliged to undertake any work pursuant to clauses (b) to (h) of this Condition (Condition 10) unless the owner of the particular affected site agrees to enter into a covenant with AIAL (which shall be registered on the site's title) in the terms set out in Attachment C of this designation with such necessary changes, approved by the Council. The cost of preparation and registration of the covenant on the site's title shall be met by AIAL. AIAL shall meet the reasonable legal costs incurred by the owner for the perusal and approval of the covenant.

Monitoring of Noise Mitigation Programme

10A. AIAL is to monitor the implementation of the Noise Mitigation Programme as set out in Condition 10 and provide a written report setting out its findings in detail to the Council on an ongoing basis at six monthly intervals each year.

Preparation and Publication of the AANC's

10B. AIAL shall:

- a. Prepare annually the 60 dB L₉₀ AANC and 65 dB L₉₀ AANC.
- b. Publish a public notice in:
 - i. One or more daily newspapers circulating in the areas contained in the HANA, MANA and ANNA; or
 - ii. One or more other newspapers that have at least an equivalent circulation, advising the public that:
 - The AANCs have been prepared for the following twelve months;
 - Explaining what the AANCs are and who is potentially affected; and
 - That the AANCs are available for public inspection at such Council offices as determined by a designated Council officer approved by the Chief Executive of the Council.

Aircraft Noise Mitigation Fund

11. AIAL shall (at its cost and to the Council's satisfaction) maintain a Trust with two Trustees appointed by AIAL, two Trustees appointed from the community by the Council, and one Trustee appointed by the ANCCG.

12. AIAL shall contribute \$ 325,000 (in 2012 New Zealand dollar terms) per annum plus GST if any (adjusted thereafter to compensate for inflation and increased annually from December 2012 by the percentage increase in the Consumer Price Index (All Groups) as provided for in Condition 12A, below), to a Noise Mitigation Fund, to be administered by the Trustees for the benefit of the local community affected by aircraft noise and located or

- residing within the HANA, MANA and ANNA, for the purpose of:
- a. The mitigation of adverse effects associated with noise from Aircraft Operations which are not provided for under Condition 10 (“other adverse effects”); or
 - b. Ensuring positive effects on the external environment to offset those other adverse effects; or
 - c. In cases of significant financial hardship, assisting an owner or owners to meet their share of the costs of acoustic treatment measures or enhancements as set out in Conditions 10(c)(ii) and 10(e)(iv).

12A. On each anniversary of the Trust, AIAL will make a payment to the Trust of an amount sufficient to compensate for inflation over the immediately preceding annual period calculated in accordance with the following formula:
\$325,000 x A%, where A is the percentage increase in the Consumer Price Index (All Groups) (or any substitute national measure of inflation) for that 12 month period.

Explanatory Note, Aircraft Noise Mitigation Fund:
While there are various physical measures proposed by way of acoustic insulation and ventilation of buildings containing Activities Sensitive to Aircraft Noise, the Aircraft Noise Mitigation Fund is designed to ensure that adverse effects of aircraft noise on the external environment which cannot be mitigated by physical means can at least be partially offset by providing positive effects in the form of enhanced cultural, recreational and other opportunities and facilities to affected residents. Those opportunities and facilities may be provided outside the affected area but should be readily available to affected residents.

Engine Testing on Aircraft

- 13.
- a. Any use of the designated area for the testing of engines which are in situ on an aircraft (“in situ aircraft engines”) shall not exceed the following noise limits within the Identified Area shown on Figure 5 attached to this designation:

7 day rolling average	55 dB L _{dn}
10pm to 7am	75 dB L _{Amax}

For the purpose of this control, testing of in situ aircraft engines shall be measured in accordance with NZS 6801:2008 Acoustics- Measurement of Environmental Sound.

- b. AIAL shall monitor and record all testing of in situ aircraft engines and provide a summary report of the tests undertaken and the calculated noise levels whenever requested in writing by the ANCCG.
- c. The testing of in situ aircraft engines is excluded from the calculation of the 7 day rolling average in clause (a) above where such testing is associated with work necessary to satisfy an airworthiness directive or other like safety requirement issued by the Minister of Transport, the Director of Civil Aviation or the Civil Aviation Authority, which requires within 7 days of the directive or requirement being issued, the ground running of the engines on:
 - i. All aircraft with a specific engine type; or
 - ii. aircraft of a specific make or model.
Prior to any testing excluded by this clause commencing, AIAL shall give written notice to the ANCCG and the Council explaining:
 - The nature of and the reason for the testing;
 - Its expected duration and noise effects; and
 - Details of the directive or requirement received.

Other Noise

13A. Any use of the land for any purpose other than:

- a. Aircraft Operations (Conditions 5 and 6);
- b. testing of in situ aircraft engines (Condition 13); and
- c. the use of audible bird scaring devices for the discouragement of birds;

shall not exceed the following noise limits within the Identified Area shown on Figure 5 attached to this designation:

Average Maximum Levels	Maximum
dB L _{Aeq}	dB L _{Amax}

Monday to Saturday 7am–6pm (0700–1800)	Monday to Saturday 6pm–10pm (1800–2200) AND Sunday and Public Holidays, 7am–10pm(0700–2200)	At all other times	10pm–7am (2200–0700)
55	50	45	70

For the purpose of this control, Other Noise shall be measured in accordance with NZS 6801:2008 Acoustics– Measurement of Environmental Sound and assessed in accordance with NZS 6802:2008 Acoustics – Environmental Noise.

Coastal Protection Yard

14. A coastal protection yard having a minimum depth of 20 metres shall be maintained where any part of the designated area abuts the Mean High Water Spring Tide Mark. No structure shall be erected in the coastal protection yard except essential Airport operational facilities (for example, security fences, navigational aids, rescue facilities and stormwater facilities) which require a location in the area of the coastal protection yard.

Comment [CT12]: AIAL and Te Akitai are discussing potential amendments to condition 14.

15. Subject to any waiver of this Condition, or any part of this Condition, prior to any land modification or development on any land within 200 metres of the northern boundary of the designated area east of Pukaki Creek ("northern boundary"), the requiring authority shall submit an outline plan to the Council for approval which, without limiting the requirements of Section 176A of the RMA, shall show:

a. Provision for the landscaping ~~in grass, trees and shrubs~~ native vegetation of a five metre wide strip along the northern boundary and a limitation on building height in relation to the northern boundary so that no part of any building shall

Comment [RPSreview13]: Agreed subject to Te Akitai confirmation.

project beyond a building envelope contained by a 55 degree recession plane from points 2.5 metres above the northern boundary (i.e. maximum height = 2.5 metres plus 1.428 x distance from boundary).

b. Details of any land modification within:

i. 200 metres of the northern boundary which involves more than 500m³ of earthworks; or

ii. 30 metres of the northern boundary which involves more than 200m³.

iii. The coastal protection yard.

Comment [RPSreview14]: Agreed subject to Te Akitai confirmation.

c. The timetable for completion of the abovementioned landscaping, earthworks and remedial work.

d. The height, shape and bulk of any proposed structures.

16. For the purpose of 15(b) details shall be given of the following:

Alteration to Natural Landscape

a. Whether any earthcut or fill will remove existing vegetation, alter the existing topography of the site, or affect existing natural features including landforms, and the impacts on the area's amenity values.

Alteration to cultural heritage sites or cultural landscape

aa. Whether any earthcut, fill, structures or buildings will adversely affect values associated with scheduled cultural heritage sites or scheduled cultural landscapes.

Comment [RPSreview15]: Agreed subject to Te Akitai confirmation.

Site Stability and Erosion

b. Whether the effects from natural hazards will be avoided, remedied or mitigated, and the extent to which earthworks affect the stability and erosion potential of the site and surrounding site.

Topography in Relation to Adjacent Land

c. Whether the site contours and final contours coordinate with the final levels of adjoining land.

Flooding

d. Whether the earthworks and final levels will adversely affect overland flowpaths or increase the potential for flooding within the site or surrounding area.

Utility Services

e. Whether the earthworks and final levels will adversely affect existing utility services.

Public Access to the Coastal Marine Area and Fossil Forest

17. AIAL shall provide road access for the public to the coastal marine area, through the designated area, to a point near the fossil forest (located in the coastal banks of Lot 2 DP 62092 and Allotment 164 Manurewa Parish) and shall provide pedestrian access from the end of that road down to Mean High Water Springs, so as to provide public access to the coastal marine area and the fossil forest.

Public Consultation

17A.

a. Construction of the Northern Runway to its maximum length, shall not take place until AIAL has completed a process of public notification and consultation. The process of public notification and consultation shall include the following:

- i. Written notice to the ANCCG (or its successor from time to time); and
 - ii. A public notice published in a daily newspaper circulating in the Auckland Council area, and in each of the local newspapers circulating in those parts of the Auckland Council area subject to the ANNA, MANA and HANA. Such notice to be published in each case twice at an interval of approximately a fortnight.
- b. Each of the abovementioned notices shall include a brief description of the proposal and shall advise:
- i. Where full details of the proposal can be inspected and copies of those details obtained;
 - ii. Of the opportunity to forward comments to AIAL about the proposal;
 - iii. The date by which comments about the proposal should be sent to AIAL, which date shall not be less than 20 working days from the date of the last of the public notices;
 - iv. Details of any additional consultation proposed by AIAL.
- c. The information available for inspection under this Condition shall include the following:
- i. Diagram(s) and description of the proposal including all associated work;
 - ii. A description of the proposed operating scenario for the Northern Runway;
 - iii. The reasons for the proposed operating scenario;
 - iv. The reasons for the proposal including an explanation of the need for the Northern Runway to have the proposed Operational Length;
 - v. Reference to any relevant reports; and
 - vi. Any other information AIAL wishes to make available for the purpose of explaining the proposal or in respect of which it would like to invite comments.

d. AIAL shall consider any comments made to it pursuant to the notification and consultation process described above before deciding whether or not to proceed with the proposal. If AIAL decides to proceed, it shall provide as soon as possible to the Council copies of all comments received, together with written advice of:

- i. Details of the notification and consultation undertaken;
 - ii. A summary of comments received;
 - iii. A statement describing the actions planned, if any, in respect to the comments received; and
 - iv. Statement explaining the reasons for the actions to be taken or the decision not to take any action.
- e. AIAL shall regularly consult the ANCCG and seek its input and comment on community consultation that the latter may recommend to inform the public from time to time on any matter relating to the Northern Runway

Outline Plan

18. Where AIAL seeks to rely on the provisions of the designation for any works within its land, an outline plan of any work to be constructed on the designated area must be submitted to the Council pursuant to section 176A of the RMA unless the works have been otherwise approved under the RMA or the details of the work are incorporated in the designation or Council waives the requirement for an outline plan. For any proposed work to be constructed for taxiing of aircraft on the designated area north of the area shown as Northern Runway on Figure 1 of this designation, the outline plan shall include, in addition to the matters required under section 176A of the RMA, an analysis and prediction of the noise associated with the Aircraft Operations component of the proposal so as to demonstrate compliance with Condition 5.

Heritage Resources

19. Each of the following heritage resources shall be relocated by the requiring authority in a manner and to a site that will ensure the continued protection of the resource before any construction or work is commenced on the designated area that would damage or destroy the resource:

- a. the Norfolk Island Pine notable trees and stands of trees at 142 Westney Road (Lot 1 DP 386296) (refer Schedule of Notable Trees Item 1238), identified as notable tree 1783 on the planning maps provided however that ~~these this~~ trees need not be relocated and may be removed, if AIAL provides the Council with a report from a qualified arborist, approved by the Council, who certifies that it is not reasonably practical to relocate the ~~treem~~;
- b. Abbeville Farm House and Barn, Part Lot 2, DP 12194 (refer Schedule of Significant Heritage Places, Item 1414);
- c. Westney Road Methodist Church, Part Lot 2, DP 12194 (refer Schedule of Significant Heritage Places, Item 1414); and
- d. Rennie Jones Homestead, Pt Allot 163, Manurewa Parish (refer Schedule of Significant Heritage Places,

Comment [CT16]: 5294-335
Agreed.

Item 1424).

Lapsing Date

20. As this designation has been given effect to, the designation cannot lapse pursuant to section 184(1) of the RMA.

Attachments

Attachment A: Aircraft Noise Community Consultative Group Terms of Reference

[Click here for PDF](#)

Attachment B: Maximum Costs of Acoustic Treatment and Related Ventilation Measures

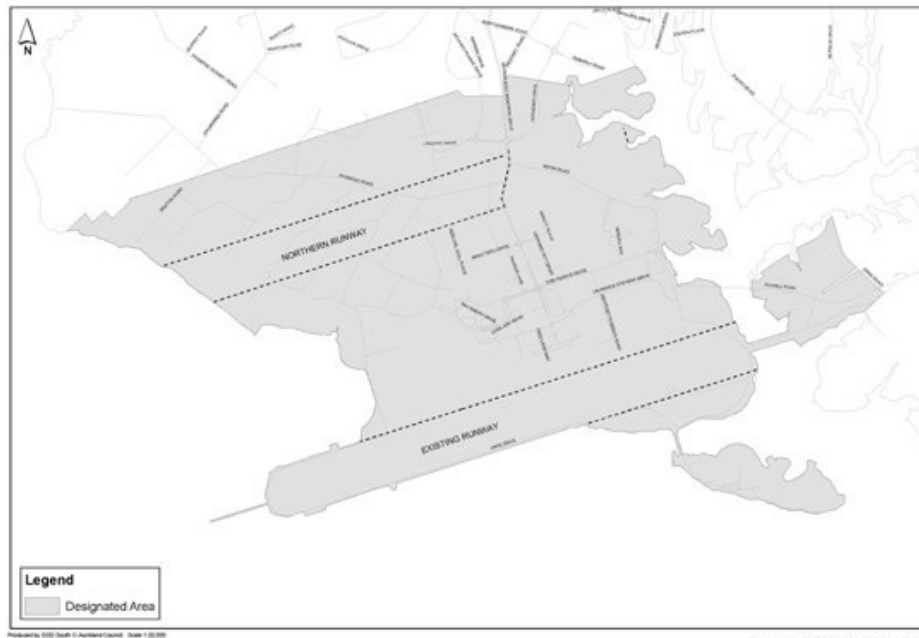
[Click here for PDF](#)

Attachment C: Example of Deed of Covenant

[Click here for PDF](#)

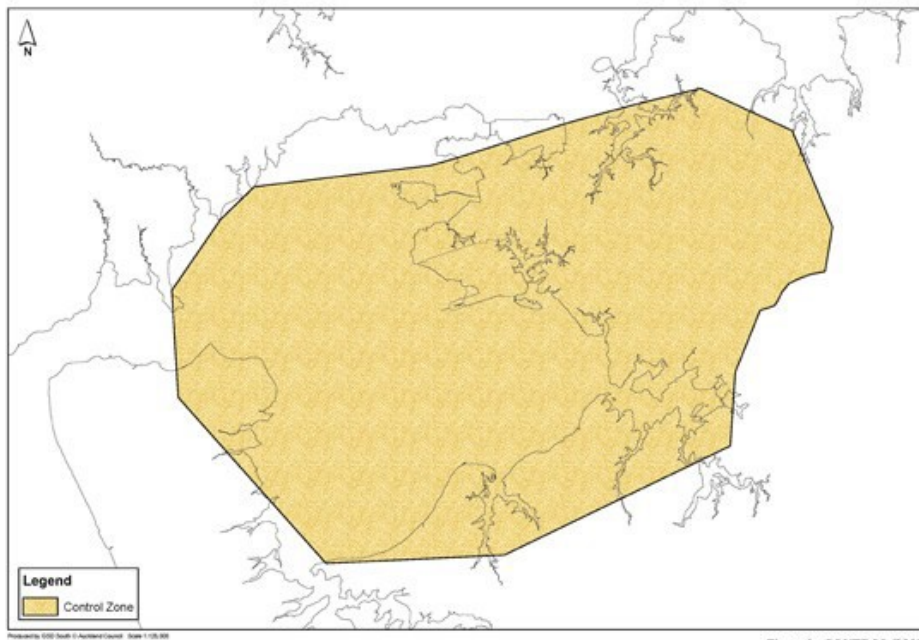
Comment [RPSreview17]: AC to revise as easement and circulate to parties.

