

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

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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.

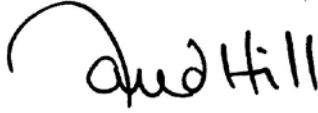
7. Confirmation of Parties to Mediation record

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

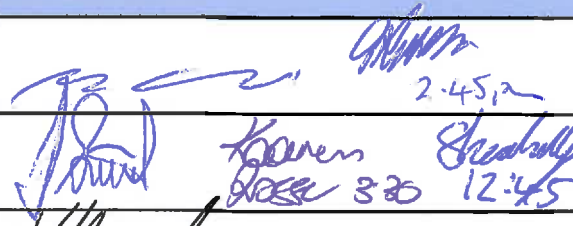
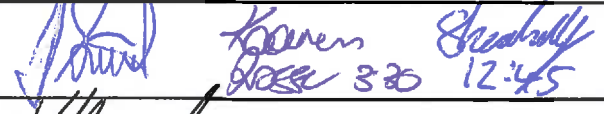
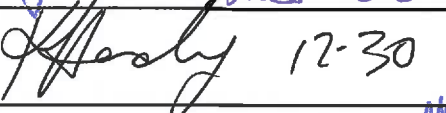
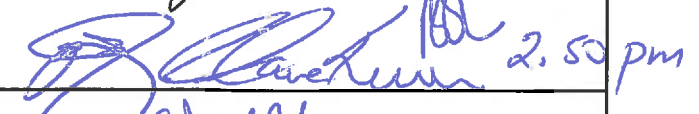

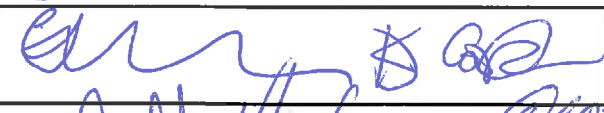

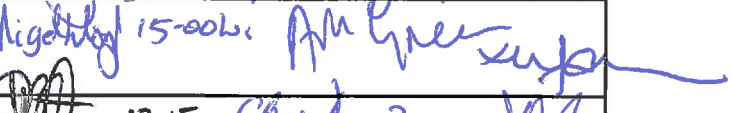
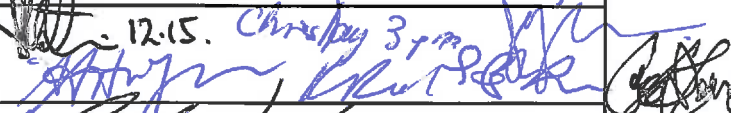

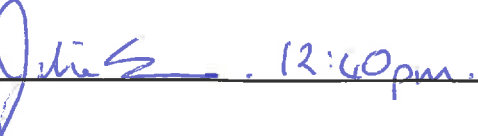
8. Attachments

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	25 February 2015 Session Number 3

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.

Submission number	FullName	Representatives at mediation	Signature
FS 3302	Auckland Kindergarten Association	Richard Hall (AKA) , Graeme Roberts	 2-45pm
4931	North Shore Aero Club	Cherie Lane, Kaaren Rosser, Joe Smith, Steve Peakall	 3:30 12:45
2107	Sarah Smith	Kim Hardy	 12-30
839, FS 3338	Housing New Zealand Corporation	Claire Kirman, Patrick Dougherty, Brendon Liggett	 2.50 pm
838, FS2265	New Zealand Defence Force	Rob Owen, Kate Searle	
5128, FS3060	Board of Airline Representatives of New Zealand Incorporated	Gill Chappel, Kristina Cooper	
FS 3484	Minister of Education	Daniel Sadlier, Orchid Atimalala, Victor Walker	 2:50 pm
5716	Auckland Council	Mark Vinall, Nigel Lloyd, Andrew Green, Sukhi Singh	 15-00h AM Green super
5294	Auckland International Airport Limited	Sarah Glenn, Allison Arthur-Young, Greg Osborne, Kellie Roland, Chris Day, Sophia Lee La Selle, Graham Matthews	 12:15. Chris Day 3pm
5313, FS670	Ernest B Kirk	Bill Kirk	 10.00
5659, FS3308	Ardmore Airport Ltd	Nick Roberts, Ant Frith	
3556	Julie Evans	Julie Evans	 12:40pm.

mark.vinall@tattico.co.nz

Mediation Joint Statement	Hearing topic	045 Airports
Attachment 1: Parties to Mediation record	Mediation session	4/03/2015 Session Number 4

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.

Submission number	FullName	Representatives at mediation	Signature
5128, FS3060	Board of Airline Representatives of New Zealand Incorporated	Gill Chappel, Kristina Cooper, John Beckett	JB leave 10.00 am leave 12.30 return 10.15 am
5294	Auckland International Airport Limited	Sarah Glenn, Allison Arthur-Young, Greg Osborne, Kellie Roland	<i>[Signature]</i>
5716	Auckland Council	Mark Vinall, Sukhi Singh, Andrew Green, Nigel Lloyd	<i>[Signature]</i> 16:34 <i>[Signature]</i>
838, FS2265	New Zealand Defence Force	Kate Searle	<i>[Signature]</i> arrived 2.30pm left 4.30pm
4931	North Shore Aero Club	Kaaren Rosser, Joe Smith, Steve Peakall	<i>[Signature]</i> 9.30 - 4.30 <i>[Signature]</i>
FS 3484	Minister of Education	Daniel Sadler	<i>[Signature]</i> 2:40pm
2393	Auckland The Plane Truth Inc	Sarah Scobie, Lorraine Clark, Helen Andrews	<i>[Signature]</i>
7375	Epsom Preservation Society	Gregory J Thwalte	<i>[Signature]</i> LEAVE 11:25.
839	Housing New Zealand	Claire Kirman	<i>[Signature]</i> 2:40pm
2107	Sarah Smith	Kim Hardy	<i>[Signature]</i>

Mediation Joint Statement	Hearing topic	045 Airports
Attachment 1: Parties to Mediation record	Mediation session	5/03/2015 Session Number 5

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.

[illegible]

ATTACHMENT 2 – 045 - Mediation- Track Changes - Aircraft Noise Overlay Rules 2015-02-25

The Proposed Auckland Unitary Plan (notified 30 September 2013)

Council's proposed track changes as at 24 February 2015 shown in black underline and ~~strike through~~.