Figure 1 - Designated Area



**Figure 1 - DESIGNATED AREA
APPENDIX 1**

Figure 2 - Control Zone



**Figure 2 - CONTROL ZONE
APPENDIX 1**

Figure 3 - Aircraft Noise Areas

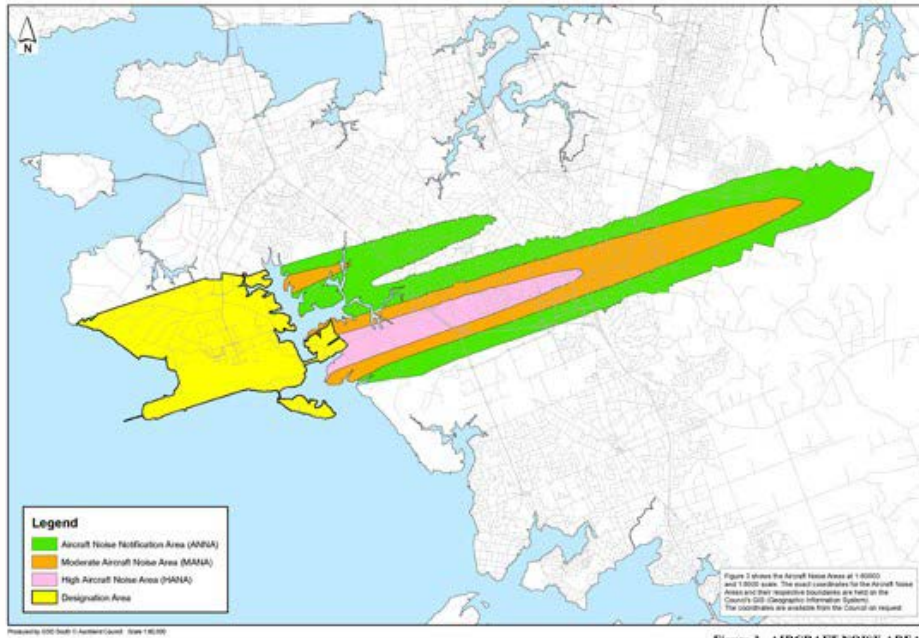
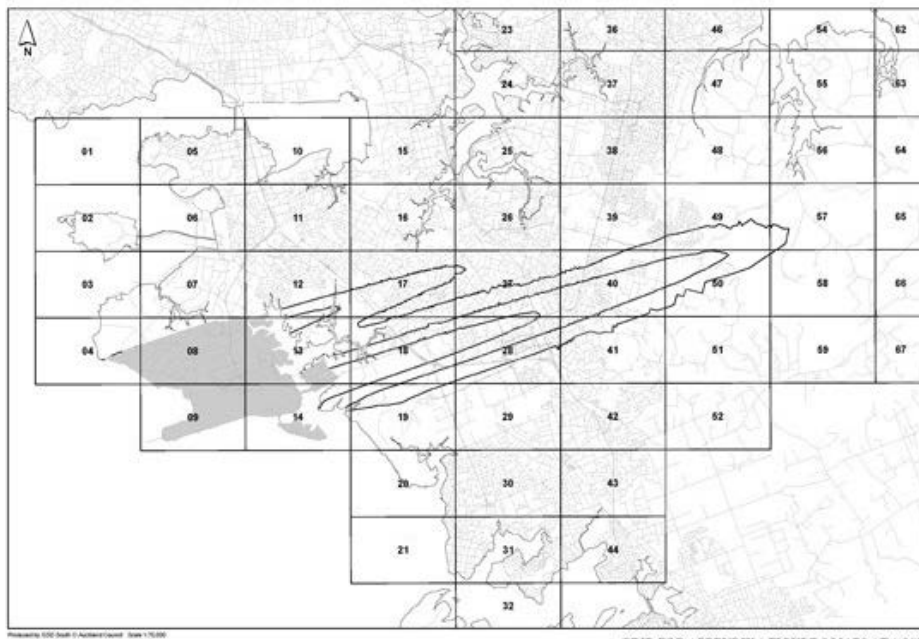
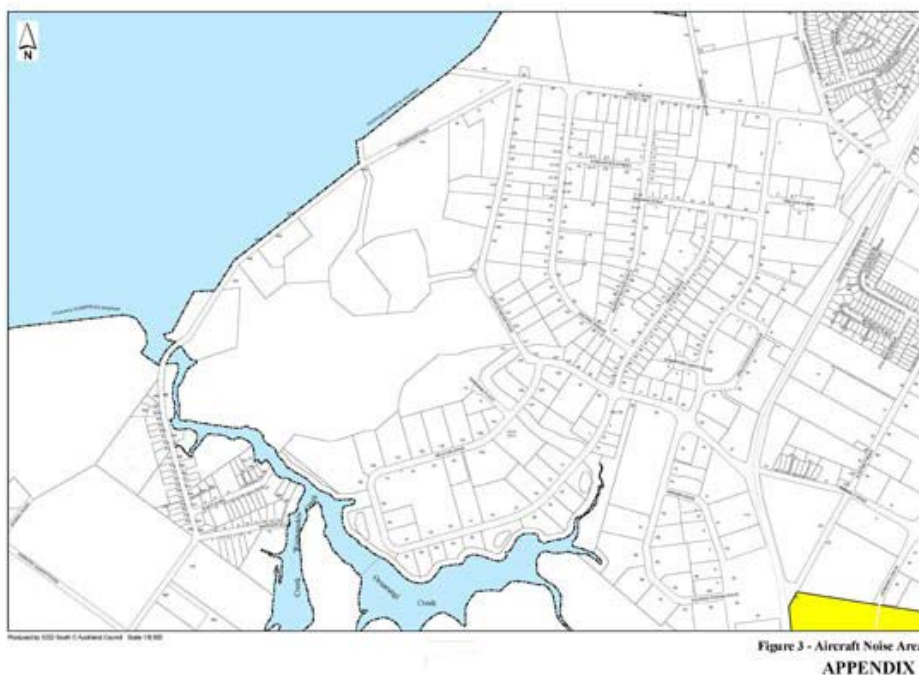
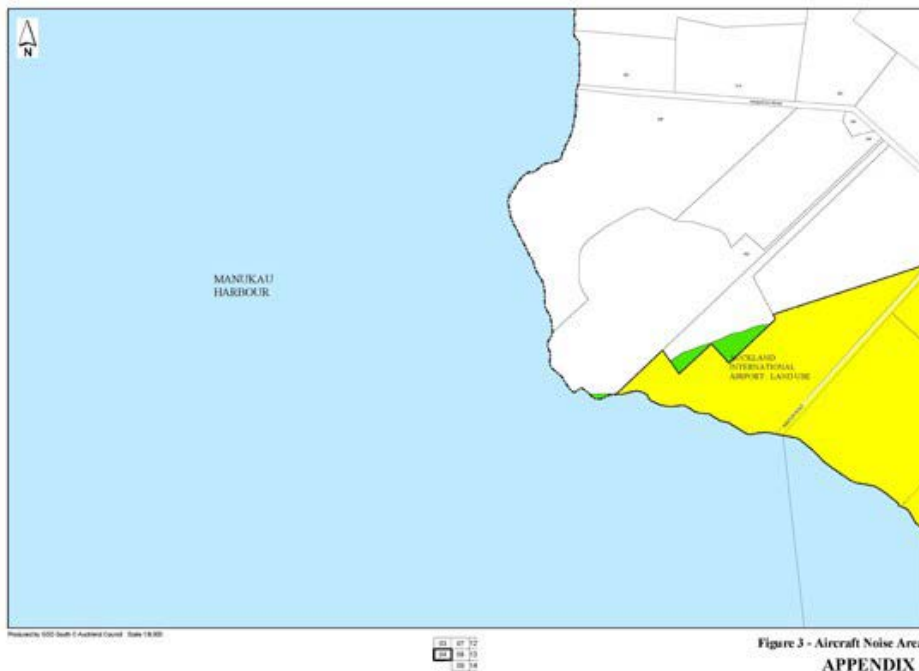


Figure 3 - AIRCRAFT NOISE AREAS
APPENDIX 1



GRID FOR APPENDIX 1 FIGURE 3 MAPS AT 1:80000
APPENDIX 1



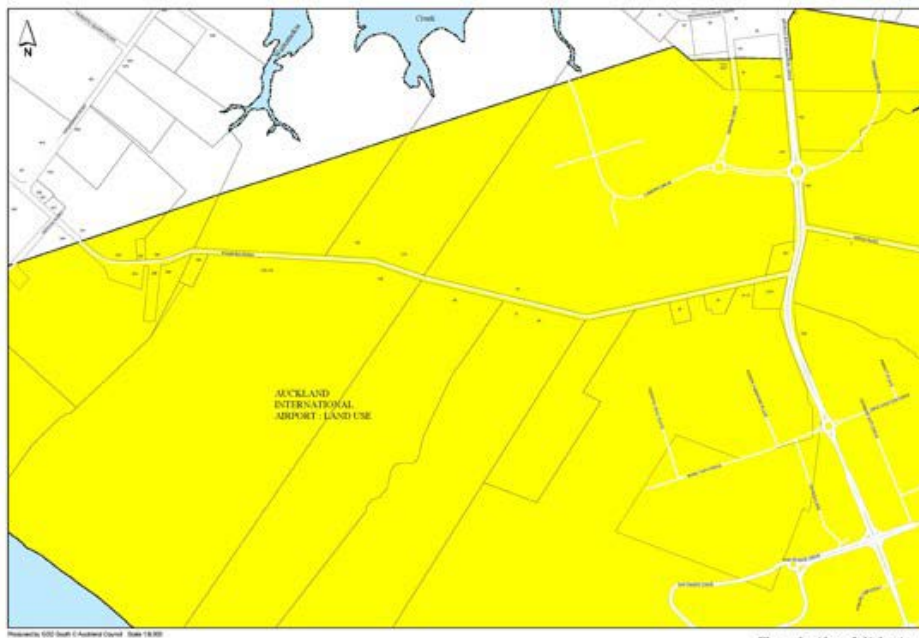


Figure 3 - Aircraft Noise Areas
APPENDIX 1

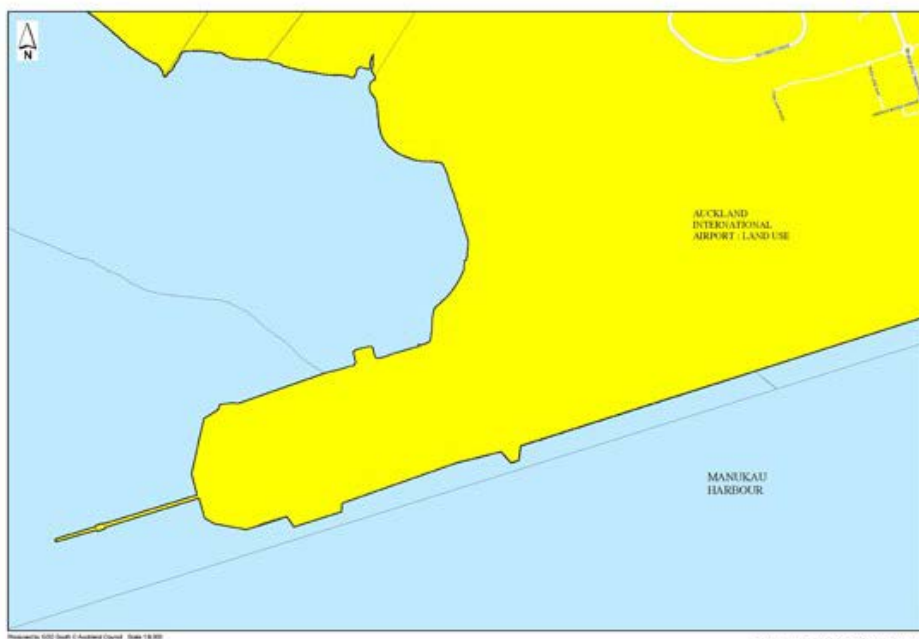


Figure 3 - Aircraft Noise Areas
APPENDIX 1



Figure 3 - Aircraft Noise Areas
APPENDIX 1

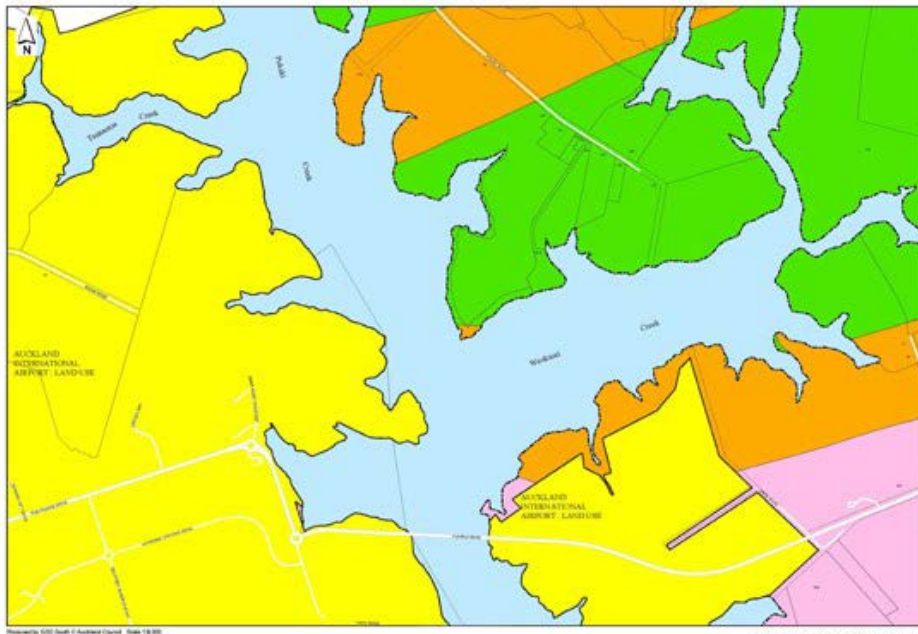


Figure 3 - Aircraft Noise Areas
APPENDIX 1

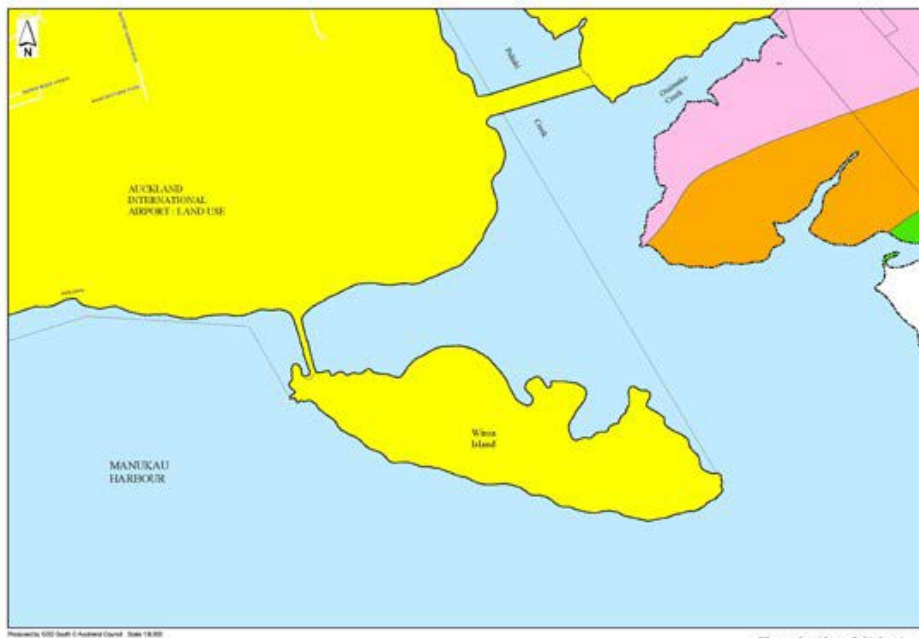


Figure 3 - Aircraft Noise Areas
APPENDIX 1



Figure 3 - Aircraft Noise Areas
APPENDIX 1



Figure 3 - Aircraft Noise Areas



APPENDIX 1

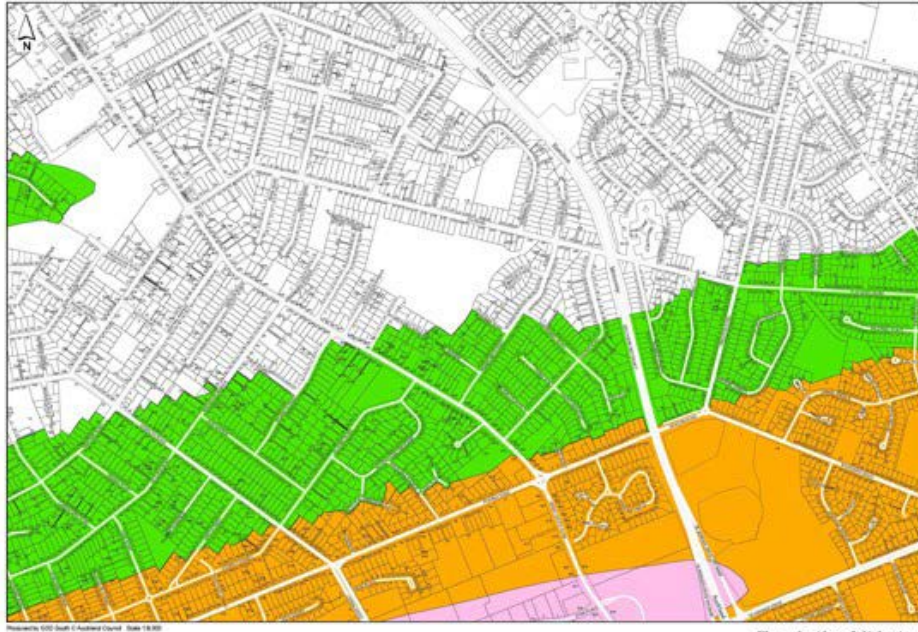


Figure 3 - Aircraft Noise Areas
APPENDIX 1

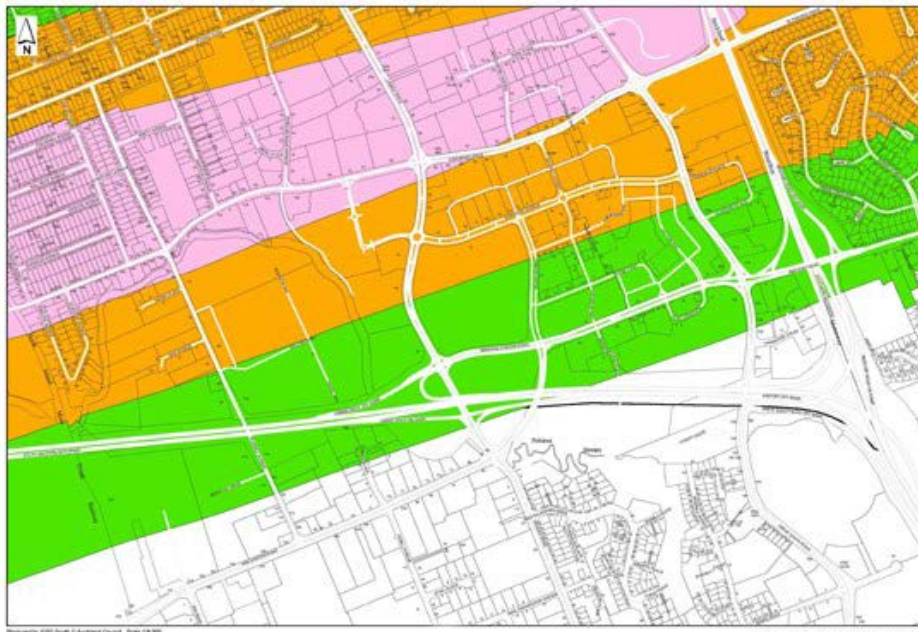


Figure 3 - Aircraft Noise Areas
APPENDIX 1



Figure 3 - Aircraft Noise Areas
APPENDIX 1



Figure 3 - Aircraft Noise Areas
APPENDIX 1

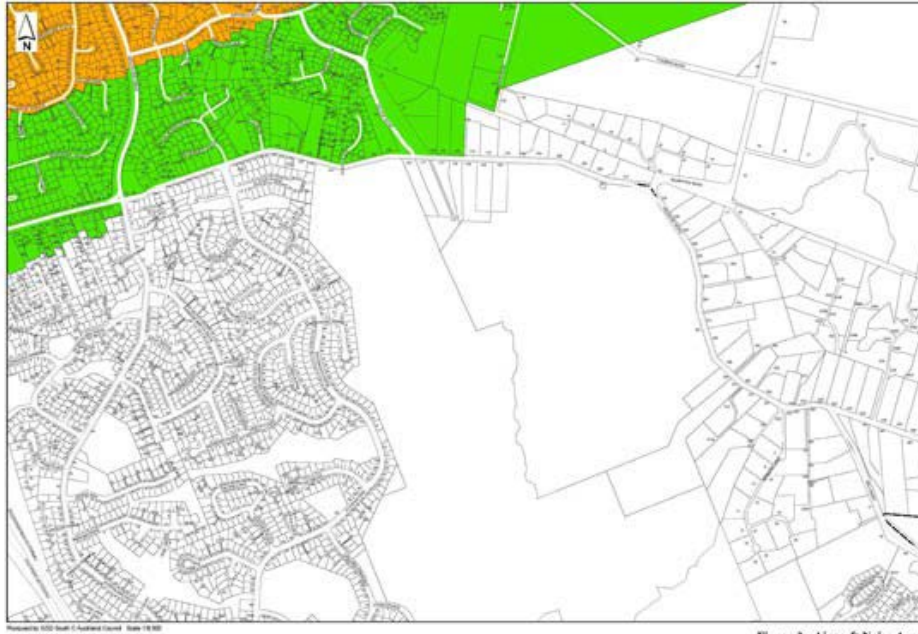


Figure 3 - Aircraft Noise Areas
APPENDIX 1



Figure 3 - Aircraft Noise Areas
APPENDIX 1



Figure 3 - Aircraft Noise Areas
APPENDIX 1



Figure 3 - Aircraft Noise Areas
APPENDIX 1



Figure 3 - Aircraft Noise Areas
APPENDIX 1

Figure 4 - Future Aircraft Noise Contours

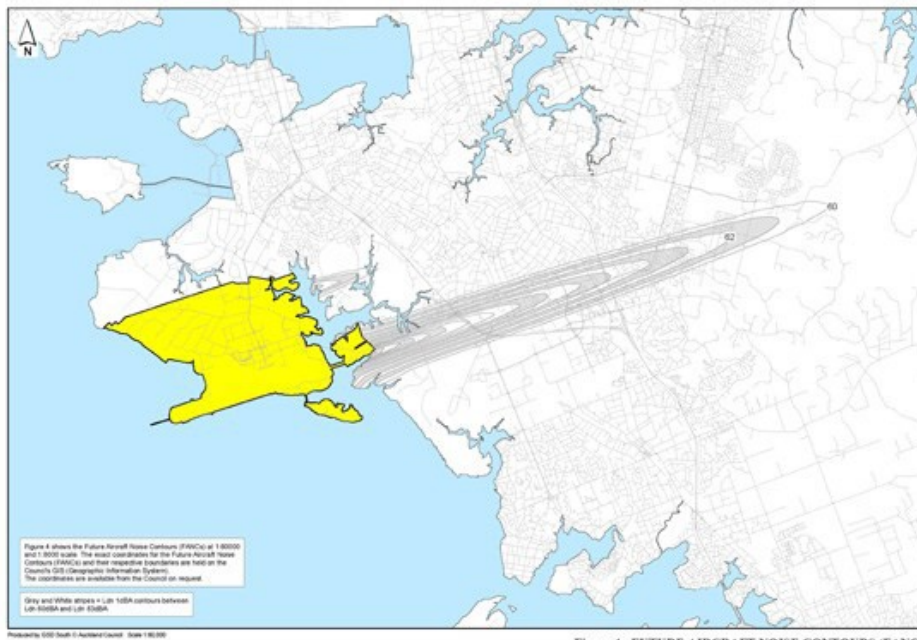


Figure 4 - FUTURE AIRCRAFT NOISE CONTOURS (FANCs)
APPENDIX 1



GRID FOR APPENDIX 1 FIGURE 4 MAPS AT 1:50,000

APPENDIX 1

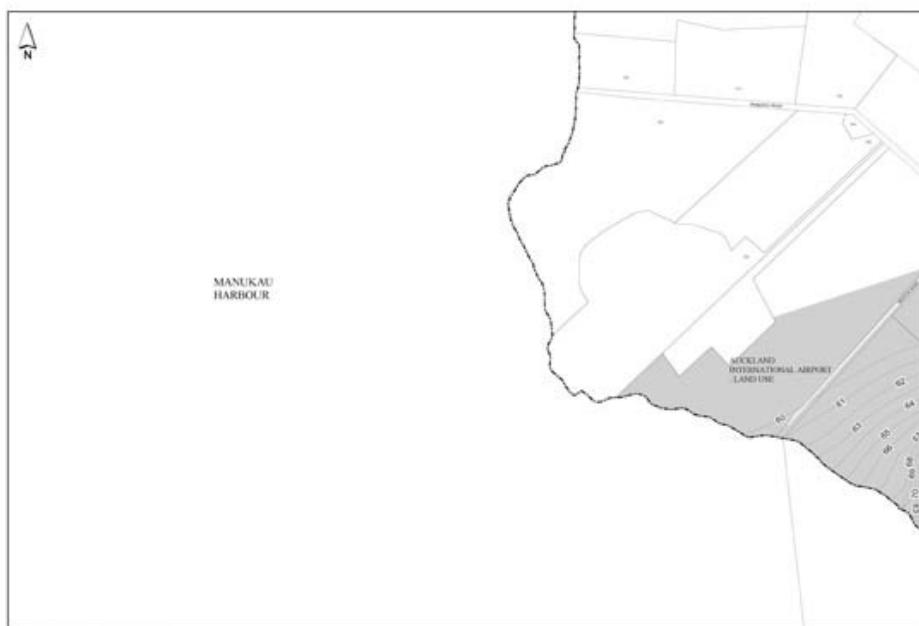
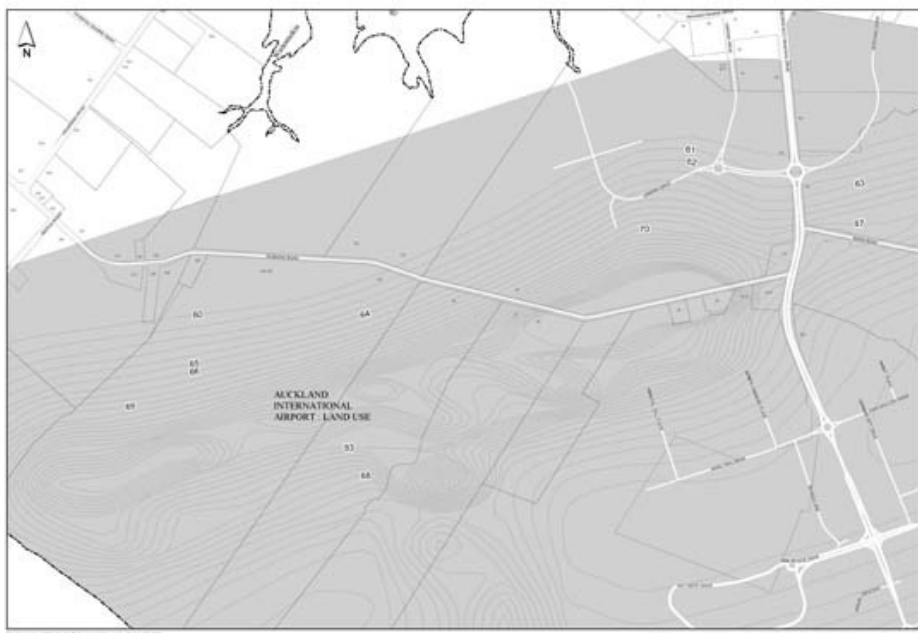


Figure 4 - Future Aircraft Noise Contours (FANCs)

APPENDIX 1



APPENDIX 1



APPENDIX 1

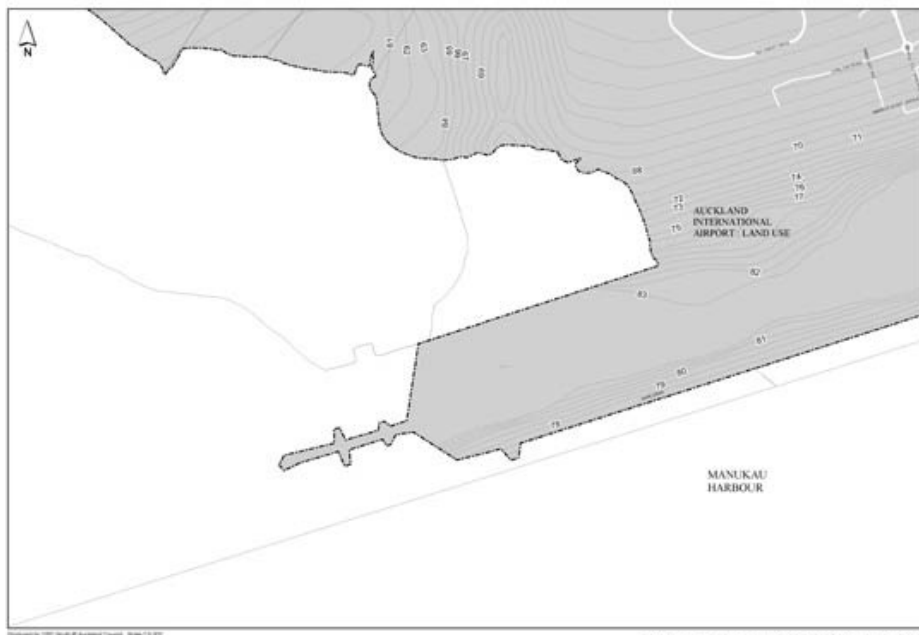


Figure 4 - Future Aircraft Noise Contours (FANCs)
APPENDIX 1

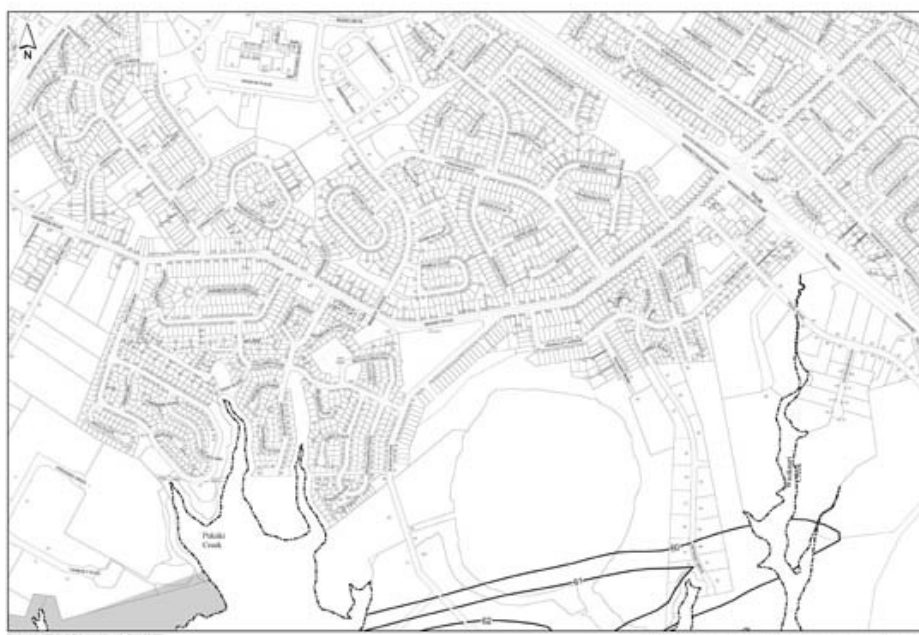


Figure 4 - Future Aircraft Noise Contours (FANCs)
APPENDIX 1



Figure 4 - Future Aircraft Noise Contours (FANCs)
APPENDIX 1

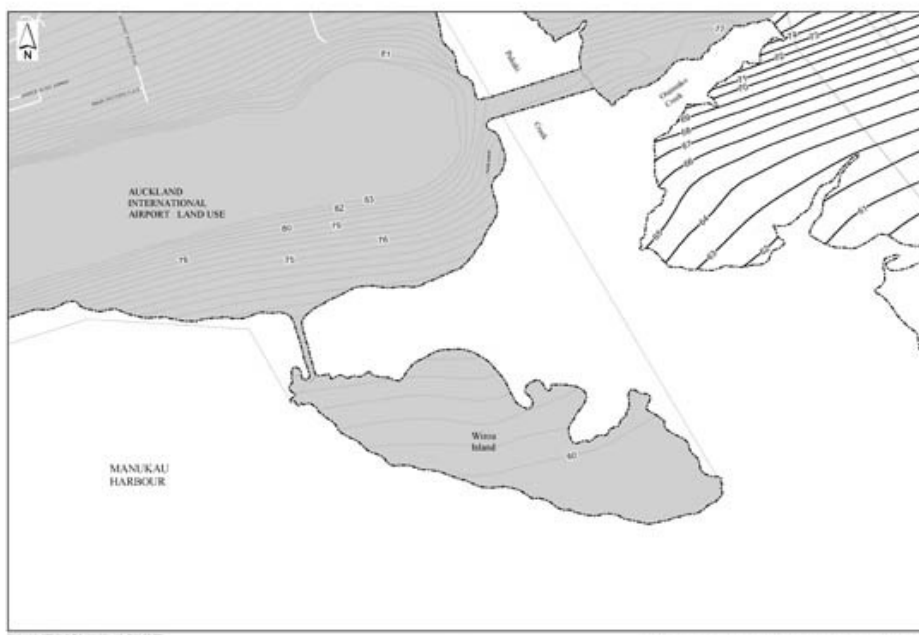


Figure 4 - Future Aircraft Noise Contours (FANCs)
APPENDIX 1



Figure 4 - Future Aircraft Noise Contours (FANCs)
APPENDIX 1



Figure 4 - Future Aircraft Noise Contours (FANCs)
APPENDIX 1

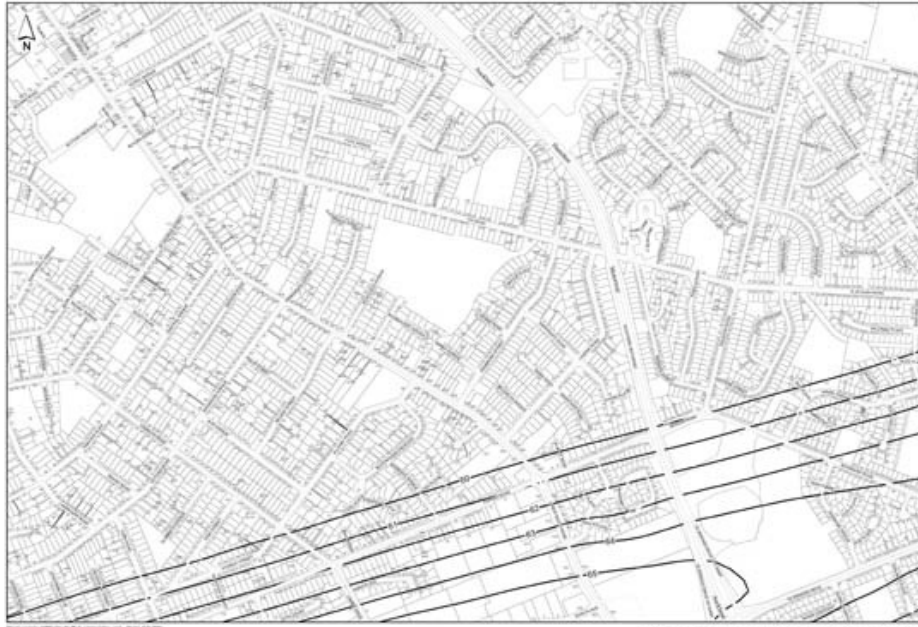


Figure 4 - Future Aircraft Noise Contours (FANCs)
APPENDIX 1



Figure 4 - Future Aircraft Noise Contours (FANCs)
APPENDIX 1



Figure 4 - Future Aircraft Noise Contours (FANCs)
APPENDIX 1



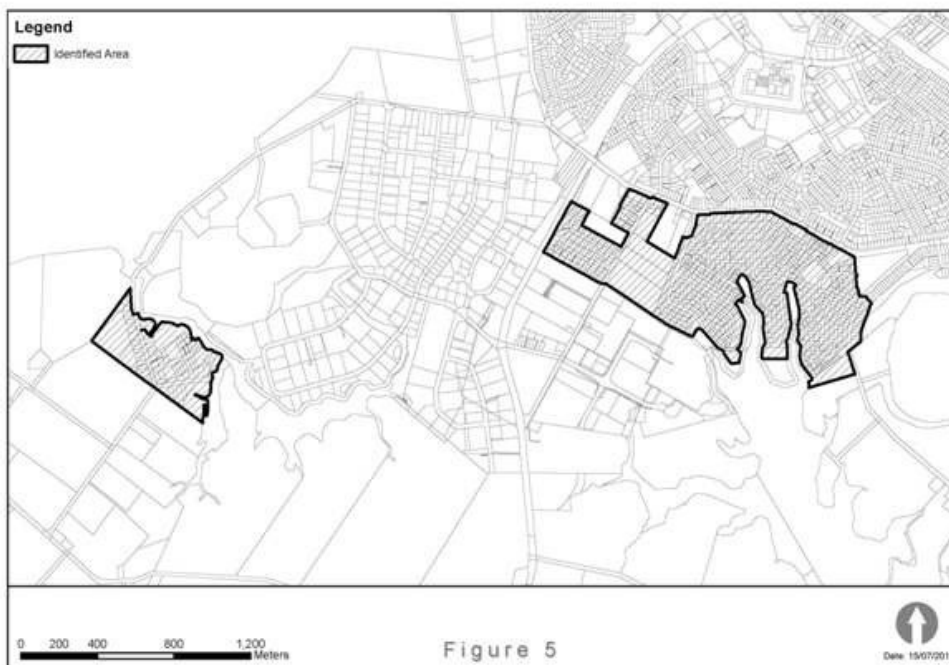
Figure 4 - Future Aircraft Noise Contours (FANCs)
APPENDIX 1



Figure 4 - Future Aircraft Noise Contours (FANCs)

APPENDIX 1

Figure 5 - Identified Area



1101 Auckland International Airport - Renton Road Area

Designation Number	1101
Requiring Authority	Auckland International Airport Ltd
Location	200 and 260 Ihumatao Road, Mangere
Rollover Designation	Yes
Legacy Reference	Designation 231A, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Pursuant to section 184(1)(c) of the RMA this designation shall only lapse when this unitary plan ceases to be operative

Purpose

Activities within the designation are limited to:

- i. Runways, taxiways and other aircraft movement areas and aprons;
- ii. Aircraft Operations;
- iii. The repair, maintenance and servicing of aircraft;
- iv. Air freight operations which require airside frontage;
- v. Landscaped open space buffer areas (refer Figure 1A.1);
- vi. Activities that are ancillary to the above activities; and
- vii. Buildings and other Structures required for the above activities.

Conditions

1. The following conditions from Designation AIAL 1100 shall apply to Designation AIAL 1101:

- a. Condition 1 (Definitions)
- b. Condition 9 (Noise Management Plan)
- c. Condition 9A (Reporting of Exceptions)
- e. Condition 13(b) (Engine Testing on Aircraft)
- f. Condition 13(c) (Engine Testing on Aircraft)
- g. Condition 17 (Public Access to the Coastal Marine Area and Fossil Forest);

and pursuant to section 184(1)(c) of the RMA this designation shall only lapse when this unitary plan ceases to be operative. Note: in relation to this condition, references to the “designated area” in the conditions to Designation AIAL 1100 shall be read as references to the land to which Designation AIAL 1101 applies.

In addition, the following conditions also apply to this designation:

2. Auckland International Airport (“the Airport”) activities within Designation AIAL 1101 shall be limited to:

- a. Runways, taxiways and other aircraft movement areas and aprons;
- b. Aircraft Operations;
- c. The repair, maintenance and servicing of aircraft;
- d. Air freight operations which require airside frontage;
- e. Landscaped open space buffer areas (refer Figure AIAL 1A.1);
- f. Activities that are ancillary to the above activities; and
- g. Buildings and other Structures required for the above activities.

3. An outline plan of any work in the designated area must be submitted to the Council pursuant to section 176A of the RMA, unless, in the case of minor works, the Council waives the requirement for an outline plan.

4. The outline plan shall include, in addition to the matters required under section 176A of the RMA:

- a. A report or reports covering the following matters, as relevant to the scale and location of the works proposed:

Site Layout

- i. Whether the site layout is compatible with the site development (existing or potential) of adjoining sites and the streetscape;
- ii. Whether the building aligns with Oruarangi Road or realigned Renton Road (if relevant), to create a clear spatial system along the roads;
- iii. Whether buildings align with other buildings on the site or (existing or potential) on adjoining sites;

Design and External Appearance of Buildings and Structures

- i. Whether site levels and building form, colour and texture are used to reduce the apparent height and bulk of large buildings where viewed from Ihumatao Road, Oruarangi Road and realigned Renton Road;
- ii. Whether building platforms are designed in such a way that one building is not more dominant than neighbouring buildings;
- iii. Whether rooftop mechanical equipment is integrated into roof forms or otherwise concealed from adjacent roads and reserves;
- iv. Whether there will be a consistency of building materials and colours between buildings (including buildings on adjoining sites);
- v. Whether service areas and loading docks, car parks, loading docks are designed to face away from the front yard;
- vi. Whether any security fencing is integrated with planting and buildings so as to avoid any adverse visual effect on Ihumatao Road and realigned Renton Road;
- vii. Whether low glare, high cut-off exterior lighting is used, and integrated with the architectural and landscape design;
- viii. Whether signage is integrated with the architectural and landscape design.

Landscape Treatment

- i. Whether existing planting along the Ihumatao Road frontage is to be retained and/or enhanced and, in the area shown as "supplementary landscape planting" on Figure AIAL 1A.1, whether the landscape planting proposed will complement and be consistent with the planting approved under any Framework Plan for Policy Area F of the Auckland Airport Precinct.
- ii. Whether a continuity of planting along the realigned Renton Road frontage is to be achieved to enhance the streetscape;
- iii. Whether the proposed landscape design enables the site as a whole to relate positively to development on adjoining sites and the road, and neighbouring areas of open space;
- iv. Whether the landscape treatment is in scale with the proposed development, providing for the visual softening of large buildings and the screening of parking, loading and storage areas;
- v. Whether the form (including density, species, depth and height) of planting that is proposed to be undertaken within the site provides coherent design with existing trees and shelterbelts on and immediately adjacent to the site;
- vi. Whether the proposed plantings are to be placed so that they do not obstruct views of landscape or landmark features.