PART 3 - REGIONAL AND DISTRICT RULES»Chapter J: Overlay rules»1 Infrastructure»

1.2 Aircraft Noise

Except where more restrictive provisions apply in the underlying zoning or precinct, the following rules apply to ASAN within the Aircraft Noise Overlay.

1. Activity table

- The following table specifies the activity status of activities in the Aircraft Noise overlay for the North Shore ~~Airfield~~ Airport, Kaipara Flats Airfield and Whenuapai Airbase.

Activity	Activity Status
Development	
New ASAN located <u>within between</u> the L_{dn}55 dB L_{dn} and 65dB L_{dn} <u>Airport</u> Noise Boundaries contours <u>(including Lot 3 DP 104718)</u> , that comply with clause 3.1 below.	RD
New ASAN located <u>within</u> between the L_{dn}55 dB L_{dn} and 65dB L_{dn} <u>Airport Noise Boundaries</u> <u>(including Lot 3 DP 104718)</u> , that do not comply with clause 3.1 below.	NC
Alterations or additions to existing buildings accommodating ASAN located <u>within between</u> the L_{dn}55 dB L_{dn} and 65 dB L_{dn} <u>Airport Noise contours Boundaries</u> , that comply with clause 3.1 below.	RD
Alterations or additions to existing buildings accommodating ASAN located <u>within between</u> the L_{dn}55 dB L_{dn} and 65 dB L_{dn} <u>Airport Noise Boundaries</u> , that do not comply with clause 3.1 below.	NC
New ASAN located within the <u>65 dB L_{dn} Airport Noise Boundaries</u> L_{dn}65dBA noise contour (excluding Lot 3 DP 104718)	Pr
Alterations or additions to existing buildings accommodating ASAN located within the L_{dn}65dBA <u>65 dB L_{dn} Airport Noise contour Boundary</u>	NC
Subdivision	
Subdivision of land <u>for an ASAN (except subdivision associated with a network utility)</u> to create a new site within the L_{dn}65dBA <u>65 dB L_{dn} Airport Noise contour Boundary</u>	Pr
Subdivision of land <u>for an ASAN (except subdivision associated with a network utility)</u> to create a new site <u>within between</u> the 55 dB L _{dn} and 65 dB L _{dn} the L_{dn}55dBA and L_{dn}65dBA <u>Airport Noise contour Boundary</u>	NC

Comment [CT1]: Agreed except for Housing NZ.

Comment [CT2]: Agreed change North Shore Airfield to North Shore Airport.

Comment [CT3]: NZDF and North Shore Airport agree with the activity descriptions and activity status in the table.

Comment [CT4]: NZDF reserves its position on the activity table because of pending lodgement of future notice of requirement and plan change.

Comment [M5]: 5128-100 for all amendments from 'within' to 'between'

Comment [M6]: 5128-102

Comment [RPSreview7]: Response to 2107-1. Agreed. NZDF is neutral.

Comment [CT8]: Agreement in principle. AC agree

Comment [CT9]: 839-10278 HNZ requests change to controlled activity. Not agreed.

Comment [M10]: 5128-100

Comment [CT11]: HNZ requests change to discretionary. Not agreed.

Comment [CT12]: HNZ requests change to discretionary. Not agreed.

Comment [CT13]: Proposed by AC. North Shore and NZDF don't agree.

Comment [M14]: 2191-571, 2473-503, 2745-519, 4185-502, 4500-652, 8628-605

Comment [CT15]: Proposed by AC. North Shore and NZDF don't agree.

Comment [M16]: As above

Comment [CT17]: HNZ requests change to RDA. Not agreed.

ATTACHMENT 2 – 045 - Mediation- Track Changes - Aircraft Noise Overlay Rules 2015-02-25

The Proposed Auckland Unitary Plan (notified 30 September 2013)

2. The following table specifies the activity status of activities within the Aircraft Noise overlay for Ardmore Airport.

Activity	Activity Status
Activities within the Air Noise Boundary (ANB) i.e. within the 65 dB L_{dn} Noise Boundary area L_{dn} 65dBA	
New ASAN	Pr
Alterations or additions to existing buildings accommodating ASAN that do not involve alterations or additions to a habitable room	P
Alterations or additions to existing buildings accommodating ASAN, including alterations or additions to habitable rooms and sleeping areas or rooms for convalescing and learning that comply with clause 3.1.1 or 3.1.2 below.	D
Alterations or additions to existing buildings accommodating ASAN including alterations or additions to habitable rooms and sleeping areas or rooms for convalescing and learning that do not comply with clause 3.1.1 or 3.1.2 below.	Pr
A new single dwelling on a site where a title was issued prior to 17 October 2007 that complies with clause 3.1.1 below.	D
Activities within the Inner Control Boundary (ICB) area i.e. between the 60 dB L_{dn} and the 65 dB L_{dn} L_{dn} 60dBA-65dBA noise contours	
New ASAN that complies with clause 3.1.1 below.	D
New ASAN that does not comply with clause 3.1.1 below.	NC
Alterations or additions to existing buildings accommodating ASAN that do not involve alterations or additions to a habitable room	P
Alterations or additions to existing buildings accommodating ASAN that involve alterations or additions to habitable rooms and sleeping areas or rooms for convalescing and learning that comply with clause 3.1.3 and 3.1.5 below	RD
Alterations or additions to existing buildings accommodating ASAN that involve alterations or additions to habitable rooms and sleeping areas or rooms for convalescing and learning that do not comply with clause 3.1.3 or 3.1.5 below	D
A single dwelling on a site where a title was issued prior to 17 October 2007 that complies with clause 3.1.3 below	D
Activities within the Inner Control Boundary (OCB) area i.e. between the 55 dB L_{dn} and 60 dB L_{dn} L_{dn} 55dBA-60dBA noise contours	
New ASAN that complies with clause 3.1.4 and 3.1.5 below	RD
New ASAN that does not comply with clause 3.1.4 and 3.1.5 below	NC
Alterations or additions to existing buildings accommodating ASAN that do not involve alterations and additions to a habitable room	P
Alterations or additions to existing buildings accommodating ASAN including alterations and additions to habitable rooms and sleeping areas or rooms for convalescing and learning that comply with clause 3.1.4 and 3.1.5 below.	P
Alterations or additions to existing buildings accommodating ASAN including alterations and additions to habitable rooms and sleeping areas or rooms for convalescing and learning that do not comply with clause 3.1.4 and 3.1.5 below.	D

Comment [CT18]: Ardmore not present for this section of the mediation. 5659-16 to retain to the rules.