Land Modification

In relation to any land modification exceeding 200m³, details of the following:

- i. Alteration to Natural Landscape - Whether any earthcut or fill will remove existing vegetation, alter the existing topography of the site, or affect existing natural features including landforms, and the impacts on the area's amenity values and cultural values, including wahi tapu.
- ii. Site Stability and Erosion - Whether the effects from natural hazards will be avoided, remedied or mitigated, and the extent to which earthworks affect the stability and erosion potential of the site and surrounding site.
- iii. Topography in Relation to Adjacent Land - Whether the site contours and final contours co-ordinate with the final levels of adjoining land.
- iv. Flooding - Whether the earthworks and final levels will adversely affect overland flowpaths or increase the potential for flooding within the site or surrounding area.
- v. Utility Services - Whether the earthworks and final levels will adversely affect existing utility services.

b. Evidence of consultation with an appropriately delegated representative/s of the Makaurau Marae and Te Kāwharau Iwi Tribal Authority Incorporated, including confirmation whether the delegated representative/s has sighted the final version of the outline plan of works that is to be submitted to Council.

c. An analysis and prediction of the noise associated with the proposed works, so as to demonstrate compliance with Conditions 7-9 of this designation.

d. Details of traffic management proposals for the period of construction of the proposed works, and for the operation of the proposed activities once established.

e. The timetable for completion of works.

5. The land shown as "Landscape Buffer Area" in Figure AIAL 1A.1 shall be planted and developed in accordance with a Landscape Buffer Development and Landscape Treatment Plan 3 years prior to any building being erected in the Designation AIAL 1101 area or within 5 years of this designation being incorporated in the ~~District Unitary~~ Plan, whichever is the earlier date. The Landscape Buffer Development and Landscape Treatment Plan shall include provision for the following:

a. Maintaining Ellett House and its surrounds to an appropriate sustainable standards suitable for a productive use, and in accordance with recognised conservation principles.

b. Retaining the existing stone wall as a landscape and cultural heritage feature and ensuring that any planting will avoid archaeological site R11/2471 adjacent to the stone wall and the stone wall itself.

c. The establishment of appropriate native vegetation (eco-sourced where practical), "story board" signage and/or a tohu (monument) or plaque(s) to acknowledge archaeological sites, and Maori past presence, use and traditional relationship to the site.

d. Any security fencing is to be located on the airport side of the landscape buffer, i.e. to the east of the realigned Renton Road. No security fencing is to be located on or beside realigned Renton Road itself or on the western boundary of the designation.

e. Other than the signage required under c. or security signage, including in relation to .d above, no signage shall be visible from realigned Renton Road or Ihumatao Road.

6. In relation to Ihumatao and the realigned Renton Road boundaries of this designation, no part of any building within the designated area shall project beyond a building envelope contained by a 55 degree recession plane from points 2.5 metres above the edges of those roads (i.e. the maximum height = 2.5 metres plus 1.428 x distance from the edge of the road). For the purposes of this condition the edge of Ihumatao Road is defined by the south-western boundary of Ihumatao Road while the edge of realigned Renton Road boundary of the designation is defined by the south-eastern edge of the carriageway of the realigned Renton Road.

7. Noise from Aircraft Operations within the area of the Designation shall not exceed a Day/Night level (L_{dn}) of 55dB within the notional boundary of any dwelling within the Identified Area shown on Figure 5 attached to Designation AIAL 1100 (where the notional boundary is defined as a line 20m from any side of a dwelling or the legal boundary where this is closer to the dwelling). For the purpose of this control aircraft noise shall be measured in accordance with NZS6805:1992 and calculated as a 12 month rolling logarithmic average.

8. The noise from the testing of engines, which are in situ on an aircraft, within the designated area, combined, where relevant, with the noise from the testing of engines, which are in situ, on aircraft within the area of Designation 231, shall not exceed the following noise limits within the notional boundary of any dwelling within the Identified Area shown on Figure 5 attached to Designation AIAL 1100 (where the notional boundary is defined as a line 20m from any side of a dwelling or the legal boundary where this is closer to the dwelling):

7 day rolling average	55dB L _{dn}
10pm to 7am	75dB L _{Amax}

For the purpose of this control, the noise arising from testing of in situ aircraft engines shall be measured in accordance with NZS6801:2008 Acoustics: Measurement of Environmental Sound.

9. The noise from any use of the designated area for any purposes other than:

- a. Aircraft Operations;
- b. Testing of in situ aircraft engines; and
- c. The use of audible bird scaring devices for the discouragement of birds;

combined with, if relevant, the noise from any use of the area of Designation AIAL 1100 for the same purposes, shall not exceed the following noise limits within the notional boundary of any dwelling within the Identified Area shown on Figure 5 attached to designation AIAL 1100 (where the notional boundary is defined as a line 20m from any side of a dwelling or the legal boundary where this is closer to the dwelling).

Average Maximum Levels			Maximum
dB LAeq A			dB LAmax
Monday to Saturday (0700-1800)	Monday to Saturday 6pm – 10pm (1800 – 2200) AND Sundays and Public Holidays, 7am – 10pm (0700 – 2200)	At all other times	10pm – 7am (2200 – 0700)
55	50	45	70

For the purpose of this control, other noise shall be measured in accordance with NZS 6801:2008 Acoustics - Measurement of Environmental Sound and assessed in accordance with NZS 6802:2008 Environmental Noise.

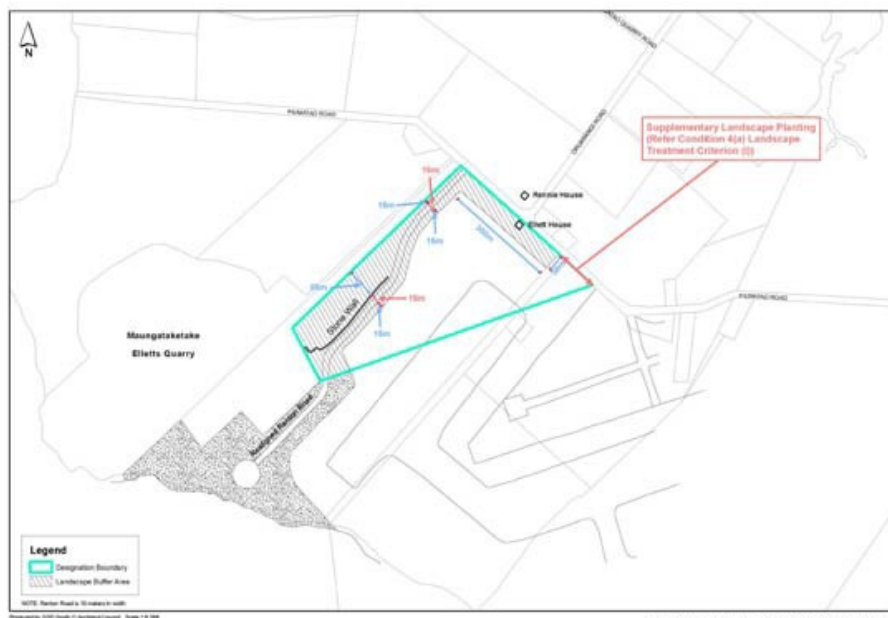
10. Changes to the Noise Management Plan (NMP) required by the Conditions attaching to Designation AIAL 1100 to address the area covered by this designation are to be presented to the ANCCG within 6 months of this designation being confirmed. AIAL shall invite comments from the ANCCG before finalising the changes to the NMP.

11. The existing portion of Renton Road shown on the attached diagram to be closed as part of the new designation be replaced by a new road over which public access is provided to the buried fossil forest located in the coastal banks of lot 2 DP 62092 and allotment 164 Manurewa parish. This condition complements condition 17 in Designation AIAL 1100.

12. In the event of archaeological features being uncovered during any works undertaken within the designation (e.g. shell midden, hangi, oven stones, pit depressions, defensive ditches, artefact material, koiwi tangata (human skeletal remains)) , work shall cease within a 10 metre radius of the discovery and the Auckland Council, , the New Zealand Historic Places Trust and the appropriate iwi authorities shall be contacted within 72 hours, so that appropriate action can be taken. Work should not recommence until the applicant has consulted with the iwi authorities and obtained New Zealand Historic Places Trust approval for the work to continue. Note: at the request of mana whenua, AIAL must make an area available for the reburial of any koiwi found within the designated area.

Attachments

Figure AIAL 1A.1 - Designation Area 1A



1102 Obstacle Limitation, Runway Protection and Ground Light Restriction

Designation Number	1102
Requiring Authority	Auckland International Airport Ltd
Location	Vicinity of Auckland International Airport
Rollover Designation	Yes
Legacy Reference	Designation 232, Auckland Council District Plan (Manukau Section) 2002; Designation H05-04, Auckland Council District Plan (Isthmus Section) 1999; Designation 141 Auckland Council District Plan (Franklin Section) 2000
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Part 1: Auckland International Airport, Specification for Obstacle Limitation Surfaces

1. Figure 1 to this designation together with this specification comprises the Auckland International Airport Specification for Obstacle Limitation Surfaces.

The Civil Aviation Act 1990 requires that hazards to aviation safety be controlled.

Obstacle Limitation Surfaces of an aerodrome are defined surfaces in the airspace above and adjacent to the aerodrome. These Obstacle Limitation Surfaces are necessary to enable aircraft to maintain a satisfactory level of safety while manoeuvring at low altitude in the vicinity of the aerodrome.

No obstacle shall penetrate the Obstacle Limitation Surfaces. An obstacle is defined as any object which is

connected directly or indirectly to the ground or water and includes trees. In addition, no chimney shall discharge effluent through the Approach Slopes shown on Figure 2 to this designation at a velocity in excess of 4.3 metres per second.

2. Runway

Centreline 2a.

Existing Runway

Point A: This is a position located at the eastern end of the centreline of the existing runway. The position of Point A is shown on the Department of Survey and Land Information plan number SO 44954. In metric terms, the co-ordinate value of Point A is:

685,729.76m N

303,667.43m E

Co-ordinate values and bearings are in terms of the Geodetic Datum 1949 and origin of co-ordinates is Mt Eden, 700,000mN 300,000mE.

The western end of the existing runway centreline is 3635 metres west on a bearing of 251° 00'01" from Point A on Figure 1 to this designation.

2b. Proposed Second Runway

The eastern end centreline of the proposed second runway is defined as Point C on Figure 1 to this designation with geodetic co-ordinates of:

687,048.03m N

301,506.40m E

The western end centreline proposed second runway is defined as Point D on Figure 1 to this designation with geodetic co-ordinates of:

686,348.07m N

299,473.53m E

3. Runway Strips

The runway strips are areas at ground level 300 metres wide symmetrical about the runway centreline. The ends of the runway strips are 60 metres beyond the eastern and western ends of the defined runway centrelines.

4. Approach Slopes - General

The surfaces known as Approach Slope Surfaces meet requirements for both approach and takeoff. The Approach Slopes (inner edge) start at the points as specified in clauses 4a and 4b below and are symmetrical about the extension of the runway centreline. The Approach Slopes rise at a gradient of 1.2% and terminate at a point 152 metres above mean sea level (AMSL). The sides of the approach slope diverge from the runway centreline at a rate of 15%.

4a. Approach Slopes - Existing Runway

Eastern Approach Slope

Starting point - end of the eastern clearway, i.e. 213.36 metres east of Point A.

Width of inner edge - 346 metres.

Starting Level - 9.66 metres above mean sea level.

Western Approach Slope

Starting point - western end of the runway

strip. Width of inner edge - 342 metres.

Starting level - 6.83 metres above mean sea level.

4b. Approach Slopes - Proposed Second Runway

Eastern Approach Slope

Starting point - end of the eastern clearway, i.e. 400,00 metres east of Point C.

Width of inner edge - 402 metres.

Starting Level - 17.00 metres above mean sea level.

Western Approach Slope

Starting point - end of the western clearway, i.e. 235.5 metres west of point D.

Width of inner edge - 353 metres.

Starting level - 17.00 metres above mean sea level.

5. Inner Horizontal Surface

The Inner Horizontal Surface is a flat planar surface at an altitude of 52 metres above mean sea level. The outer limits are located 4000 metres from and parallel to the outer sides and ends of the runway strips as depicted on Figure 1 to this designation. The corners of the rectangle are formed by a radius of 1500 metres.

6. Transitional Surfaces

The Transitional Side Surface slopes upwards and outwards from the sides of the runway strips at a gradient of 1:7 extending until they meet the Inner Horizontal Surface and Approach Slopes.

7. Conical Surface

The Conical Surface slopes upward and outwards from the periphery of the Inner Horizontal Surface at a gradient of 1:40 until reaching an elevation of 152 metres above mean sea level.

8. Procedure Turning Area Surfaces

There are two Procedure Turning Areas located to the east and west and bounded by the Conical Surfaces. The surfaces for the Procedure Turning Areas are at 152 metres above mean sea level or 21 metres above terrain whichever is the higher. The northern limit of both Procedure Turning Areas is 4000 metres north of the northern side of the proposed second runway strip. The southern limit of both Procedure Turning Areas is 4000 metres south of the southern side of the existing runway strip. The western limit of the western Procedure Turning Area is 14,000 metres west of the Inner Horizontal Turning Surface. The eastern Procedure Turning Area extends 16,000 metres east of the Inner Horizontal Surface.

9. Controlling Surface

At any point where any two surfaces overlap and are at differing elevations, the lower of the two surfaces shall apply.

Part 2: Restrictions Relating to Runway End Protection Areas

The Runway End Protection Areas (REPAs) shown on Figure 3 to this designation, are areas off the ends of both the existing and proposed second runways which are required to be free of obstructions or activities which could interfere with aeronautical navigational aids. The areas of the REPAs as required for operational purposes are also areas in which, statistically, there are greater chances of aircraft related accidents. It is considered desirable that the public's exposure to such risks be reduced by limiting the range of activities permitted in the REPAs. The following requirements for REPAs are intended to achieve both objectives which, to a large extent, are compatible.

The requirements for REPAs detailed in this section are based on the Federal Aviation Administration (FAA) Office of Airport Standards (Washington, DC, USA) Advisory Circular 150/5300-13 Airport Design and the Civil Aviation Authority (CAA) of New Zealand Advisory Circular AC 139-06A Aerodrome Design - Aeroplanes Above 5700kg MCTOW.

The REPAs comprise fan-shaped areas plus a rectangular area which extends beyond the fan along the extended runway centre-line. The fan-shaped areas commence at the ends of the runway strips (defined in the Specification for Obstacle Limitation Surfaces) and extend equidistant about the extended runway centre-line to a point 750 metres from the end of the runway strips. The width of the fan at this point is 525 metres. The

rectangular areas then extend beyond the fans and equidistant about the extended runway centre-lines, for a further 540 metres. The width of the rectangular areas is 120 metres.

All buildings, except those required for aviation purposes, are prohibited within the REPAs. For the purpose of this section, the word "building" shall have the meaning assigned to it in the Building Act 2004, except that the exclusions listed under Section 9(a), (ab), (ac), (b), (c), (f), (g), (h) (i) & (j) of that Act shall not apply and those objects shall be considered to be buildings. Any buildings erected in the REPA for the proposed second runway shall be removed unless the building has the written approval of Auckland International Airport Limited under section 176(b) of the Resource Management Act 1991.

In addition to buildings, all activities within the REPAs which generate or have the potential to generate any of the following effects are prohibited:

- a. Mass assembly of people;
- b. Release of any substance which would impair visibility or otherwise interfere with the operation of aircraft including the creation of smoke, dust and steam;
- c. Concentration of dangerous substances;
- d. Production of direct light beams or reflective glare which could interfere with the vision of a pilot;
- e. Production of radio or electrical interference which could affect aircraft communications or navigational equipment; and
- f. Attraction of birds.

Part 3: Requirements for Non-Aeronautical Ground Lights Adjacent to Extended Runway Centre Lines

CAA Advisory Circular AC 139-6 requires that any non-aeronautical ground light which, by reason of its intensity, configuration or colour, might cause confusion or prevent the clear interpretation of aeronautical ground lights, should be extinguished, screened or otherwise modified so as to eliminate such a possibility. For Auckland International Airport, this requirement currently applies to the Existing Runway only. In advance of the Northern Runway becoming operational a similar requirement will need to be introduced for that runway. The current requirement applies over a rectangular area, 1500 metres wide, extending equidistant either side of the extended runway centre-line for a distance of 4440 metres from the end of the runway strip (as defined in the Specification for Obstacle Limitation Surfaces). This area is shown in Figure 4 to this designation.

For ease of administration, Auckland International Airport Ltd requires that any light in the above area be prohibited from shining above the horizontal.

Attachments

Figure 1 - Specification for Obstacle Limitation Surfaces

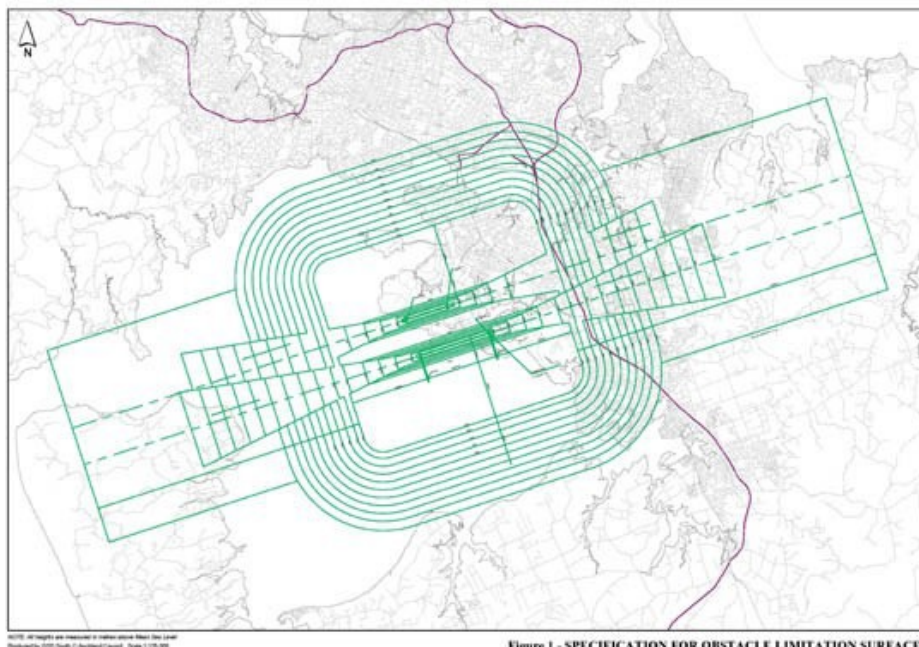


Figure 1 - SPECIFICATION FOR OBSTACLE LIMITATION SURFACES

APPENDIX 1

Figure 2 - Specification for Discharge to Air Rates Through Obstacle Limitation Surfaces

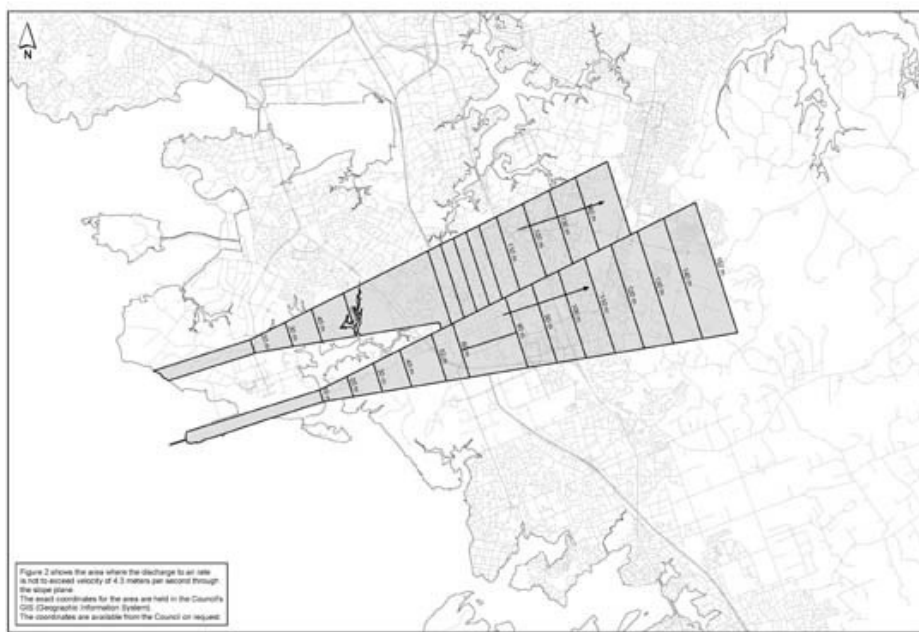


Figure 2 - SPECIFICATION FOR DISCHARGE TO AIR RATES THROUGH OBSTACLE LIMITATION SURFACES

APPENDIX 1

Figure 3 - Runway End Protection Areas

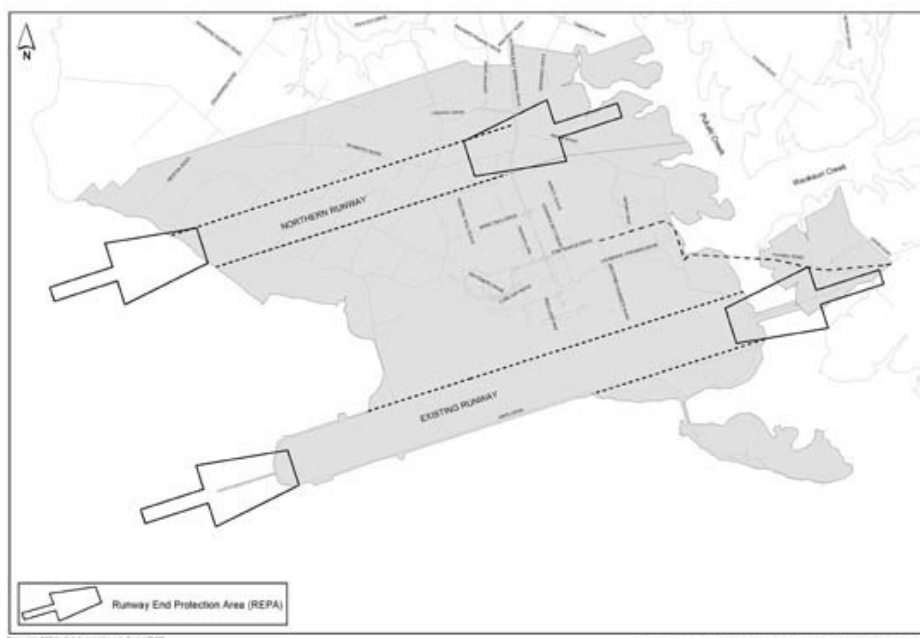


Figure 3 - RUNWAY END PROTECTION AREAS
APPENDIX 2

Figure 4 - Requirements for Non-Aeronautical Ground Lights

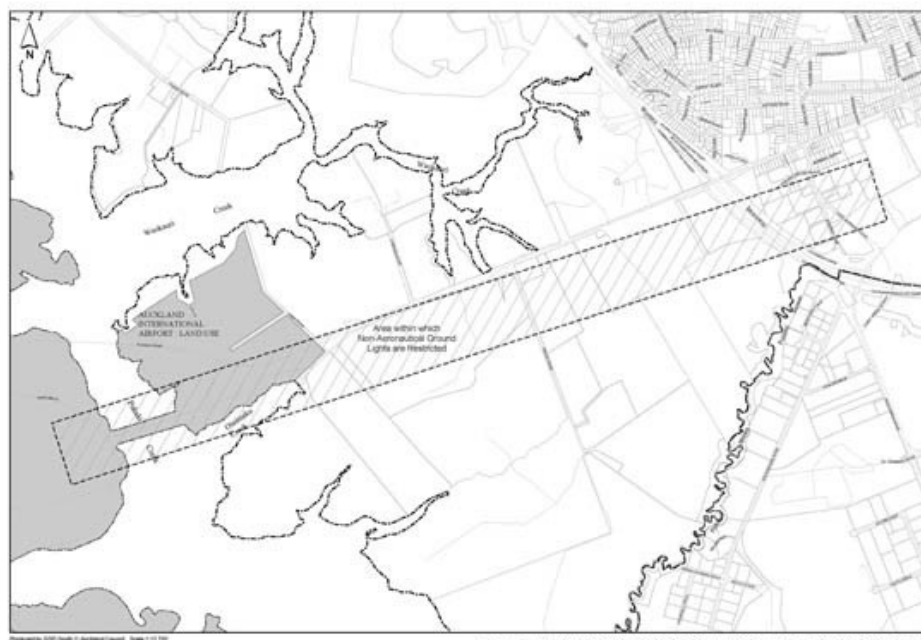


Figure 4 - REQUIREMENTS FOR NON-AERONAUTICAL GROUND LIGHTS
APPENDIX 3

The Proposed Auckland Unitary Plan (notified 30 September 2013)

AUCKLAND AIRPORT'S PROPOSED AMENDMENTS TO ANCCG TERMS OF REFERENCE FOR MEDIATION TO RESPOND TO PLANE TRUTH'S CONCERNS

DESIGNATION AIAL 1100 — ATTACHMENT A

AIRCRAFT NOISE COMMUNITY CONSULTATIVE GROUP (“Group”)

TERMS OF REFERENCE

Purpose

To consider, and where appropriate make recommendations to Auckland International Airport Limited (“AIAL”), on aircraft noise issues and concerns that arise from the operation and activities at Auckland International Airport (“Airport”).

Activities

1. To identify community concerns regarding aircraft noise.
2. To co-operatively formulate and propose rules and procedures to minimise the noise impact of aircraft noise on the surrounding community, and to consider how AIAL should respond to community concerns regarding aircraft noise.
3. To assist and advise AIAL and Council in the dissemination of relevant information to the community.
4. To regularly review the current procedure for handling noise complaints and, modify that procedure where necessary and make it publicly available as soon as practicable.
5. To assist AIAL in the preparation review of and, where necessary, to recommend modifications to, the Noise Management Plan which will (in summary) addresses:
 - (i) procedures for handling noise complaints;
 - (ii) noise abatement procedures; and
 - (iii) timely provision of aircraft noise and flight path monitoring information.
6. To monitor noise levels and compliance with the noise abatement procedures and Noise Management Plan.
7. To access appropriate technical expertise and guidance as required, including to, where appropriate, independently peer review noise monitoring and other technical data provided to the Group by AIAL.

Comment [CT1]: Agreed.

Comment [CT2]: Agreed

Comment [CT3]: Agreed

Comment [CT4]: Agreed

Comment [CT5]: Plane Truth and Epsom Preservation Society proposed new text: “The requiring authority is to consider any recommended modifications in good faith and provide a written response, including reasons.” AC agrees. Not agreed by AIAL and BARNZ who do not consider it necessary.

Comment [CT6]: Agreed

Chairperson

Meetings will be chaired by an independent chairperson appointed by Auckland Council (“Auckland Council”) and AIAL jointly. The chairperson may invite other persons on an ad hoc basis to address the Group on particular agenda items. Where a matter is to be considered by the Group which would be likely to directly affect residents of a local board that is not otherwise represented on the Group, then the chairperson should notify the chair of that local board and invite them to the relevant meeting.

Comment [RPSreview7]: K Kevany proposed “...an independent chairperson who is independent of all parties”. Not supported by Plane Truth who request “...an independent chairperson who has no connection with any Group member appointed...”. AIAL and BARNZ do not agree and want the full original version of the wording retained.

Comment [CT8]: Agreed

Membership

Comment [RPSreview9]: Alternative Changes to the membership set out in the table proposed by both Plane Truth and AIAL. Neither alternative was agreed. AC support current membership for Council representation.

Local Board Representatives	(x 6)	- Mangere-Otahuhu
-----------------------------	-------	-------------------

The Proposed Auckland Unitary Plan (notified 30 September 2013)

AUCKLAND AIRPORT'S PROPOSED AMENDMENTS TO ANCCG TERMS OF REFERENCE FOR MEDIATION TO RESPOND TO PLANE TRUTH'S CONCERNS

		<ul style="list-style-type: none"> - Otara-Papatoetoe - Manurewa - Howick - Franklin - Maungakiekie-Tamaki
Auckland Council Representative	(x1)	
Industry Representative (freight forwarder or manufacturer etc)	(x1)	
Airways Corporation Representative	(x1)	
Board of Airline Representatives of New Zealand	(x2)	
AIAL Representatives	(x2)	
Tangata whenua Representative Independent Maori Statutory Board Representative	(x1)	

Comment [CT10]: Agreed subject to Te Akitai confirmation.

General

1. The Group will meet at least every three months.
2. ~~The Group will be governed by these terms of reference which may be amended jointly by AIAL and the Council from time to time where appropriate.~~
3. Meetings of the Group will be held at the Airport anytime between 2:00 pm ~~to~~ and 9:00 pm.
4. AIAL will provide secretarial and support services at AIAL's cost and expense.
5. The selection of the community representatives will be on the basis of one community representative on behalf of each of the Local Boards most affected by aircraft noise, namely, Mangere-Otahuhu, Otara-Papatoetoe, Manurewa, Howick, Franklin and Maungakiekie - Tamaki.
6. The term of office for Local Board appointed representatives will be the same as the local body electoral term, that is three years. ~~Auckland Council~~ will be responsible for any payments to be made to the Local Board appointed representatives.
7. ~~AIAL and Auckland Council will be jointly responsible for approaching tangata mana whenua to ensure their representation on the Aircraft Noise Community Consultative Group.~~ AIAL will be responsible for any payments that are to be made to ~~tangata mana~~ whenua in return for services to the Group.
8. AIAL and ~~Auckland Council~~ will share equally the reasonable costs of the independent chairperson.
9. AIAL will provide data and technical information on aircraft movements and a noise complaint summary. The Group will monitor AIAL's process for responding to noise complaints and queries. Noise complaints will not be dealt with on an individual basis.

Comment [RPSreview11]: Agreed.

Comment [CT12]: Plane Truth requests two monthly/six times per year. EPS request 5 times per year. Not agreed by AIAL, BARNZ.

Comment [CT13]: Agreed.

Comment [CT14]: Agreed.

Comment [CT15]: Consequential amendments may be necessary to reflect any changes to the membership table.

Comment [RPSreview16]: Plane Truth request deletion of the first sentence. Not agreed.

Comment [CT17]: Agreed subject to confirmation from Te Akitai

Comment [CT18]: Agreed

Comment [RPSreview19]: Plane Truth and Epsom Preservation Society propose provision for meetings to be public and to have a public forum at the start of the meeting. Not agreed by AIAL, BARNZ.

Comment [CT20]: Plane Truth request that only AC be responsible for appointing and removing the chairperson. Not agreed by AIAL, BARNZ.

The Group has an objective to reach consensus, however, dissenting views will be recorded.

Meeting procedure

1. **Chairperson:** AIAL and Auckland Council will be jointly responsible for appointing and removing the chairperson. The terms of appointment will set out the conditions of

The Proposed Auckland Unitary Plan (notified 30 September 2013)

AUCKLAND AIRPORT'S PROPOSED AMENDMENTS TO ANCCG TERMS OF REFERENCE FOR MEDIATION TO RESPOND TO PLANE TRUTH'S CONCERNS

appointment and removal, and will include that the term of appointment for the chairperson is limited to 5 years, unless the Group otherwise agrees. The chairperson will chair the meeting. If the chairperson is not present within 15 minutes of the time appointed for the meeting then ~~AIAL and Auckland Council~~ the Group will elect appoint another person to chair the meeting.

Comment [CT21]: Agreed

Comment [CT22]: Agreed

2. **Notice of meeting:** AIAL will arrange for:

- public notice of the meeting to be published on the internet ~~Council's and AIAL's websites~~, including the contact details of all members of the Group; and
- a ~~notice-reminder~~ of meeting, together with any other relevant information to be sent to all members of the Group at least 5 working days before the meeting. The notice of meeting will set out the time and place of the meeting, and the nature of the business to be discussed. Members of the Group may advise AIAL of items to be included in the notice of meeting.

Comment [CT23]: Agreed

Comment [CT24]: Agreed

3. **Method of holding meeting:** Meetings will be held by a number of members, who constitute a quorum, being assembled together at the place, date and time appointed for the meeting.

4. **Quorum:** No business may be transacted at a meeting of the Group if a quorum is not present. A quorum is present if there are at least 76 people including one Local Board representative, one Board of Airline Representatives of New Zealand representative, ~~the Airways Corporation representative~~ and one AIAL representative. If a quorum is not present within 15 minutes of the time appointed for the meeting then the meeting is to be adjourned to the same day in the following week at the same time and place or to such other date, time and place as the Group may appoint.

Comment [RPSreview25]: Plane Truth request inclusion of one of their members as a quorum requirement. Not agreed by AIAL and BARNZ

Comment [RPSreview26]: Agreed.

Comment [RPSreview27]: Plane Truth request that the quorum not include the chairperson. Not agreed.

Comment [RPSreview28]: AIAL seeks 3. Plane Truth Seeks 2. Not agreed.

Comment [RPSreview29]: Agreed.

5. **Members may act by representative:** A member of the Group may appoint a representative to attend one or more meetings of the Group.

6. **Minutes:** ~~AIAL~~The Group will ensure that minutes are kept of all proceedings and that the minutes are made available as soon as possible after the meeting on ~~the AIAL's website-internet~~. Minutes of the previous meeting will be sent to members with the notice of meeting for the next meeting.

Comment [CT30]: Agreed.

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct - Objs Pols - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

Council's proposed track changes as at 23 February 2014 shown in black underline and ~~strike through~~.

Part 2: Regional and District Objectives and Policies

Chapter F: Precinct Objectives and Policies

6. South

6.3 Auckland Airport

The objectives, policies, and associated controls for the Auckland Airport precinct override those for the (a) Airport zone;

(b) other zones within the Auckland Airport precinct area, including the public open space zones; and

(c) those Auckland-wide objectives and policies that relate to matters also covered within the Auckland Airport precinct.

Comment [CT1]: (b) is agreed.

Comment [CT2]: (c) Proposed by AIAL and BARNZ. Not agreed by AC. Parties reserve their position until the chapter G and the Auckland-wide provisions are finalised.

Refer to planning maps for the location and extent of the precinct and sub-precincts.

Most of the following provisions form part of the district plan. All provisions relating to the CMA are regional coastal plan provisions.

Precinct description

Auckland Airport plays an essential key role in connecting Auckland to other parts of New Zealand and the world. ~~It is a key enabler—contributes~~ to Auckland and New Zealand's prosperity. Auckland Airport precinct comprises three sub-precincts - Core, Gateway and Coastal. The Core sub-precinct encompasses all of the land surrounding the existing runway and proposed northern runway. The Gateway sub-precinct includes all of the land to the north of the northern runway alignment. The Coastal sub-precinct comprises the airport's operational area within the CMA.

Comment [M3]: 5294-179

Comment [CT4]: Agreed.

The Core sub-precinct is the hub of all Auckland Airport operations, providing for both the day to day requirements of a major international airport, plus support activities. Current development includes a single runway, taxiways, aircraft manoeuvring, flight and passenger terminals, and facilities for aircraft maintenance. It also includes support facilities such as administration, businesses and recreation. It is anticipated that a second runway to the north of the existing runway, together with associated infrastructure and facilities, will be developed. The provisions relating to the Core sub-precinct will provide Auckland Airport with a flexible regulatory regime within which to efficiently operate and expand to accommodate increasing passenger and freight volumes.

As well as being the main gateway into the country and the Auckland region, Auckland Airport is also a significant landowner and developer. The Gateway sub-precinct encompasses land predominantly owned by Auckland Airport which is suitable for commercial and industrial development associated with the Airport. Auckland Airport is well placed to develop this sub-precinct into a significant economic hub, reflecting its strategic location near key vehicle transport routes. Auckland Airport is also a single landowner that retains ownership of all landholdings for the long term development of the Airport, which places it in a unique position to deliver higher intensity development and good quality design.

The Coastal sub-precinct covers all parts of the CMA which are required for Auckland Airport operations. The existing airport runway and associated structures are largely located on land reclaimed from Manukau Harbour and result in a has a significant impact on the coastal environment. The runways and associated structures influence the landscape coastal environment which is predominantly man-made and free of vegetation. Existing The impacts on the CMA include noise associated with aircraft movements, aircraft in the airspace above the CMA, and restrictions on use of the harbour around the airport. The CMA also receives stormwater discharges from the airport and accommodates ~~has~~ various associated structures, such as ramps, bridges, lighting and navigation devices. The Coastal sub-precinct provisions provide for the

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct - Objs Pols - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

continued use of the CMA for activities necessary for the ongoing operation and development of Auckland Airport, while recognising the values of the coastal environment.

The Auckland Airport Precinct and the adjacent coastal environment has significant value to mana whenua in the area, in terms of historical, spiritual and cultural associations. Most of the water area to the south of the southern runway is valued for its habitat, particularly as a feeding ground for thousands of international migratory wading birds. Within this area, Wiroa Island has been developed by Auckland Airport with an artificial bird roost to encourage birds away from the runway and aircraft flight paths. Impounded behind the shell banks of the Island is one of the largest, best, and least-disturbed areas of salt marsh remaining in the Manukau Harbour. The Ihumatao fossil forest lies to the north west of the existing southern runway. It is identified as an Outstanding Natural Feature and is considered to be nationally important.

Comment [CT5]: AC, AIAL and BARNZ agree but subject to confirmation from Te Akitai. This comment applies to all changes proposed in response to 6386.

Comment [M6]: 6386-31

Comment [M7]: 5716-963

~~Framework plans are a voluntary mechanism included in the plan to encourage integrated and comprehensive development of the policy areas A – F in the Core and Gateway sub-precincts. Once a framework plan has been approved for a policy area, subsequent resource consent applications can be made for land use, development or subdivision within the land covered by the framework plan as restricted discretionary activities, provided that the application complies with the approved framework plan.~~

Comment [CT8]: Agreed.

~~If an applicant elects not to prepare a framework plan, applications for resource consent can still be made on a non-complying activity basis.~~

~~The Auckland Airport holds designations over part of the land that enables current operations and provides for further development, including the new northern runway. Aircraft operations and testing of aircraft engines are managed through the designation conditions so that the adverse effects of high and moderate levels of aircraft noise on the amenity values in existing residential areas are appropriately controlled and mitigated to the extent practicable.~~

Comment [M9]: 5294-187

Objectives

[rcp/dp]

1. The positive effects arising from the operation of the airport are recognised, enabling its continued development to meet future demand.
2. The efficient use and development of the business land and operational facilities are enabled.
3. Publicly accessible areas of the airport and areas visible from main transport routes and the Māngere Gateway heritage route are designed to a high-quality and meet amenity standards relating to streetscape, site design and appearance.
4. The operation of the ~~a~~Airport is protected from reverse sensitivity effects.