Comment [CT19]: HNZ propose D

Comment [CT20]: HNZ requests controlled activity status.

Comment [CT21]: HNZ requests RD.

Comment [M22]: 5128-100

Comment [CT23]: HNZ requests D

Comment [CT24]: HNZ requests C

Comment [CT25]: HNZ requests C

Comment [M26]: 5128-100

Comment [M27]: As above

Comment [CT28]: HNZ requests D

ATTACHMENT 2 – 045 - Mediation- Track Changes - Aircraft Noise Overlay Rules 2015-02-25

The Proposed Auckland Unitary Plan (notified 30 September 2013)

Activity	Activity Status
A new single dwelling on a site where a title was issued prior to 17 October 2007 that complies with clause 3.1.4 below.	P
Subdivision	
Subdivision (except subdivision associated with a network <u>utility</u>) within the ANB where the application identifies legal mechanisms on any land title(s) to permanently avoid the establishment of any additional ASAN	D
Subdivision (except subdivision associated with a network <u>utility</u>) within the ANB where the application does not identify legal mechanisms on any land title(s) to permanently avoid the establishment of any additional ASAN	NC
Subdivision (except subdivision associated with a network <u>utility</u>) within the ICB and OCB <u>area</u>	RD

Comment [M29]: 2191-571, 2473-503, 2745-519, 4185-502, 4500-652, 8628-605

Comment [CT30]: HNZ requests RD

Comment [M31]: As above

Comment [CT32]: HNZ requests RD

Comment [M33]: As above

Comment [M34]: 5128-101

3. The following table specifies the activity status of activities within the Aircraft Noise overlay for Auckland Airport. For the purposes of interpreting the following rules:

- where a site is shown partly within the HANA and partly within the MANA on the Aircraft Noise Overlay, the respective HANA and MANA provisions will apply to the relevant part of the site; and
- where a site is shown partly within the MANA and partly within the ANNA on the Aircraft Noise Overlay or partly within the 57 dB Ldn noise boundary on Figure 1, the respective MANA or 57 dB Ldn noise boundary provisions will apply to the relevant part of the site.
- where a building containing an ASAN is shown partly within the HANA and partly within the MANA on the Aircraft Noise Overlay the HANA provisions will apply to the whole of the building; and
- where a building containing an ASAN is shown partly within the MANA and partly within the ANNA on the Aircraft Noise Overlay or partly within the 57 dB Ldn noise boundary on Figure 1, the MANA or 57 dB Ldn noise boundary provisions will apply to the whole of the building.

Comment [M35]: 5128-78, 5294-234

Comment [CT36]: Agreed

Activity	Activity Status
Activities in the HANA (i.e. within the 65 dB L_{dn} noise contour around Auckland Airport)	
<u>New ASAN (excluding New Tertiary Education Facilities)</u>	Pr
<u>New Tertiary Education Facilities and additions or alterations to existing ASAN other than existing dwellings</u>	NC
Additions or alterations to an existing dwelling	RD
Activities in the HANA (i.e. within the 65 dB L_{dn} noise contour around Auckland Airport) within Residential zones	
Commercial services	P
Dairies up to 100m ² GFA	P

Comment [CT37]: Agreed. Check similar drafting for other airports.

Comment [CT38]: HNZ requests D. Not agreed.

Comment [CT39]: Agreed by all except HNZ

Comment [CT40]: HNZ requests C. Not agreed.

Comment [M41]: 5294-236

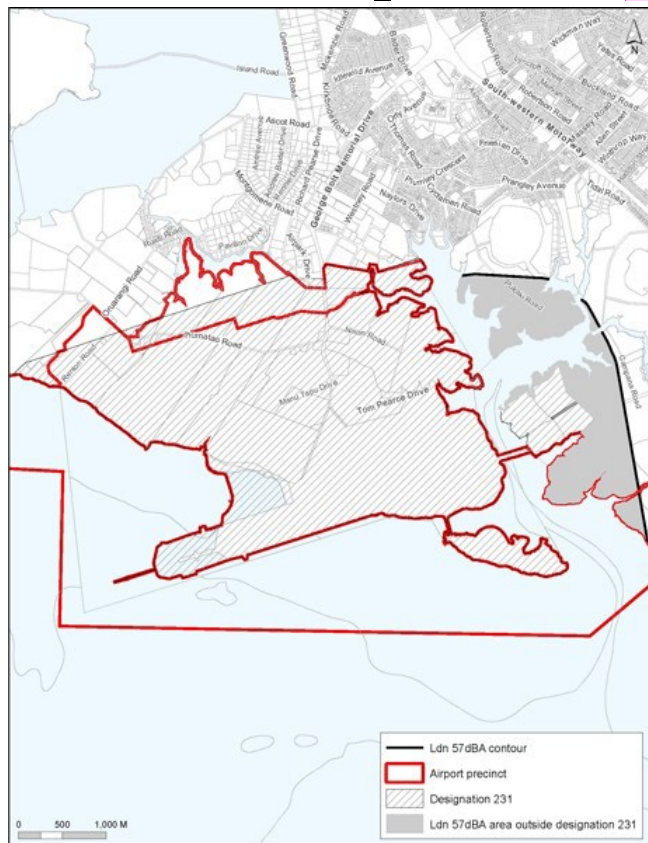
ATTACHMENT 2 – 045 - Mediation- Track Changes - Aircraft Noise Overlay Rules 2015-02-25

The Proposed Auckland Unitary Plan (notified 30 September 2013)