[rcp/dp]

5. The ecological, geological, recreational, cultural, spiritual and landscape values of the Manukau Harbour coastal environment in the vicinity of the airport are protected while providing for the operational requirements of the Auckland Airport within the Auckland Airport Coastal sub-precinct.
6. ~~The ecological, geological, recreational, cultural, spiritual and landscape values~~ Landscape, geological, landscape, cultural, ecological etc values are considered when subdivision and development occurs in the Māngere Gateway sub-precinct.

Comment [M10]: 5294-181

Comment [CT11]: Agreed subject to confirmation from Te Akitai.

Comment [M12]: 6386-31

Policies

1. Provide for activities related to the operation and development of the airport and business land within the precinct.
2. Provide for activities associated with the needs of airport passengers, visitors and employees and businesses located within the precinct.
3. ~~Require precinct~~ Encourage developments within the precinct to achieve a high standard of amenity in the layout of buildings, car parking, access and landscape elements in publicly accessible areas.

[rcp/dp]

Comment [M13]: 5294-182

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct - Objs Pols - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

4. Require adverse effects on the ecological, geological, cultural, landscape and historic heritage values of the coastal environment in the vicinity of the airport to be avoided, remedied or mitigated when further development occurs while recognising the operational requirements of the Auckland Airport coastal sub-precinct.
- Comment [M14]: 5716-964
- Comment [M15]: 5294-183
5. Require development of sites adjoining the Gateway heritage route to be designed in a way that users of those roads will perceive an environment where natural design elements are integrated with the built environment.
6. Require the development and vesting of public open space along the Oruarangi Creek and encourage the development of open space amenity areas ~~and linkages to existing public open space and esplanade reserves/strips~~ within the remaining land in Auckland Airport ownership. ~~to include provision of safe, amenity linkages, including straight links where possible, to public open space and esplanade reserves/strips.~~
- Comment [CT16]: Agreed.
- Comment [M17]: 5294-184
7. Encourage ~~framework plans to be prepared prior to subdivision and, the establishment of land use activities or~~ development within policy areas A-F of the precinct to achieve a high standard of urban design and amenity and demonstrate integration with any neighbouring policy area within the Auckland Airport precinct.
- Comment [CT18]: Agreed.
8. ~~Require subdivision or development within policy areas A-F a framework plan to demonstrate the interrelationship and future integration with:~~
- a- ~~any neighbouring policy area within the precinct~~
- b- ~~any neighbouring precinct or sub-precinct (including the Māngere Gateway precinct).~~
- Comment [CT19]: Agreed.
9. ~~Encourage consultation with any other owners of land within the precinct or any neighbouring precinct.~~
- Comment [CT20]: Agreed
10. Manage land use activities in the Auckland Airport Gateway sub-precinct to:
- a. require that the predominant land use activities in the precinct are those ~~involving associated with the airport operation,~~ warehousing and distribution, transport, storage, manufacturing, construction and wholesale trade.
- b. confine retail activities to those required to provide the convenience and shopping needs of employees in and visitors to the Auckland Airport precinct, adjacent business zones, and aviation activities.
- Comment [M21]: 5294-186
11. ~~Manage activities associated with runways, aircraft operations and testing of aircraft engines in such a way that the adverse effects of high and moderate levels of aircraft noise on the amenity values and quality of life in existing and future residential areas are appropriately controlled and mitigated.~~
- [rcp/dp]
- Comment [M22]: 5294-187, 5128-63
12. Avoid uses and developments within the Coastal sub-precinct which would adversely affect airport operations or pose any risk to safety.
13. Provide for activities and structures associated with bird management that encourage birds away from the runway and flight paths of aircraft.
14. Use, development and occupation associated with the operational needs of the Airport will generally be considered appropriate within the Auckland Airport Coastal sub-precinct.
- Comment [M23]: 5294-188
15. Require subdivision and development within the Mangere Gateway sub-precinct to take into account the relationship of mana whenua with their ancestral lands, water, sites, and waahi tapu and other taonga.
- Comment [M24]: 6386-31
- Comment [CT25]: Agreed subject to confirmation from Te Akitai.

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

Council's proposed track changes as at 12 February 2014 shown in black underline and ~~strikethrough~~.
Track changes included during mediation are shown in red underline and ~~strikethrough~~.

3 - REGIONAL AND DISTRICT RULES»Chapter K: Precinct rules»6 South»

6.3 Auckland Airport

The activities, controls, and assessment criteria in the underlying zone, do not apply.

Refer to planning maps for the location and extent of the precinct and to Precinct plan 1: Auckland Airport precinct for the scale and location of the sub-precincts.

For the purpose of the Auckland Airport precinct, "development" means "buildings, structures and infrastructure works".

1. Activity tables

Activity Table 1- Auckland Airport precinct (above MHWS)	Core sub-precinct	Gateway sub-precinct
Infrastructure		
Any activity associated with the airport operation (not including aircraft operations, runways and the testing of in situ aircraft engines) including taxiways and other aircraft movement areas, aprons, terminals, rescue facilities, navigation and safety aids, maintenance and servicing facilities, catering facilities, freight facilities, quarantine and incineration facilities, fuelling facilities, storm water facilities, roads, monitoring activities, site investigation activities, landscaping, flags and signs	P	P
Stormwater facilities <u>to be vested in council</u>	<u>C</u>	<u>C</u>
Stormwater facilities not to be vested in council	P	P
Billboards	P	C
Any activity associated with the needs of Airport passengers, visitors and employees, and Airport businesses, and not otherwise listed in this table	P	D
Bus depots and public transport facilities	P	P
Parking (non-accessory)	P	P
Park-and-ride	P	P
Accommodation		
Camping grounds	P	P

Comment [CT1]: Changes proposed by AC in black are agreed unless otherwise stated in comments.

Comment [B2]: AIAL is seeking precinct specific provisions in relation to natural resources that are distinct from the Auckland wide rules and specific to the Auckland Airport precinct. These are currently being discussed with AC staff and will be the subject of evidence.

Comment [CT3]: AIAL and BARNZ propose "Where a rule or development control within the Auckland Airport precinct is also covered by the Auckland-wide rules, the Airport Zone or any other zones within the Auckland Airport precinct area, including the public open space zones, the precinct rules shall prevail irrespective of whether it is more enabling or restrictive".
AC agrees that the Precinct rules should prevail over the zone (including the public open space zone rules) but AC does not agree that the precinct rules should prevail over the Auckland wide rules. Parties reserve their position until the chapter G and the Auckland-wide provisions are finalised.

Comment [CT4]: Agreed.

Comment [CT5]: Agreed

Comment [CT6]: Agreed

Comment [CT7]: AIAL seeks addition of network utilities as a permitted activity. Not agreed by AC.

Comment [CT8]: Agreed

Comment [CT9]: AIAL seeks a new row "Any activity listed within this table as a permitted activity that does not comply with a development control within section 5" as an RDA. Not agreed by AC.

Comment [M10]: 5294-262

Comment [CT11]: Agreed

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

Workers' accommodation	P	P
Visitor accommodation	P	P
Commerce		
Offices	P	P
Retail	P	P
Large format retail	P	NC
Food and beverage	P	P
Dairies	P	P
Motor vehicle sales (car rental only)	P	P
Trade suppliers	P	P
Service stations	P	P
Markets	P	NC
Entertainment facilities	P	D
Commercial services	P	P
Retail	P	P
Community		
Public amenities	P	P
Informal recreation	P	P
Organised sport and recreation	P	P
Healthcare facilities	P	P
Community facilities	P	P
Education facilities	P	P
<u>Aviation training facilities</u>	<u>P</u>	<u>P</u>
Care centres	P	P
Artworks	P	P
Emergency services	P	P
Industry		
Industrial activities	P	P
Waste management facilities	D	NC
Rural		
Farming	P	P
Animal breeding or boarding	P	P
Development and framework plans		
Demolition of buildings or structures	P	P
<u>Relocation of the Rennie/Jones Homestead</u>	<u>P</u>	<u>P</u>
<u>Demolition of the Rennie/Jones Homestead</u>		<u>D</u>

Comment [M12]: 5294-264

Comment [CT13]: Agreed

Comment [CT14]: Agreed.
Submission 3017.

Comment [CT15]: Agreed.

Comment [CT16]: Agreed

Comment [CT17]: Agreed.

Comment [CT18]: AIAL seeks demolition of this building as a discretionary activity. The consent category is not agreed by AC.

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

A framework plan, amendments to a framework plan or a replacement framework plan complying with clause 3 below	RD	RD
A framework plan, amendments to a framework plan or a replacement framework plan not complying with clause 3 below	NG	NG
Any building development or subdivision in policy areas A – F complying with an approved in accordance with Precinct Plan 1. framework plan	RDNA	RD C
Any development or subdivision in policy areas A – F not in accordance with Precinct Plan 1.	N/A	RD
Any land use, development or subdivision in policy areas A – F not in compliance with an approved framework plan, or prior to the approval of a framework plan	NG	NG
Buildings Development outside policy areas A – F	P	NA
Additions and alterations to buildings outside policy areas A - F	P	NA
Subdivision outside policy areas A – F complying with the subdivision controls within Rule K6.3.6	P	NA
Subdivision outside policy areas A – F or that does not comply with the subdivision controls within Rule K6.3.6	RD	NA
Land disturbance		
In addition to any earthworks that are permitted activities pursuant to H.4.2 – Earthworks, earthworks in the precinct undertaken by Auckland Airport located 20m or more from any publicly owned utility services or roads.	P	P

Comment [CT19]: Agreed.

Comment [CT20]: Agreed.

Comment [CT21]: Agreed

Comment [M22]: 5294-269

Comment [CT23]: Agreed

Comment [M24]: 5294-271

Comment [CT25]: Agreed

Comment [CT26]: Agreed

Comment [M27]: 5294-271

Comment [CT28]: Refer to comment CT 2.

[rcp]

Activity Table 2- Auckland Airport sub-precinct - Coastal (below MHWS)	Special-purpose Airport Zone Area outside SEA-M 1 and ONF overlays	Area within SEA-M 1 and ONF overlays
Use and activities/works (including associated discharges) / structures and any associated occupation under section 12(1), 12(2) and 12(3) and s15RMA		
Aircraft operations and activities associated with the operation of the airport.	P	P
Activities associated with research into flora and fauna of the CMA for the purposes of bird management activities and structures	P	P
Bird management activities and structures	P	P
Navigational aids and airport light structures	P	P
Maintenance, repair or reconstruction of existing lawful CMA structures or buildings	P	P
Demolition or removal of any buildings or CMA structures	P	P
CMA structures associated with airport activity which are not otherwise listed as a permitted activity	C	RD

Comment [M29]: 5294-273

Comment [CT30]: Agreed

Comment [CT31]: Agreed

Comment [M32]: 5294-274

Comment [CT33]: Agreed

Comment [CT34]: Agreed

Comment [M35]: 5294-274

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

Any activity, including any activity directly associated with the carrying out of a permitted activity, which fails to comply with one or more of the development controls for permitted activities	RD	RD
Reclamation and drainage works associated with runway and runway end safety area construction and operation	D	NC
Any activity, work or structure not provided for in this table that will or is likely to adversely affect the safe operation of aircraft, including but not limited to: -activity in conflict with the obstacle limitation surfaces as detailed in designation 1102 -activity in conflict with the runway end protection areas identified in designation 1102 -artificial light (other than for airport purposes)	Pr	Pr
Anchoring of vessels (excluding emergency vessels)	Pr	Pr

Comment [M37]: 5294-277

Comment [CT36]: Agreed

Comment [M39]: 5294-278

Comment [CT38]: Agreed

Comment [CT40]: Agreed.

Comment [CT41]: Agreed.

2. Notification

1. ~~Council will consider restricted discretionary activity resource consent applications for framework plans (including amendments to an approved framework plan or a replacement framework plan) without the need for public or limited notification, except that however limited notification may be undertaken, including notice being given to any owner of land within the policy area(s) covered by a framework plan who has not provided their written approval, who is not an applicant.~~

Comment [CT42]: Agreed.

3. Framework plans

1. ~~A resource consent application for a framework plan, amendments to an approved framework plan or a replacement framework plan must:~~
 - a. ~~where the land within the policy area is in single ownership, apply to the whole of a policy area shown in precinct plan 1.~~
 - b. ~~where there is more than one landowner in a policy area, apply only to land that the applicant is the land owner of, or to sites in multiple ownership where the landowners make a joint application.~~
 - c. ~~comply with:~~
 - i. ~~the General Provisions – Framework Plans~~
 - ii. ~~clause 2.7.3 of the General Provisions – Special information requirements for resource consent~~
 - iii. ~~i. the special information requirements for framework plans specified in clause 9 below~~
 - d. ~~Seek consent for the following land uses:~~
 - i. ~~location and design of roads~~
 - ii. ~~the Māngere Gateway heritage route (policy areas B – F)~~
 - iii. ~~location and dimension of open space~~

Comment [CT43]: Agreed.

4. Land use controls

4.1 Retail

1. Retail where the goods being sold have not been manufactured on site

Comment [M44]: 5294-280

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- a. Retail less than 200m² GFA per ~~site tenancy and with a total combined GFA of less than 3000m² in policy areas C and D on Precinct Plan 1 is a permitted activity must be located within the Core sub-precinct or policy areas A-D of the Gateway sub-precinct.~~
- b. ~~Retail in the Core sub-precinct outside policy areas A-F is a permitted activity and there are no GFA restrictions less than 200m² GFA per site and located within policy areas E-F of the Gateway sub-precinct is a Discretionary Activity~~
- c. ~~Retail between 200m² and 450m² GFA per site must:~~
 - i. ~~be located outside policy areas A-F of the Core sub-precinct and outside all parts of the Gateway sub-precinct~~

~~c.d~~ Retail that does not comply with 1(a)-(e b) above is a Non-Complying Activity.

Comment [CT45]: Agreed

2. Retail where the goods being sold have been manufactured ~~on-site within the tenancy.~~

Comment [CT46]: Agreed

- a. The retail sale area must not exceed the lesser of 25 per cent of the GFA set aside for manufacturing or 250m².
- b. Retail that does not comply with 2(a) above is a Non-Complying Activity.

4.2 Māngere Gateway heritage route **and walkway**

1. ~~The portion of the Māngere Gateway heritage route (as shown in Precinct pPlan 1: Auckland Airport precinct), except for policy areas A –C, is to be constructed as part of the first stage at each stage of any development within the relevant policy areas. and in addition, a full walkway linkage must be provided from that policy area D to the boundary of policy area F as part of the first stage.~~
2. Development that does not comply with clause 1 above is a non-complying activity.

Comment [CT47]: Agreed

Comment [M48]: 5294-282

4.3 Public open **space**

4. ~~The area shown as public open space adjoining the Oruarangi Creek in policy areas C-F (refer to Precinct plan 1: Auckland Airport precinct) (as shown on the planning maps) is to be vested by Auckland Airport at no cost to in Council prior to building being developed within the relevant policy area, where the GFA is equal to 25 per cent of the land area within the relevant policy area. Payment for the public open space land within each precinct will be made by the Council to Auckland Airport on the date the Council takes possession of the public open space land within that precinct, such date to be agreed between Auckland Airport and the Council.~~
2. ~~Development that does not comply with the above clause is a non-complying activity.~~

Comment [CT49]: Agreed

Comment [CT50]: Agreed

Comment [CT51]: Agreed

4.4 General noise controls

1. Any use of land in the precinct for any purpose other than:
 - a. runway
 - b. aircraft operations
 - c. testing of in situ aircraft engines
 - d. the use of audible bird scaring devices for the discouragement of birds

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

must not exceed the following noise limits set out in Table 1 below within a Residential zone or within the notional boundary of any dwelling outside the ~~designated area~~ Auckland Airport precinct in the Māori Purpose, Rural Production, or Countryside Living zones.

Comment [M52]: 5294-283

Comment [CT53]: Agreed

Table 1

Average maximum level			Maximum
dB LAeq			dB LAmax
Monday to Saturday 7am–6pm	Monday to Saturday 6am–10pm and Sunday and public holidays 7am–10pm	At all other times	10pm–7am
55	50	45	70

- Activities that do not comply with clause 1 above are discretionary activities.

4.5 Visitor accommodation

- Visitor accommodation must be located within the Core sub-precinct or policy areas A-D of the Gateway sub-precinct.
- Visitor accommodation located within policy areas E-F of the Gateway sub-precinct is a Discretionary Activity

4.6 Offices

- Offices within policy areas A, E, and F of the Gateway sub-precinct must:
 - ~~Be located within the Core sub-precinct or policy areas A-D of the Gateway sub-precinct, and~~
 - ~~a. b.~~ Be accessory to a permitted activity, and located within the same building as that permitted activity, and
 - ~~b. e.~~ Occupy no more than 75 per cent of the total GFA of the buildings on the site.
 - ~~c. d.~~ Offices that do not comply with the (a)-(c) above are a Discretionary Activity.

Comment [M54]: 5294-283, 3017-12

Comment [CT55]: Agreed

Offices within the Core sub-precinct or policy areas B, C and D of the Gateway sub-precinct are not subject to this control.

4.7 Dairies

- Dairies must be located within the Core sub-precinct or policy areas A-D of the Gateway sub-precinct.
- Dairies located within policy areas E-F of the Gateway sub-precinct is a Discretionary Activity.

4.8 Large format retail

- ~~Large format retail must be located outside policy areas A-F of the Core sub-precinct and outside all of the Gateway sub-precinct.~~
- Large format retail located within ~~policy areas A-F of the Core sub-precinct or within~~ any part of the Gateway sub-precinct is a Non-Complying Activity.

Comment [M56]: 5294-284

Comment [CT57]: Agreed

4.9 Food and beverage

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- Food and beverage must be located within the Core sub-precinct or policy areas A-D of the Gateway sub-precinct.
- Food and beverage located within policy areas E-F of the Gateway sub-precinct is a Discretionary Activity.

5. Development controls

5.1. Building height

- In the Auckland Airport Core sub-precinct: maximum height must comply with the Obstacle Limitation Surface (Designation 1102), otherwise no height restriction applies.
- In the Auckland Airport Gateway sub-precinct: maximum height: ~~20 45m-~~ and must comply with the Obstacle Limitation Surface (Designation 1102).

Comment [M58]: 5294-285

Comment [CT59]: Agreed

Comment [CT60]: Agreed

5.2 Height in relation to boundary

Purpose: manage the bulk and scale of buildings at boundaries to limit over shadowing ~~to neighboring sites and to provide space between buildings of public open space zones.~~

Comment [M61]: 5294-286

Comment [CT62]: Agreed

- Buildings must not exceed a height of 2.5m measured vertically above ground level at front boundaries adjoining ~~an~~ public ~~reserve open space zone~~. Thereafter, buildings must be setback 1m for every additional 1.43m in height (55 degrees ~~recession plane~~).

Comment [CT63]: Agreed

5.3 Yards

Purpose: maintain an open streetscape character and ensure buildings are adequately set back from streams and the coastal edge to maintain water quality and provide protection from natural hazards.

Table 2

Yard	Permitted	Restricted discretionary
Front	Nil in Core sub-precinct and 5m in Auckland Airport Gateway sub-precinct	<5m in Auckland Airport Gateway sub-precinct
Rear	Nil unless adjoining public open spaces when a 10m setback must be provided	<10m setback from a public open space zone area or public reserve – restricted discretionary
Side	Nil unless adjoining public open spaces when a 10m setback must be provided	<10m setback from a public open space zone area or public reserve – restricted discretionary
Coastal protection yard	420m unless the structure is an essential Airport operational facility (e.g. security fences, navigational aids, rescue facilities and stormwater facilities) which requires a location in the area of the coastal protection yard	< 420m – restricted discretionary

Comment [M64]: 5294-287

Comment [M65]: As above

Comment [CT66]: Agreed

Comment [M68]: 6386-31

Comment [CT67]: Te Akitai request an increase in the CPY to 20m and the strike out as follows: ~~"unless the structure is an essential Airport operational facility (e.g. security fences, navigational aids, rescue facilities and stormwater facilities) which requires a location in the area of the coastal protection yard"~~. Agreed by AIAL subject to confirmation by Te Akitai. BARNZ disagrees with the strikeout. AC is neutral.