Activity	Activity Status	
Food and beverage services up to 100m ² GFA	P	
Show homes	PC	Comment [CT42]: Agreed except for HNZ.
Storage and lock-up facilities	P	
Activities within the MANA (i.e. between the 60 dBL_{dn} and 65 dBL_{dn} noise contours) and/or within the 57 dB L _{dn} noise boundary and L _{dn} 57 dBA area shown in Figure 1		Comment [M43]: 5294-238
New dwellings (or any subdivision for new dwellings) in a residential zone where: <ul style="list-style-type: none"> average density does not exceed one dwelling per 400m², or the maximum density controls and/or minimum site size within the Flatbush Precinct in the MANA are complied with 	P	Comment [CT44]: Agreed
New dwellings (or any subdivision for new dwellings) in a residential zone where: <ul style="list-style-type: none"> average density exceeds one dwelling per 400m², or the maximum density controls and/or minimum site size within the Flatbush Precinct in the MANA are exceeded 	RD	Comment [M46]: 5294-239, 5128-81 Comment [CT47]: HNZ requests P Comment [CT45]: Agreed except for HNZ
Additions or alterations to an existing dwelling in a residential zone	P	
Additions or alterations to existing ASAN (other than dwellings in a residential zone)	RD	Comment [CT48]: Auckland Kindergarten Assoc. request limited notification to AIAL and BARNZ. AC does not agree.
New ASAN within the MANA and/or the 57 dB L _{dn} boundary shown in Figure 1 not otherwise listed within this activity table	D	
New ASAN within the MANA and/or the 57 dB L _{dn} boundary shown in Figure 1 that does not comply with clause 4.1 below.	DNC	Comment [M49]: 3292-76 Comment [CT50]: HNZ requests C Comment [M51]: 5128-84, 5294-240 Comment [M52]: 5128-85, 5294-240 Comment [B53]: Agreed

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Figure 1: Auckland Airport 57 dB L_{dn} Boundary Ldn 57dBA Contour



Comment [M54]: 5294-241 Plan to be updated to refer to Designation 1100 rather than Designation 231.

2. Notification

4. The following activities will be subject to the normal tests for notification under the relevant sections of the RMA:
 - a. North Shore ~~Airfield Airport~~, Kaipara Flats Airfield, Whenuapai Airbase
 - i. ~~ASAN located within the Ldn65dBA noise contour~~
 - ii. alterations or additions to buildings accommodating ASAN located within the 65 dB L_{dn} Noise Boundaries ~~Ldn65dBA noise contour~~.
 - iii. ~~subdivision of land to create a new site within the 65 dB L_{dn} Noise Boundaries Ldn65dBA noise contour~~.
 - iv. subdivision of land to create a new site within the 65 dB L_{dn} Noise Boundaries ~~Ldn55dBA and Ldn65dBA noise contour~~.
 - b. Ardmore Airport
 - i. alterations or additions to existing buildings accommodating ASAN including alterations and additions to habitable rooms and sleeping areas or rooms for convalescing and learning in the ANB, ICB and OCB that do not comply with clause 3.1.1 to 3.1.5 below as appropriate.

Comment [CT55]: Agreed except HN reserve their position depending on the activity status of subdivision.

Comment [CT56]: Agreed except HN reserve their position depending on the activity status of subdivision.

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- ii. ASAN that does not comply with clause 3.1.1 and 3.1.2 and 3.1.4 below.
 - iii. ASAN that does not comply with clause 3.1.5 below.
 - iv. subdivision within the ANB i.e. within the 65 dB L_{dn} Noise Boundary where the application does not identify legal mechanisms on any land title(s) to permanently avoid the establishment of any additional ASAN.
 - v. ASAN located within the ICB i.e. between the 60 dB L_{dn} and 65 dB L_{dn} Noise Contours L_{dn}60dB-65dB
 - vi. subdivision within the ANB where the application identifies legal mechanisms on any land title(s) to permanently avoid the establishment of any additional ASAN
 - vii. subdivision within the ICB and OCB i.e. between the 55 dB L_{dn} and 65 dB L_{dn} Noise Boundaries area.
- c. Auckland Airport
- i. additions or alterations to an existing dwelling within the HANA
 - ii. ASAN (including new dwellings or subdivision for new dwellings) within the MANA and the 57 dB L_{dn} Boundary shown in Figure 1 L_{dn}57dB area any restricted discretionary activity as set out in the activity table at clause 1.3 above.

Note: when considering limited notification for any application for a restricted discretionary activity identified in the tables above, the Council will specifically consider any adverse effects of the application, including reverse sensitivity effects, on the relevant airport operator, whether the airport operator has been consulted and whether the airport operator's written approval has been provided.

Comment [M57]: 5294-263

Comment [CT58]: Agreed.

Comment [CT59]: Auckland Kindergarten Association wants alterations to be limited notification to just AIAL and BARNZ. Text proposed by AIAL. Agreed except AKA(absent).

2. Development controls – North Shore Airport, Kaipara Flats, and Whenuapai

The following development controls apply to activities within the Aircraft Noise overlays for North Shore Airport, Kaipara Flats Airfield, Whenuapai Airbase:

3.1 New ASAN and alterations or additions to existing buildings accommodating ASAN between the 55 dB L_{dn} and 65 dB L_{dn} noise contours at North Shore Airport, Kaipara Flats Airfield and Whenuapai Airbase must provide sound attenuation and related ventilation and/or air conditioning measures to ensure:

- a) The internal noise environment of habitable rooms does not exceed a maximum noise level of 40 dB L_{dn}.
- b) be certified by a person suitably qualified and experienced in acoustics as meeting clause a) to the council's satisfaction prior to its construction
- c) Mechanical Ventilation Control – TBC - refer note section at end of this document.

Comment [CT60]: Agreed in principle.

Comment [CT61]: To be confirmed by ventilation expert.

3. Development controls - Ardmore Airport

1. The following development controls apply to activities within the Aircraft Noise overlay for Ardmore Airport:

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3.1 Acoustic insulation and ventilation for ASAN in the ANB, ICB and OCB

1. New ASAN in the ICB and OCB and additions and alterations to an existing building accommodating ASAN including alterations and additions to habitable rooms and sleeping areas and rooms for convalescing and learning in the ANB, must provide sound attenuation and related ventilation and/or air- conditioning measures to ensure:
 - a. the internal noise environment of habitable rooms and sleeping areas and rooms for convalescing and learning does not exceed a maximum of 40 dB L_{dn} ~~L_{dn}40 dBA~~
 - b. the related ventilation and/or air conditioning system(s) satisfies the requirements of New Zealand Building Code Rule G4 with all external doors of the building and all windows of the habitable rooms closed.
2. Additions and alterations to an existing building accommodating ASAN including additions and alterations to habitable rooms and sleeping areas and rooms for convalescing and learning within the ANB and a single dwelling unit on a site where a certificate of title for the site was issued prior to 17 October 2007 within the ANB must:
 - a. be constructed from materials and use construction methods and insulation to achieve at least a 30dBA noise reduction in all such rooms with all external doors of the building and all windows of these rooms closed
 - b. be certified by a suitably qualified and experienced person as meeting that standard to the council's satisfaction prior to its construction, and
 - c. provide a ventilation system that:
 - i. complies with the mechanical ventilation requirements of Part G4 of the New Zealand Building Code for buildings where all external windows and doors are closed
 - ii. creates no more than 40 dB LAeq(1min) in the principal living room, no more than 30 dB LAeq(1min) in the other habitable rooms, and no more than 40 dB LAeq(1min) in any hallway, in each building. Noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser
 - iii. on completion of construction, the owner must provide the council with certificates prepared by suitably qualified and experienced persons certifying the acoustic treatment, sound attenuation measures and ventilation measures have been done to achieve compliance with this clause.
3. Additions and alterations to an existing building accommodating ASAN including additions and alterations to habitable rooms and sleeping areas and rooms for convalescing or learning in the ICB must:
 - a. be constructed from materials and using construction methods and insulation to achieve at least a 30dBA noise reduction in all such rooms, with all external doors of the building and all windows of these rooms closed
 - b. be certified by a suitable qualified and experienced person as meeting that standard to the council's satisfaction prior to construction, and
 - c. provide a ventilation system that:

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- i. complies with the mechanical ventilation requirements of Part G4 of the New Zealand Building Code for buildings where all external windows and doors are closed
 - ii. creates no more than 40 dB LAeq(1min) in the principal living room, no more than 30 dB LAeq(1min) in the other habitable rooms, and no more than 40 dB LAeq(1min) in any hallway, in each building. Noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser
 - iii. on completion of construction, the owner must provide the council with certificates prepared by suitably qualified and experienced persons certifying the acoustic treatment, sound attenuation measures and ventilation measures have been done to achieve compliance with this clause.
4. ASAN and additions and alterations to an existing buildings accommodating ASAN including alterations and additions to habitable rooms and sleeping areas and rooms for convalescing and learning in the OCB must:
 - a. be constructed from materials and using construction methods to achieve at least a 25dBA noise reduction in all such rooms, with all external doors of the building and all windows of these rooms closed
 - b. be certified by a suitably qualified and experienced person as meeting that standard to the council's satisfaction prior to construction and
 - c. provide a ventilation system that:
 - i. complies with the mechanical ventilation requirements of Part G4 of the New Zealand Building Code for buildings where all external windows and doors are closed, and
 - ii. creates no more than 40 dB LAeq(1min) in the principal living room, no more than 30 dB LAeq(1min) in the other habitable rooms, and no more than 40 dBA LAeq(1min) in any hallway, in each building. Noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser
 - iii. on completion of construction, the owner must provide the council with certificates prepared by suitably qualified and experienced persons certifying the acoustic treatment, sound attenuation measures and ventilation measures have been done to achieve compliance with this clause
5. Educational facilities, care centres and additions to existing educational facilities and care centres in the OCB and ICB must be constructed and maintained to achieve an interior noise environment in classrooms and all other places of learning not exceeding 35 dB LAeq(15min) 8.30am-3.30pm Monday to Friday (inclusive).

4. Development controls - Auckland Airport

The following development controls apply to permitted activities and restricted discretionary activities within the Aircraft Noise overlay for Auckland Airport.

4.1 Acoustic insulation and ventilation

1. In buildings containing ASAN, except care centres, ~~and~~ educational facilities , ~~and tertiary education facilities~~ acoustic insulation and related ventilation and/or air conditioning

Comment [CT62]: Agreed

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system/s must be installed to achieve an internal environment in all habitable rooms, with all external doors of the building and all windows of the habitable rooms closed, of 40 dB L_{dn} ~~40 dB~~. The mechanical ventilation system and/or air conditioning system(s) must include:

- a. a mechanical kitchen extractor fan ducted directly to the outside to serve any cooking hob, if not already installed and in sound working order and,
- b. a mechanical ventilation system or mechanical ventilation systems capable of:
 - i. providing at least 15 air changes of outdoor air per hour in the principal living room of each building and five air changes of outdoor air per hour in the other habitable rooms of each building, with all external doors and windows closed except windows in non-habitable rooms that need to be ajar to provide air relief paths
 - ii. 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
 - iii. limiting internal air pressure to not more than 30 Pascals above the ambient air pressure
 - iv. being individually switched on and off by the building occupants, in the case of each system
 - iv. operating at a noise level of no more than 40 dB LAeq(1min) in the principal living room, no more than 30 dB LAeq(1 min) in the other habitable rooms, and no more than 40 dB LAeq(1min) in any hallway, in each building. Noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser, or
- c. air conditioning plus mechanical outdoor air ventilation capable of:
 - i. providing internal temperatures in habitable rooms not greater than 25 degrees Celsius with all external doors and windows of the habitable rooms closed
 - ii. providing 0.5 air changes (plus or minus 0.1) of outdoor air per hour in all habitable rooms
 - iii. each air conditioning and mechanical ventilation system must be capable of being individually switched on and off by the building occupants
 - iv. operating at a noise level of no more than LAeq(1min) 40 dB in the principal living room, no more than LAeq(1min) 30 dB in the other habitable rooms, and no more than LAeq(1min) 40 dB in any hallway, in each building. Noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser.