5.4 Landscape design

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

1. ~~All car parking areas, roads and~~ required yard setbacks ~~and carpark perimeters excluding car parking and manouvering area and vehicle and pedestrian access~~ must be landscaped with grassed areas and the planting of suitable trees, hedging and groundcover to result in a consistent, high-quality standard of urban landscape throughout the precinct.
2. ~~In the Auckland Airport Gateway sub-precinct a minimum of 10 per cent of each site must be landscaped with grassed areas, trees, hedging and groundcover.~~

Comment [CT69]: Agreed

5.5 Storage areas

1. ~~These parts of any activity~~ External storage areas which are ~~or may be~~ visible from public open spaces ~~zones and public roads~~ must be maintained in a tidy condition.
2. Exposure of storage areas and by-products, refuse or refuse containers of any kind to public view must be ~~screened minimised~~ by ~~the use of~~ buildings, planting or a screen wall or ~~fence~~.

Comment [CT70]: Agreed

Comment [CT71]: Agreed

Comment [M72]: 5294-290

5.6 Parking

1.

Comment [CT73]: AIAL proposes new rule "No parking standards shall apply in the Auckland Airport Precinct". AC does not agree.

5.7 Billboards

1. ~~No Auckland-wide development control standards shall apply to billboards and signs within the Auckland Airport Core sub-precinct.~~

Comment [CT74]: Agreed.

5.6 Auckland Airport Coastal sub-precinct (below MHWS)

3. Any excess building material, spoil, construction equipment or litter must be removed from the CMA within 24 hours of completion of any works.
4. Any visible disturbance to the substrate of the CMA must be remedied or ~~recontoured~~ restored within 48 hours of the completion of the works within SEA-M1 and ONF and within seven days of the completion of the works in other parts of the CMA.
5. Written advice must be given to the council harbourmaster and the National Topo/Hydro Authority at LINZ at least five working days prior to work starting on any structures within the CMA.
6. Maintenance, repair or reconstruction of existing lawful CMA structures or buildings
 - i. The work:
 - ~~is to~~ must maintain the structure or building in a good and safe working condition
 - ~~does~~ must not use materials which alter the form or external appearance of the structure in more than a minor way
 - ~~does~~ must not change the area occupied by the structure.
7. Demolition or removal of any buildings or CMA structures
 - a. Any part of a structure or building that is not removed must not protrude above the foreshore or seabed so that it creates a hazard to safe navigation or public access.
8. The removal or demolition of any lawfully established structure or building is authorised, or undertaken, by the consent holder or owner of the structure.

Comment [CT75]: Agreed

Comment [M76]: Consistency with general coastal marine zone

Comment [CT77]: Agreed

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

6. Subdivision controls

In the Auckland Airport Gateway sub-precinct:

1. Minimum frontage:
 - a. Front sites: 23m
 - b. Rear sites: 9m
2. Minimum site area: 2000m².

Comment [M78]: 5294-293

Comment [CT79]: Agreed

7. Assessment - Controlled activities

7.1 Matters of control

The Council will reserve its control to the matters below for the activities listed as controlled in the precinct activity table:

1. CMA structures associated with airport activities which are not otherwise provided for listed as a permitted activity (outside SEA-M1 and ONF)
 - a. construction or works methods, timing and hours of operation
 - b. location, extent, design and materials
 - c. ~~a-~~ adverse effects arising from disturbance of the foreshore and seabed
 - d. ~~b-~~ adverse effects arising from deposition of material in the CMA
 - e. ~~e-~~ the removal of indigenous vegetation
 - f. ~~d-~~ any discharge of contaminants
 - g. ~~e-~~ the duration of the consent
 - h. ~~f-~~ monitoring of the consent.
2. Development or subdivision within policy areas A – F in accordance within Precinct Plan 1.
 - a. site layout.
 - b. design and external appearance of buildings and landscape design.

Comment [M80]: 5294-294

Comment [CT81]: Agreed

3. Stormwater facilities to be vested in council

- a. visual effects.
- b. size and location.
- c. access for maintenance.
- d. landscaping.

Comment [CT82]: Agreed.

Comment [CT83]: Agreed

7.2 Assessment criteria

The council will consider the relevant assessment criteria below for the controlled activities listed above.

1. CMA structures associated with airport activities which are not otherwise provided for listed as a permitted activity (outside SEA-M1 and ONF)
 - a. CMA structures should be limited to those:

Comment [M84]: 5294-294

Comment [CT85]: Agreed

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- i. that have a functional or operational need to be located in the CMA, or that are for infrastructure that cannot reasonably or practicably be located outside the CMA
- ii. where the proposed purpose or use cannot reasonably or practicably be accommodated on existing structures or facilities.
 - b. Measures should be taken to avoid, remedy or mitigate adverse effects on coastal processes, ecological values, cultural values, water quality and natural character.
 - c. Construction or works methods should avoid, remedy or mitigate adverse effects, particularly on water quality and sedimentation.
 - d. Construction or works should be done at a time that will avoid or minimise, adverse effects on marine mammals, bird roosting, nesting and feeding, and recreational users of the CMA.
 - e. Construction or works hours of operation should be limited to minimise effects of noise and disruption on existing activities, and on nearby residential and open space areas.
 - f. the structure should be located and designed to avoid, remedy or mitigate adverse effects on the environment
 - g. the form, intensity and scale of works, structures and buildings should be sensitive to the marine environment and surrounding adjoining spaces.
 - h. works and structures should ensure efficient use of the CMA is made by using the minimum area necessary for their purpose.
 - i. the materials used should be compatible with the surrounding coastal environment, and where practicable be consistent with the natural materials at the site. This should take into account the physical characteristics of the materials used, including texture, colour, composition, grain size, level of contamination and potential for leaching.

Comment [M86]: 6386-31

Comment [CT87]: Agreed.

The Proposed Auckland Unitary Plan (notified 30 September 2013)

2. Any development or subdivision within policy areas A - F in accordance with Precinct Plan 1:

Comment [CT88]: Agreed

a. site layout

- i. the site layout should reinforce or enhance the street pattern
- ii. the site layout should be compatible with the site development of adjoining sites and the streetscape
- iii. the building should align with the street. Where streets are curved, the building should align with that curve, or alternatively should be stepped in plan in relation to the curve
- iv. buildings on corner sites should be designed to respond to the site's prominence in the roading network and the adjoining road intersection
- v. car parking areas should be designed and located to ensure an attractive site layout, particularly when viewed from the road or public open spaces

b. design and external appearance of buildings and landscape design

- i. the scale, form, design, height, and colour of the proposed building or structures (including fencing) should be sympathetic to existing built development and the wider natural, cultural and built heritage and landscape values of the area.
- ii. building and landscape design should be used to frame and define edges to roads, parks and stormwater reserves, and to emphasise key intersections
- iii. service areas, loading docks and car parks should be separated from and not facing the front yard
- iv. passive surveillance of reserves and public open spaces from the adjacent buildings should be provided for those windows, balconies, indoor and outdoor activities that overlook these areas
- v. site levels, building scale, development intensity, building form, colour and texture should be used to reduce the apparent height and size of large buildings when viewed from the Mangere Gateway heritage route, public open spaces, or Maori Purpose zone
- vi. the main pedestrian entry to buildings should be clearly recognisable from the street
- vii. in the case of any building that will contain an activity that will attract tourists, the building should be designed with features such as artwork that reflects the heritage of the Auckland Airport Gateway sub-precinct, and features including generous areas of glazing, verandahs over entrance areas, and a high quality of landscape planting around those parts of the building accessible to visitors should be provided
- ix. front activities (i.e. the more active office, showroom or similar activities) should be located fronting adjacent streets and reserves; and conversely 'back' activities (i.e. warehouse, distribution, industrial, storage) should be in less visible locations
- x. materials and colours of buildings (including buildings on adjoining sites) should be consistent
- xi. any security fencing should be integrated with planting and buildings so as to avoid any adverse visual effect on adjacent roads, parks and stormwater management areas

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- xii. low glare, high cut-off exterior lighting should be used, and integrated with the building and landscape designs
- xiii. signage should be integrated with the building and landscape design
- xiv. planting along road frontages should achieve continuity to enhance the streetscape and character of the locality
- xv. the landscape treatment should be of a similar scale as the proposed development, to provide adequate visual softening of large buildings and to screen car parking, loading and storage areas
- xvi. the proposed landscaping should be integrated with the type, quality, character and standard of landscape design developed for the relevant policy area.

3. Stormwater facilities to be vested in council

Comment [CT89]: Agreed.

a. Visual effects

- i. adverse visual effects (including cumulative adverse effects) on the existing character of an area, should be avoided, remedied or mitigated.

b. Size and location

- i. the size and location of the proposed stormwater detention or retention ponds should internalise or mitigate the adverse effects.
- ii. stormwater detention or retention ponds, located in public open spaces, should minimise any potential interference with public use and enjoyment of the public open spaces.

c. Access for maintenance

- i. safe and direct access should be provided to enable maintenance.

d. Landscaping and fencing

- i. landscaping should screen infrastructure to mitigate visual impact on the surrounding natural and built environments.
- ii. potential health and safety hazards should be adequately fenced.

8. Assessment - Restricted discretionary activities

8.1 Matters of discretion

The council will restrict its discretion to the matters below for the activities listed as restricted discretionary in the precinct activity table.

1. Any buildings development or subdivision within policy areas A – F which is not in accordance with Precinct Plan 1, of Auckland Airport Core or Auckland Airport Gateway sub-precincts complying with an approved framework plan
 - a. site layout

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- b. design and external appearance of buildings and landscape design
 - ~~c. provision of open space~~
 - c. design consistency within and between policy areas
 - d. coherent design for the Māngere Gateway heritage route, George Bolt Memorial Drive and surrounds
 - e. land use and transport integration
 - f. policy areas C – F – relationship to open space
 - g. adverse effects on heritage resources
 - h. policy areas C and D – comprehensive development of the commercial centre
 - i. landscape treatment
2. Any subdivision outside Policy Areas A-F not complying with Rule K.6.3.6 complying with an approved framework plan
- a. street alignment
 - b. form and layout of the subdivision
 - c. safety and efficiency of the adjacent street network
 - d. adverse effects on cultural values
3. A framework plan, amendments to a framework plan or a replacement framework plan
- a. any relevant matter contained within the objectives and policies relating to the precinct
 - b. relationship of buildings to each other, to the landform, or to the street
 - c. design consistency with the Precinct plan and between policy areas
 - d. coherent design for the Māngere Gateway heritage route, George Bolt Memorial Drive and surrounds
 - e. land use and transport integration
 - f. provision and design of roads
 - g. traffic generation, safety and efficiency
 - h. cycleway and walkway linkages and associated facilities
 - i. landscape treatment – provision and design
 - j. signage – provision and design (sites adjoining the Gateway heritage route and George Bolt Memorial Drive only)
 - k. policy areas A – F – provision of and relationship with open space
 - l. policy areas C and D – comprehensive development of the commercial centre
 - m. the matters specified in section 2.6 of the General provisions

Comment [B90]: Agreed

Comment [CT91]: Agreed

Comment [CT92]: Agreed.

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

3. 4. Development control infringements

- a. Building scale and site layout
- b. landscape design
- c. Measures to avoid, remedy or mitigate the adverse effects of noise

4. 3. ~~CMA structures associated with airport activities which are not otherwise provided for listed as a permitted activity~~ (within SEA-M1 and ONF)

~~a. Construction or works methods, timing and hours of operation~~

~~b. Location, extent, design and materials~~

~~a. c. adverse effects on the identified values of the SEA or ONF~~

~~b. d. adverse effects arising from disturbance of the foreshore and seabed~~

~~e. e. adverse effects arising from deposition of material in the CMA~~

~~d. f. the removal of indigenous vegetation~~

~~e. g. any discharge of contaminants~~

~~f. h. the duration of the consent~~

~~g. i. monitoring of the consent.~~

Comment [M93]: 5294-302

Comment [CT94]: Agreed

54. ~~Development control infringements in the Coastal sub-precinct~~

~~a. construction or works methods, timing and hours of operation~~

~~b. location, extent, design and materials~~

~~c. adverse effects of the infringement on the CMA or the identified values of the SEA or ONF (if applicable);~~

~~d. adverse effects of the infringement arising from the disturbance of the foreshore and seabed;~~

~~e. adverse effects of the infringement on safe navigation or public access;~~

~~f. the positive effects which arise from the infringement.~~

~~g. i. the duration of the consent~~

~~h. ii. monitoring of the consent.~~

Comment [M95]: 5294-302

Comment [CT96]: Agreed

8.2 Assessment criteria

The council will consider the relevant assessment criteria below for the restricted discretionary activities listed above. ~~In addition, when considering a restricted discretionary activity for a framework plan, the council will consider the proposal against the general criteria specified in section 2.6 of the General provisions~~

Comment [CT97]: Agreed

1. ~~Any land use or development or subdivision within policy areas A – F not in accordance with Precinct Plan 1, of the Auckland Airport Core or Auckland Airport Gateway sub-precincts complying with an approved framework plan.~~

Comment [CT98]: Agreed

- a. site layout
 - i. the site layout should reinforce or enhance the street pattern

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- ii. the site layout should be compatible with the site development of adjoining sites and the streetscape
- iii. the building should align with the street, to create a clear spatial system along the street. Where streets are curved, the building should align with that curve, or alternatively should be stepped in plan in relation to the curve
- iv. buildings on corner sites should be designed to respond to the site's prominence in the roading network and the adjoining road intersection
- v. car parking areas should be designed and located to ensure an attractive site layout, particularly when viewed from the road or public open spaces
- b. design and external appearance of buildings and landscape design
 - i. the scale, form, design, height, and colour of the proposed building or structures (including fencing) should be sympathetic to existing built development and the wider natural, cultural and built heritage and landscape values of the area.
 - i. building and landscape design should be used to frame and define edges to roads, parks and stormwater reserves, and to emphasise key intersections
 - ii. service areas, loading docks and car parks should be separated from and not facing the front yard
 - iii. passive surveillance of reserves and public open spaces from the adjacent buildings should be provided for windows, balconies, indoor and outdoor activities overlooking these areas
 - iv. site levels, building scale, development intensity, building form, colour and texture should be used to reduce the apparent height and size of large buildings when viewed from the Māngere Gateway heritage route or public open spaces
 - v. the main pedestrian entry to buildings should be clearly recognisable from the street
 - vi. in the case of any building that will contain an activity that will attract tourists, the building should be designed with features such as artwork that reflects the heritage of the Auckland Airport Gateway sub-precinct, and features including generous areas of glazing, verandahs over entrance areas, and a high quality of landscape planting around those parts of the building accessible to visitors should be provided
 - vii. in the case of any building visible from the Māori Purpose zone or a Public Open Space zone (existing or proposed), the building design and external appearance should include ~~of~~ measures such as building setback and landscape planting that respond sensitively to cultural and landscape values
 - viii. front activities (i.e. the more active office, showroom or similar activities) should be located fronting adjacent streets and reserves; and conversely 'back' activities (i.e. warehouse, distribution, industrial, storage) should be in less visible locations
 - ix. materials and colours of buildings (including buildings on adjoining sites) should be consistent
 - x. any security fencing should be integrated with planting and buildings so as to avoid any adverse visual effect on adjacent roads, parks and stormwater management areas

Comment [M99]: 6386-31

Comment [M100]: 6386-31

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- xi. low glare, high cut-off exterior lighting should be used, and integrated with the building and landscape designs
 - xiii. signage should be integrated with the building and landscape design
 - xiv. planting along road frontages should achieve continuity to enhance the streetscape and character of the locality
 - xv. the landscape treatment should be of a similar scale as the proposed development, to provide adequate visual softening of large buildings and to screen car parking, loading and storage areas
 - xvi. the proposed landscaping should be integrated with the type, quality, character and standard of landscape design developed for the relevant policy area, ~~in accordance with an approved framework plan.~~
- c. Design consistency within and between policy areas
- i. ~~all relevant features shown on Precinct Plan 1 should be incorporated into the development framework plan~~
 - ii. the development should be prepared having regard to the context of adjoining policy areas and other surrounding land, natural features and development
- d. Coherent design for the Mangere Gateway heritage route, George Bolt Memorial Drive, and surrounds
- i. the development should promote a coherent design for the Mangere Gateway heritage route, George Bolt Memorial Drive, and adjoining land, including:
 - ensuring a coherent spatial structure formed by the relationship of buildings to the street and to one another
 - minimising the number of vehicle entrances onto the street
 - aligning buildings to the street
 - locating development, and access points to sites, so that heavy vehicle traffic (except buses) is discouraged on the Gateway heritage route
 - locating the office component of a development at the front (street) part of the development
 - using consistent materials on buildings
 - using consistent planting, paving, lighting and fencing
 - ensuring existing trees and shelter belts are retained where they may contribute to maintaining amenity values
 - providing trees along road berms and within front yards. These trees should be capable of reaching a similar scale as nearby buildings
 - avoiding security fencing being closer to the front boundary of the site than the buildings on the site.
 - enhancing the natural character of open space

Comment [CT101]: Agreed

Comment [CT102]: Agreed

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- ii. pou, art, sculpture or other public amenity features should be of an appropriate design to represent the Māori and European history of the area and be located on land adjoining the Mangere Gateway heritage route, in order to promote a distinctiveness or sense of place appropriate for the wider heritage area.

Note pou, art, sculpture and other public amenity features should generally be located only in open space areas or on sites that will attract tourists.