2. For care centres, acoustic insulation and related ventilation and/or air conditioning systems must be installed to achieve an internal acoustic environment in each learning area and sleeping area (with all external doors and windows of the learning areas and sleeping areas closed) of 40 dB L_{dn} ~~40 dB~~. To achieve this, the care centre must provide:

Comment [M63]: 5294-246

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- a. a mechanical ventilation system or mechanical ventilation systems for each learning area and sleeping area:
- i. designed to achieve indoor air temperatures not less than 16 degrees Celsius in winter.
 - ii. when all external doors and windows of the learning area and sleeping area are closed, capable of providing outdoor air ventilation at the rate of 15l air/second/m² for the first 50m² and 7.5l air/second/m² of remaining area
 - iii. capable of enabling the rate of air flow to be controlled across the range, from the maximum air flow capacity down to 8l/second/person for the maximum number of people able to be accommodated in the learning area and sleeping area at one time
 - iv. otherwise complying with the New Zealand Standard on Ventilation for Acceptable Indoor Air Quality (NZS 4303:1990)
 - v. each ventilation system must be capable of being individually switched on/off by the building occupants
 - vi. capable of creating no more than 35 dB LAeq(1min) in each learning area and sleeping area, and no more than 40 dB LAeq(1min) in any hallway or corridor. Noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser, or
- b. air conditioning plus mechanical outdoor air ventilation designed to provide 8l outdoor air/second/person and internal air temperatures in each learning area and sleeping area not greater than 27 degrees Celsius. The mechanical system must create no more than 35 dB LAeq(1min) in each learning area and sleeping area, and no more than 40 dB LAeq(1min) in any hallway or corridor. Noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser. These systems must otherwise comply with the New Zealand Standard on Ventilation for Acceptable Indoor Air Quality (NZS 4303:1990).
3. For educational facilities and tertiary education facilities, acoustic insulation and related ventilation and/or air conditioning systems must be installed to achieve an internal acoustic environment in each classroom (which includes any room used for teaching or research at a tertiary education facility), library and hall (which includes indoor recreational facilities at a tertiary education facility), with all external doors and windows of the classrooms, libraries and halls closed, of 40 dB L_{dn} L_{dn} 40 dB LAeq(1min). To achieve this, those the educational facility facilities must provide:
- a. in the case of classrooms and libraries, air conditioning and/or mechanical ventilation systems for each classroom or library that are:
- i. designed to achieve indoor air temperatures not less than 16 degrees Celsius in winter and not greater than 27 degrees Celsius in summer.
 - ii. 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");
 - iii. 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;

Comment [CT64]: Agreed

Comment [CT65]: Agreed

Comment [CT66]: Agreed

Comment [CT67]: Agreed

Comment [CT68]: Agreed

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- iv. otherwise complying with the New Zealand Standard on Ventilation for Acceptable Indoor Air (NZS 4303:1990); and
 - v. operating at a noise level of no more than 35 dB LAeq(1min) in each classroom, no more than 40 dB LAeq(1min) in each library, and no more than 40 dB LAeq(1min) in any hallway or corridor. Noise levels from the mechanical system(s) must be measured at least 1 metre away from any diffuser.
 - b. in the case of halls, either a mechanical ventilation system or mechanical ventilation systems for each hall capable of:
 - i. providing at least 12 litres of outdoor air per second per square metre with all external doors and windows of the hall closed;
 - ii. 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;
 - iii. otherwise complying with the New Zealand Standard on Ventilation for Acceptable Indoor Air Quality (NZS 4303:1990); and
 - iv. operating at a noise level of no more than 35 dB LAeq(1min) in each hall, and no more than 40 dB LAeq(1min) in any hallway or corridor. Noise levels from the mechanical system(s) must be measured at least 1 metre away from any diffuser, or
 - v. air conditioning plus mechanical outdoor air ventilation designed to provide 8 litres per second per person of outdoor air, and internal air temperatures in each hall not greater than 27 degrees Celsius. The mechanical system must create no more than 35 dB LAeq(1min) in each hall, and no more than 40 dB LAeq(1min) in any hallway or corridor. Noise levels from the mechanical system(s) must be measured at least 1 metre away from any diffuser. These systems must otherwise comply with the New Zealand Standard on Ventilation for Acceptable Indoor Air Quality (NZS 4303:1990).
- 4. The required acoustic treatment measures to achieve the acoustic noise environment specified in clauses 4.1.1 – 4.1.3 above, must in each case be determined by using the Future Airport Noise Contours contained in [designations 1400 Appendix X to the Unitary Plan](#).
- 5. Upon the completion of the installation of the acoustic treatment measures in clauses 4.1.1 – 4.1.3 above, the owner must provide the council with certificates prepared by:
 - a. a suitably qualified and experienced acoustical consultant certifying that the acoustic treatment measures specified for the activity in this control are sufficient to achieve compliance with this control and have been undertaken in accordance with sound practice.
 - b. a suitably qualified and experienced ventilation engineer certifying that the ventilation measures specified for the activity in this control are sufficient to achieve compliance with this control and have been undertaken in accordance with sound practice.

Comment [CT69]: Agreed. New appendix to be supplied by Auckland Airport.

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5. Assessment - Restricted discretionary activities

5.1 Matters of discretion

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

1. ~~ASAN and alterations or additions to existing buildings accommodating ASAN in the area between the 55 dB L_{dn} and the 65 dB L_{dn} Ldn55 and 65dBA noise contours at North Shore Airfield Airport, Kaipara Flats Airfield and Whenuapai Airbase~~
 - a. ~~The location of ASAN.~~
 - b. ~~The measures taken to ensure occupants are adequately protected from aircraft noise.~~
2. ~~ASAN and alterations or additions to existing buildings accommodating ASAN in the area between the 55 dB L_{dn} and the 65 dB L_{dn} Ldn55 and 65dBA noise contours at North Shore Airfield Airport, Kaipara Flats Airfield and Whenuapai Airbase and~~ ASAN in the OCB and alterations or additions to existing buildings accommodating ASAN within the ICB at Ardmore Airport
 - a. The internal noise environment of the proposed and any existing structure.
 - b. The internal ventilation standards for the proposed or any existing structure.
 - c. Measures for or relating to the attenuation of aircraft noise arising in connection with ~~Ardmore the~~ Airport/Airfield/Airbase.
 - d. The imposition of an obligation to ensure any required acoustic treatment measures are not removed without the council's consent, including requiring the obligation to be registered ~~as a covenant~~ on the certificate of title.
 - e. The nature, size and scale of the proposed development.
3. Subdivision within the ICB and OCB ~~area~~ at Ardmore Airport
 - a. Measures for or relating to the attenuation of aircraft noise arising in connection with Ardmore Airport.
 - b. The imposition of an obligation not to remove any required acoustic treatment measures without the airport operator's consent, including requiring the obligation to be registered as a covenant on the certificate of title.
 - c. The nature, scale and intensity of the proposed development.
 - d. The location of proposed activities, including ASAN.
 - e. Potential effects on Ardmore Airport.
4. ~~ASAN not otherwise listed in activity table 1.3 and New dwellings or subdivision for new dwellings in a residential zone within the MANA and/or within the 57 dB L_{dn} noise boundary shown on Figure 1 and Any restricted discretionary activity as set out in the activity table at clause 1.3 above for alterations or additions to existing dwellings within the HANA~~ Auckland Airport
 - a. The objectives and policies of the Unitary Plan relating to ASAN.
 - b. The nature, size and scale of the proposed development.

Comment [M70]: Add controlled activity assessment criteria matters of discretion for Show Homes:
-Relocation of the show home from the site.
-Duration of the activity on the site.

Comment [CT71]: Agreed

Comment [CT72]: Agreed

Comment [M73]: 5294-247

Comment [CT74]: Agreed except HNZ.

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- c. Measures for or relating to the attenuation of aircraft noise arising in connection with the airport.
- d. The imposition of an obligation to ensure any required acoustic treatment measures are not removed without the council's consent, including requiring the obligation to be registered as a covenant on the certificate of title.

5.2 Assessment criteria

1. ~~ASAN and alterations or additions to existing buildings accommodating ASAN in the area between the Ldn55 55 dB L_{dn} and 65 dB L_{dn} Boundaries 65dBA noise contours at North Shore Airfield Airport, Kaipara Flats Airfield and Whenuapai Airbase~~
 - a. ~~Whether acoustic insulation measures are provided in the design and siting of the ASAN to achieve an internal noise environment in habitable rooms that does not exceed Ldn40_dBA L_{dn}.~~
 - b. ~~The application should contain sufficient detail on the acoustic insulation measures to show how an internal noise environment in habitable rooms, sleeping areas and classrooms not exceeding Ldn40_dBA L_{dn} can be met.~~
2. ~~ASAN and alterations or additions to existing buildings accommodating ASAN in the area between the Ldn55 55 dB L_{dn} and 65 dB L_{dn} Boundaries 65dBA noise contours at North Shore Airfield Airport, Kaipara Flats Airfield and Whenuapai Airbase and~~ ASAN in the OCB and alterations or additions to existing buildings accommodating ASAN within the ICB area at Ardmore Airport
 - a. The internal noise environment of the proposed and any existing structure should provide satisfactory levels of health and amenity values to occupants.
 - b. The internal air quality of the proposed or any existing structure should provide satisfactory health, and amenity values to occupants.
 - c. The proposed measures for attenuation of aircraft noise arising in connection with ~~Ardmore the~~ Airport/Airfield/Airbase should satisfactorily avoid, remedy or mitigate those effects.
 - d. Mechanisms should be put in place to ensure there is an on-going obligation on owners to ensure that required acoustic treatment measures are not removed without the Council's prior consent.
 - e. Having regard to all the circumstances, including location in relation to the ~~Aerodrome~~ Airport/Airfield/Airbase, likely exposure of the site to aircraft noise, noise attenuation and ventilation measures proposed, and the number of people to be accommodated, the nature, size and scale of the proposed activity should not be likely to lead to potential conflict with and adverse effects upon the operation of the ~~Aerodrome the~~ Airport/Airfield/Airbase.
3. Subdivision within the ICB and OCB ~~area~~ at Ardmore Airport
 - a. Refer to assessment criteria 5.1.3 above.
4. ~~ASAN not otherwise listed in activity table 1.3 and New dwellings or subdivision for new dwellings in a residential zone within the MANA and/or within the 57 dBL_{dn} noise boundary shown on Figure 1 and Any restricted discretionary activity as~~

Comment [M75]: Add controlled activity assessment criteria for show homes:
-Conditions are imposed requiring that the show home is capable of being relocated from the site.
-Conditions are imposed limiting the duration of the show home activity being located on the site.

Comment [CT76]: Agreed

Comment [M77]: 5294-247

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~~set out in the activity table at clause 1.3 above for alterations or additions to existing dwellings within the HANA~~ at Auckland Airport

- a. The proposal should be consistent with the objectives and policies of the Unitary Plan relating to the economic importance of the Auckland Airport and the need to protect it from the reverse sensitivity effects associated with ASAN.
- b. The nature, size and scale of the proposed development should not be likely to lead to reverse sensitivity effects on the Auckland Airport. In considering this, the Council will consider whether:
 - i. the numbers of people to be exposed to aircraft noise in the external environment as a result of the proposal and the amount of aircraft noise received at the site now and in the future will ~~result in large numbers of people becoming highly annoyed~~ be adversely affected by that noise
 - ii. the development includes amenity areas or other features that raise expectations of high levels of outdoor amenity
 - iii. the nature of the development recognises the likelihood of an external environment heavily dominated by aircraft noise
 - iv. there will be frequent use of the building or the external environment for sleeping, convalescing, relaxing or learning purposes where quiet environments and the ability to leave windows and doors open are valued.
- c. Mechanisms should be put in place to ensure there is an on-going obligation on owners to ensure that required acoustic treatment measures are not removed without the Council's prior consent.
- d. The development should achieve an acceptable internal noise environment for habitable rooms and sleeping areas and rooms for convalescing or learning having regard to:
 - i. the extent of any infringement of the requirements of clause 4.1 above and whether the non-compliance is insignificant.
 - ii. where alternative measures are proposed, the design, construction and materials of any structure to be used would achieve an acceptable internal noise environment for habitable rooms and sleeping areas and rooms for convalescing or learning with all external doors and windows of the building/s closed.
 - iii. whether alternative measures are proposed to ensure adequate ventilation and the removal of cooking smells.
 - iv. whether it is reasonable to require acoustic treatment measures (including measures for internal air quality purposes) in existing rooms, or whether such measures should be limited to the addition.