Comment [CT103]: Agreed

e. Land use and transport integration

- i. a full integrated transport assessment should be has been submitted with the application, and include consideration of:
- all modes of transport that would support the land uses proposed
 - in policy areas B, C and D, the possible location of and linkages to rapid transport networks
 - a location policy that ensures specified development takes place in locations within the policy area that, where relevant, supports sustainable transport mode share
 - planning and development tools to facilitate sustainable transport
 - travel plans, as appropriate to encourage uptake of sustainable transport options by employers and visitors
 - car parking standards with justification for the number of spaces proposed, so land is used efficiently and effectively
 - provision, where appropriate, to be made for cyclists, including cycle storage
 - any relevant funding matters
- ii. sufficient roads should be provided to create a connected roading pattern that avoids the need for rear sites
- iii. roads and frontage to those roads should be provided in general accordance with the indicative road pattern for policy areas A – F
- iv. roads should be designed to a consistent, high-quality standard
- v. sufficient cycleway and walkway linkages and facilities should be provided, and should be designed to contribute to the employment, visitor and recreational user attractiveness of the heritage area
- vi. the development framework plan should discourage heavy vehicle traffic movements through the Māori Purpose zone.
- vii. the street and site layout should avoid adverse effects on the safety and efficiency of the adjacent road network.
- viii. the street layout and street design should encourage heavy traffic movements (except buses) away from the Māori Purpose zone and away from the Gateway heritage route, except where there is no available alternative route for heavy traffic

Comment [CT104]: Agreed

f. Policy areas C-F: ~~provision of and~~ relationship to public open spaces and natural resources

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- i. development proposals for the public open space areas identified in the precincts should generally reflect an informal or passive design that reflects the historic rural character, cultural and heritage values of the area including as viewed from the Mangere Gateway Heritage Route
 - ii. the framework plan should respond sensitively to cultural, natural and landscape values as viewed from the Mangere Gateway heritage route
 - iii. strong open space and visual connections to and around Waitomokia and Oruarangi Creeks should be created, and include provision for pedestrian and cycle linkages and locations for cultural, landscape and historical interpretive features
 - iv. ecological values associated with the Waitomokia and Oruarangi Creeks including landforms, water quality, natural processes and habitats, should be maintained and enhanced
- g. Adverse effects on heritage resources
- i. the development proposal framework plan should identify and incorporate any cultural heritage resources, in a way that integrates with and enhances those resources
- h. Policy areas C and D: comprehensive development of the commercial centre
- i. a comprehensive design, including building location, landscape and building design guidelines (including materials and colouring) for the commercial centre within policy areas C and D, should be carried out
- i. Landscape treatment
- i. consistent landscape design should be established and maintained along the Gateway Heritage Route and George Bolt Memorial Drive
 - ii. existing trees and shelterbelts that may enhance the amenity of development should be retained
 - iii. the form of new planting should enhance the amenity of development (including density, species, depth and height) of new planting should be proposed is capable of attaining a similar scale to proposed buildings, and should relate appropriately to existing trees and shelterbelts on and immediately adjacent to the site
 - iv. a continuity of planting along road frontages should be provided and maintained, wherever possible using species existing in the area
 - v. the proposed landscaping is should be placed so that it does not obstruct views of landscape or landmark features
 - vi. the extent and form of landscaping should complement development in adjoining policy areas, contribute in a significant manner to the visual amenities of the site, and streetscape, and promote a distinctiveness or sense of place appropriate for the wider heritage area
 - vii. the proposed landscaping should be designed to create visual interest, and contribute to the amenities of the area

Comment [CT105]: Agreed

Comment [CT106]: Agreed

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

viii. ~~the landscape and streetscape design elements of the Mangere Gateway heritage route should be extended within and across road and other reserves and required yards (from building face to building face)~~

ix. ~~the design should incorporate standard elements (street trees, other planting, lighting, furnishings, directional signs); and planting of a naturally occurring, irregular form along and parallel to the Mangere Gateway heritage route, contrasted with more geometric planting perpendicular to that route~~

x. ~~front boundaries should be defined by using locally sourced volcanic stone walls, hedges or linear planting~~

xi. ~~specimen trees capable of attaining sufficient height should be used to frame and define the edges of roads, parks and storm water reserves, and to emphasise key road intersections~~

Comment [CT107]: Agreed

j. ~~Site layout~~

i. ~~the indicative site layout pattern, and possible development of sites (including contour, shape and orientation) should reinforce or enhance the street pattern~~

i. ~~the street and site layout should avoid adverse effects on the safety and efficiency of the adjacent road network.~~

ii. ~~the street layout and street design should encourage heavy traffic movements (except buses) away from the Gateway heritage route, except where there is no available alternative route for heavy traffic~~

iii. ~~the street layout and street design should encourage heavy traffic movements (except buses) away from the Māori Purpose zone~~

Comment [CT108]: Agreed

e. ~~Signs – sites adjoining the Mangere Gateway heritage route and George Bolt Memorial Drive only~~

i. ~~design guidelines should contain a consistent signs design standard for signs along the Mangere Gateways heritage route. The guidelines should be able to prevent clutter of signage or a visual clash of signs by controlling their number, size, location and design, including colour and lighting.~~

Comment [CT109]: Agreed

e. ~~The provision of open space~~

i. ~~public open spaces within sub-precincts C – F should be developed and vested in council.~~

Comment [CT110]: Agreed

2. ~~Any subdivision outside Policy Areas A - F not complying with Rule K.6.3.6: complying with an approved framework plan~~

a. ~~the form and layout of the subdivision, including the mix of site sizes and shapes, and the resultant built development, should help achieve the Auckland Airport precinct objectives and policies.~~

b. ~~the form and layout of the subdivision, will should have an avoid, remedy or mitigate significant adverse effects~~ on the safety and efficiency of the adjacent street network.

Comment [M111]: 5294-299

c. ~~the extent to which the form and layout of the subdivision will avoid, remedy or mitigate adverse effects on cultural values.~~

Comment [M112]: 6386-31

Comment [CT113]: Agreed

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

~~3. A framework plan, amendments to a framework plan or a replacement frameworks plan~~

~~a. Design consistency within and between policy areas~~

~~i. all relevant features shown on Precinct plan 1 should be incorporated into the framework plan~~

~~ii. the framework plan should be prepared having regard to the context of adjoining policy areas and other surrounding land, natural features and development~~

~~b. Coherent design for the Mangere Gateway heritage route, George Bolt Memorial Drive, and surrounds~~

~~i. the framework plan should promote a coherent design for the Mangere Gateway heritage route, George Bolt Memorial Drive, and adjoining land, including:~~

- ~~▪ ensuring a coherent spatial structure formed by the relationship of buildings to the street and to one another~~
- ~~▪ minimising the number of vehicle entrances onto the street~~
- ~~▪ aligning buildings to the street~~
- ~~▪ locating development, and access points to sites, so that heavy vehicle traffic (except buses) is discouraged on the Gateway heritage route~~
- ~~▪ managing the height and location of buildings relative to the street~~
- ~~▪ locating the office component of a development at the front (street) part of the development~~
- ~~▪ using consistent materials on buildings~~
- ~~▪ using consistent planting, paving, lighting and fencing~~
- ~~▪ ensuring existing trees and shelter belts are retained where they may contribute to maintaining amenity values~~
- ~~▪ providing trees along road berms and within front yards. These trees should be capable of reaching a similar scale as nearby buildings~~
- ~~▪ avoiding security fencing being closer to the front boundary of the site than the buildings on the site.~~
- ~~▪ enhancing the natural character of open space~~

~~ii. pou, art, sculpture or other public amenity features should be of an appropriate design to represent the Māori and European history of the area and be located on land adjoining the Mangere Gateway heritage route, in order to promote a distinctiveness or sense of place appropriate for the wider heritage area.~~

~~Note pou, art, sculpture and other public amenity features should generally be located only in open space areas or on sites that will attract tourists.~~

~~c. Land use and transport integration~~

~~i. a full integrated transport assessment should be has been submitted with the application, and include consideration of:~~

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- ~~all modes of transport that would support the land uses proposed~~
- ~~in policy areas B, C and D, the possible location of and linkages to rapid transport networks~~
- ~~a location policy that ensures specified development takes place in locations within the policy area that, where relevant, supports sustainable transport mode share~~
- ~~planning and development tools to facilitate sustainable transport~~
- ~~travel plans, as appropriate to encourage uptake of sustainable transport options by employers and visitors~~
- ~~car parking standards with justification for the number of spaces proposed, so land is used efficiently and effectively~~
- ~~provision, where appropriate, to be made for cyclists, including cycle storage~~
- ~~any relevant funding matters~~
- ii. ~~sufficient roads should be provided to create a connected roading pattern that avoids the need for rear sites~~
- iii. ~~roads and frontage to those roads should be provided in general accordance with the indicative road pattern for policy areas A – F~~
- iv. ~~roads should be designed to a consistent, high-quality standard~~
- v. ~~sufficient cycleway and walkway linkages and facilities should be provided, and should be designed to contribute to the employment, visitor and recreational user attractiveness of the heritage area~~
- vi. ~~the framework plan should discourage heavy vehicle traffic movements through the Māori Purpose zone.~~
- d. ~~Policy areas C-F: provision of and relationship to public open spaces and natural resources~~
 - i. ~~development proposals for the public open space areas identified in the precincts should generally reflect an informal or passive design that reflects the historic rural character, cultural and heritage values of the area~~
 - ii. ~~the framework plan should respond sensitively to cultural, natural and landscape values as viewed from the Mangere Gateway heritage route~~
 - iii. ~~strong open space and visual connections to and around Waitomokia and Oruarangi Creeks should be created, and include provision for pedestrian and cycle linkages and locations for cultural, landscape and historical interpretive features~~
 - iv. ~~ecological values associated with the Waitomokia and Oruarangi Creeks including landforms, water quality, natural processes and habitats, should be maintained and enhanced~~
- e. ~~Adverse effects on heritage resources~~
 - i. ~~the framework plan should identify and incorporate any cultural heritage resources, in a way that integrates with and enhances those resources~~

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- f. ~~Policy areas C and D: comprehensive development of the commercial centre~~
 - i. ~~a comprehensive design, including building location, landscape and building design guidelines (including materials and colouring) for the commercial centre within policy areas C and D, should be carried out~~
- g. ~~Landscape treatment~~
 - i. ~~consistent design should be established and maintained along the Gateway heritage route and George Bolt Memorial Drive~~
 - ii. ~~existing trees and shelterbelts that may enhance the amenity of development should be retained~~
 - iii. ~~the form (including density, species, depth and height) of new planting should be proposed is capable of attaining a similar scale to proposed buildings, and should relate appropriately to existing trees and shelterbelts on and immediately adjacent to the site~~
 - iv. ~~a continuity of planting along road frontages should be provided and maintained, wherever possible using species existing in the area~~
 - v. ~~the proposed landscaping is should be placed so that it does not obstruct views of landscape or landmark features~~
 - vi. ~~the extent and form of landscaping should complement development in adjoining policy areas, contribute in a significant manner to the visual amenities of the site, and streetscape, and promote a distinctiveness or sense of place appropriate for the wider heritage area~~
 - vii. ~~the proposed landscaping should be designed to create visual interest, and contribute to the amenities of the area~~
 - viii. ~~the landscape and streetscape design elements of the Mangere Gateway heritage route should be extended within and across road and other reserves and required yards (from building face to building face)~~
 - ix. ~~the design should incorporate standard elements (street trees, other planting, lighting, furnishings, directional signs); and planting of a naturally occurring, irregular form along and parallel to the Mangere Gateway heritage route, contrasted with more geometric planting perpendicular to that route~~
 - x. ~~front boundaries should be defined by using locally sourced volcanic stone walls, hedges or linear planting~~
 - xi. ~~specimen trees capable of attaining sufficient height should be used to frame and define the edges of roads, parks and storm water reserves, and to emphasise key road intersections~~
- h. ~~Site layout~~
 - i. ~~the indicative site layout pattern, and possible development of sites (including contour, shape and orientation) should reinforce or enhance the street pattern~~
- i. ~~Road design, traffic generation, safety, and efficiency~~

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- i- ~~the street and site layout should avoid adverse effects on the safety and efficiency of the adjacent road network.~~
- ii- ~~the street layout and street design should encourage heavy traffic movements (except buses) away from the Gateway heritage route, except where there is no available alternative route for heavy traffic~~
- iii- ~~the street layout and street design should encourage heavy traffic movements (except buses) away from the Māori Purpose zone~~
- j- ~~Signs – sites adjoining the Mangere Gateway heritage route and George Bolt Memorial Drive only~~
 - i- ~~design guidelines should contain a consistent signs design standard for signs along the Mangere Gateways heritage route. The guidelines should be able to prevent clutter of signage or a visual clash of signs by controlling their number, size, location and design, including colour and lighting.~~

Comment [CT114]: Agreed

34. Development control infringements

- a. the proposed height of the structure should not have an adverse effect on airport safety or visual amenity values
- b. the proposed structure should not have an adverse effect on the visual or landscape amenity values of adjoining sites
- c. when assessing the matter of coastal protection yards, the proposed structure should not have an adverse effect on the coastal environment, including visual or landscape amenity, water quality, vegetation or habitats
- d. when assessing landscape design, the proposal should achieve a high standard of visual amenity values in those parts of the Auckland Airport precinct where visitors and passengers are likely to be present, such as the entry and exit points to the airport
- e. when assessing storage areas, the proposal should include methods of ensuring any parts of an activity visible from public places will be maintained in a tidy condition. The location of by-products or refuse should be screened from public view in order to maintain a reasonable level of visual amenity

45. CMA structures associated with airport activities ~~which are not otherwise provided for~~ listed as a permitted activity (within SEA-M1 and ONF)

Comment [CT115]: Agreed

Comment [M116]: 5294-302

- a. CMA structures should be limited to those:
 - i. that have a functional or operational need to be located in the CMA, or that are for infrastructure that cannot reasonably or practicably be located outside the CMA, and
 - ii. that cannot reasonably or practicably be accommodated on existing structures or facilities.

Comment [CT117]: Agreed

b6. ~~the following measures~~ should be taken to avoid, remedy or mitigate adverse effects on coastal processes, ecological values, ~~cultural values~~, water quality and natural character:

Comment [M118]: 6386-31

- ia. construction methods and site works should avoid, remedy or mitigate adverse effects, particularly on water quality and sedimentation.

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

ii. construction or works should be done at a time that avoids or minimises, adverse effects on marine mammals, bird roosting, nesting and feeding, and cultural and recreational users of the CMA.

Comment [M119]: 6386-31

iii. the hours of operation of construction or works should minimise adverse effects of noise and disruption on existing activities, and on nearby residential, marae and public open spaces.

Comment [M120]: 6386-31

c. the work should be located and designed to avoid, remedy or mitigate adverse effects on the environment

d. the form, intensity and scale of works, structures and buildings should be sensitive to the marine environment and surrounding adjoining spaces.

e. works and structures should ensure efficient use of the CMA is made by using the minimum area necessary for their purpose.

f. the materials used should be compatible with the surrounding coastal environment, and where practicable be consistent with the natural materials at the site. This should take into account the physical characteristics of the materials used, including texture, colour, composition, grain size, level of contamination and potential for leaching.

Comment [M121]: Agreed

Comment [CT122]: Agreed

Comment [M123]: 5294-302

56. Development control infringements in the Coastal sub-precinct

a. adverse effects of the infringement on the CMA or the identified values of the SEA or ONF should be avoided, remedied or mitigated.

b. adverse effects of the infringement arising from the disturbance of the foreshore and seabed should be avoided, remedied or mitigated.

c. adverse effects of the infringement on safe navigation or public access should be avoided, remedied or mitigated.

d. the positive effects which arise from the infringement should be considered alongside any adverse effects.

Comment [CT124]: Agreed

9. Special information requirements

1. ~~An application for a framework plan, amendments to a framework plan, or a replacement framework plan must cover the whole of a policy area and must include:~~

a. ~~the exact boundaries of the policy area, which must be in general accordance with those shown in Precinct plan 1~~

b. ~~the location and design of all roads, including indicative roads, that lie within or are required to access the policy area~~

c. ~~an integrated transport assessment~~

d. ~~proposed pedestrian and cycle linkages, including service vehicles~~

e. ~~proposals for public amenity areas located in or adjoining the policy area~~

f. ~~design guidelines, including representative site layouts and sketches, for site shape, contour and orientation, and landscape treatment~~

ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)

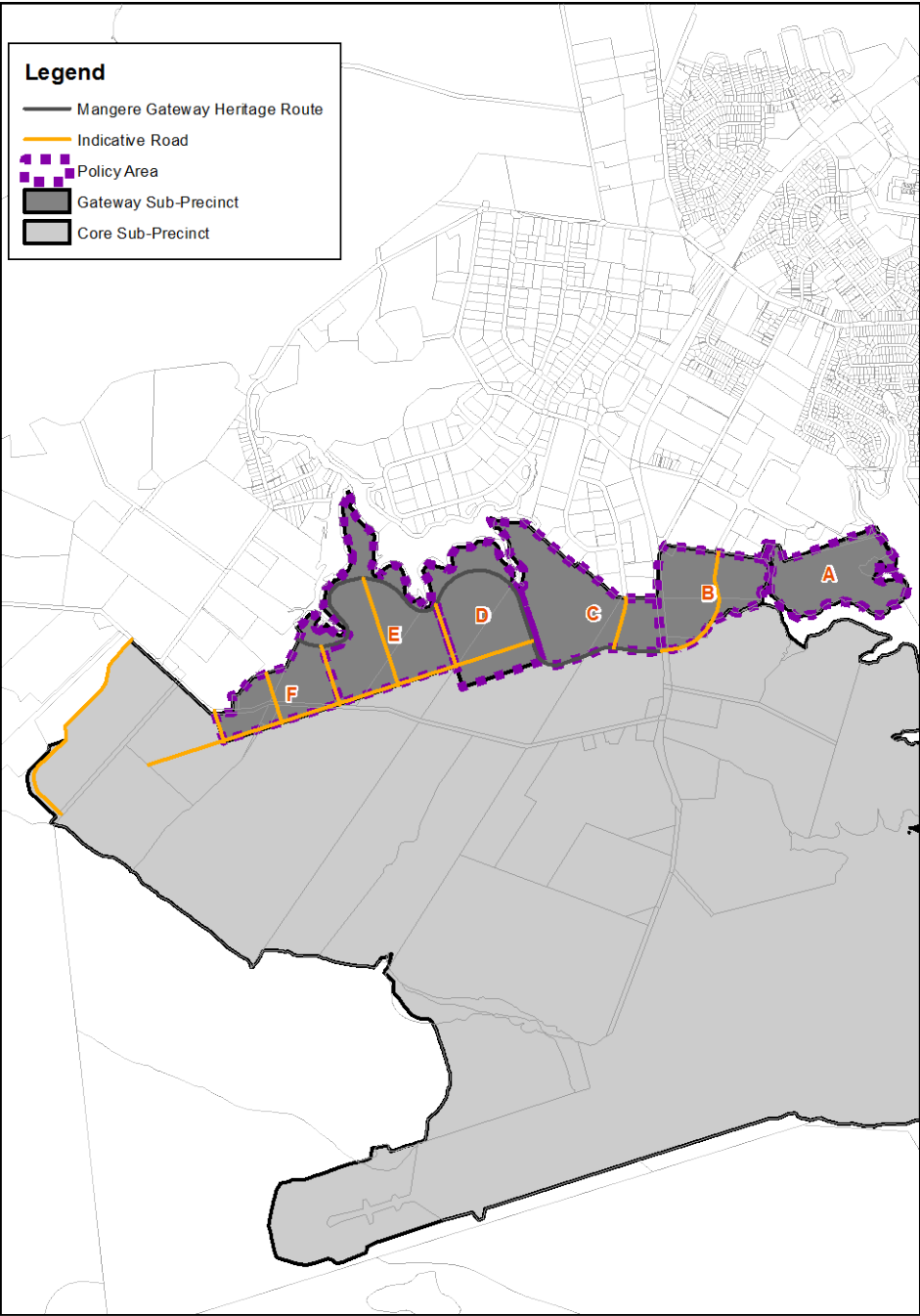
- ~~g- design guidelines, including representative site layouts and sketches, for building platform location and design; the design of building height, materials and finish, and associated site access, car parking and landscape treatment~~
- ~~h- design guidelines (including representative site layouts and sketches) for sign location, size, design and height on the Mangere Gateway heritage route and George Bolt Memorial Drive~~
- ~~i- a streetscape and landscape treatment plan, in sufficient detail to enable establishment of a coherent design throughout the policy area, showing and explaining:
 - ~~iii. trees and groups of trees that are proposed to be retained~~
 - ~~iv. the form, including density, species, depth and height, of planting proposed be undertaken within each policy area~~~~
- ~~j- the likely staging of the development~~
- ~~k- evidence of consultation with Kaitiaki contacts of the Makaurau Marae and Te Kawerau a Maki Iwi Tribal Authority Incorporated in respect of any potential wāhi tapu. The evidence of consultation must include confirmation that the Kaitiaki contacts have been consulted on the preparation of the framework plan and have sighted the final version of the framework plan that is submitted to council.~~

The Proposed Auckland Unitary Plan (notified 30 September 2013)

7. Precinct Plan

Precinct Plan 1: Auckland Airport precinct

Comment [CT125]: Agreed.



ATTACHMENT 2 – 045 Mediation Track Changes Auckland Airport Precinct Rules - 2015-02-24

The Proposed Auckland Unitary Plan (notified 30 September 2013)