Comment [CT78]: Agreed except HNZ.

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Definition Amendments

Activities sensitive to aircraft noise

Any dwellings, ~~visitor accommodation~~, boarding houses, marae complex, papakāinga, retirement villages, supported residential care, care centres, education facilities, ~~tertiary education facilities~~, hospitals, and healthcare facilities with an overnight stay facility.

Comment [CT79]: Agreed except by North Shore Airport.

Comment [CT80]: Agreed.

Air noise boundary area

The area identified as an air noise boundary ~~for Ardmore Airport~~ on the Aircraft Noise overlay by a line formed by the outer extremity of the ~~L_{dn}65dBA~~ ~~L_{dn}~~ noise contour.

Comment [CT81]: Agreed.

ANNA (Aircraft noise notification area)

~~An~~ The area ~~that generally will have future noise levels between~~ the 55 dB L_{dn} and 60 dB L_{dn} future noise contours ~~as shown in on~~ the Aircraft Noise Overlay ~~map for Auckland Airport~~.

Comment [CT82]: Agreed.

MANA (Moderate aircraft noise area)

The area ~~generally between~~ identified on the Aircraft Noise overlay by a line formed by the outer extremity of the ~~L_{dn}60dBA~~ ~~L_{dn}~~ noise contour and the outer extremity of the ~~and L_{dn}65dBA~~ ~~L_{dn}~~ future noise contours ~~as shown on the Aircraft Noise Overlay map for Auckland Airport~~.

HANA (High aircraft noise area)

The area ~~generally within the 65dBA L_{dn} future noise contours as shown on the Aircraft Noise Overlay map for Auckland Airport~~, by a line formed by the outer extremity of the ~~L_{dn}65dBA~~ ~~L_{dn}~~ noise contour.

Comment [CT83]: Agreed.

Airspace restriction designation

The area shown in the planning maps under the Designations Overlay and referred to in the relevant airport designation.

Comment [CT84]: From 5128-113. Agreed.

Annual aircraft noise contour

An ~~L_{dn}~~ contour published by ~~AIAL~~ annually as a prediction of noise from aircraft operations for the following 12 months, unless otherwise exempted by a rule in the Unitary Plan. The prediction is based on monitoring done in accordance with the Unitary Plan rules.

Comment [CT85]: Agreed.

Navigational aids

Any device to assist navigation of vessels ~~and aircraft~~.

Comment [CT86]: From 5128-126 Agreed.

Includes:

- beacons
- buoy
- fog signal apparatus
- lights
- markers
- radio devices
- ~~signs~~
- aeronautical navigational aids including runway lighting.

Excludes:

- lighthouses.

Airport Noise Boundary

The 55 dB L_{dn} and 65 dB L_{dn} lines shown, on the Aircraft Noise overlay maps for North Shore Airport, Whenuapai Airbase and Kaipara Flats Airfield.

Comment [CT87]: Agreed.

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End of definition amendments

Mapping Amendments

Aircraft Noise Areas in PAUP maps for Auckland Airport as proposed in AIAL submission.

Comment [CT88]: AC does not have any concerns about the technical methods used to derive the Airport Noise Boundaries for the Auckland Airport.

AC wants a commitment from AIAL that it will honour the existing mitigation commitments including during a transitional period. AIAL and BARNZ are considering this request and will respond to AC with the aim to have an agreed position before the hearing.

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Council's proposed track changes as at 24 February 2015 shown in black underline and ~~strike through~~.

1 Infrastructure

1.1 Airport Approach ~~Path~~Surfaces

Overlay description

The purpose of this overlay is to manage obstructions such as buildings and trees, so that they do not protrude into airport approach ~~paths~~surfaces, supporting airports and airfields efficient operation.

Detailed height restriction diagrams for Kaipara Flats ~~Airfield~~, North Shore ~~Airfield~~ ~~Airport~~, Parakai Airfield and Auckland Gliding Club are contained in this overlay section of the Unitary Plan while ~~the~~ Auckland International Airport (AIA), Whenuapai Airbase and Ardmore Airport diagrams are contained in the relevant designations applying to those Airports and are shown on the planning maps as "airspace restriction designations". ~~section of the Unitary Plan.~~

Objective

1. Obstructions that compromise the safe and efficient operation of airports or airfields are prevented from protruding into airport approach ~~paths~~ surfaces or airspace restriction designations as shown on the planning maps.

Policies

1. Allow the removal or topping of trees ~~that protrude into airport approach surfaces and airport restriction designations.~~
2. Control development within the airport approach ~~surfaces and Paths overlay threshold height limit approach and take off height limit and within areas subject to obstacle airspace restriction designations-~~ limitation surfaces and runway end protection areas in the relevant Auckland International Airport, Whenuapai Airbase and Ardmore Airport designations, ~~shown on the planning maps.~~
3. Prevent the height of buildings and trees ~~and other obstructions~~ from adversely affecting the safety and efficiency of airports or the ability of airports to function at present levels.

Comment [M1]: 5128-46

Comment [CT2]: Agreed.

Comment [M3]: As above

Comment [CT4]: Change to airport

Comment [M5]: 5294-155

Comment [M6]: 5128-48

Comment [CT7]: Agreed

Comment [M8]: 5128-50

Comment [M9]: 5128-145, 5294-156

Comment [M10]: 5128-146

Comment [CT11]: Agreed.

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Council's proposed track changes as at 24 February 2015 shown in black underline and ~~strike through~~.

PART 3 - REGIONAL AND DISTRICT RULES»Chapter J: Overlay rules»1 Infrastructure»

1.1 Airport Approach SurfacePath

Comment [M1]: 5128-45

Detailed height restriction diagrams for Kaipara Flats Airfield, North Shore ~~Airfield~~ Airport, Auckland Gliding Club and Parakai Airfield are contained in this overlay section of the Unitary Plan.

Comment [M2]: 5128-77

Auckland International Airport (AIA), Whenuapai Airbase and Ardmore Airport diagrams and rules are contained in the relevant designations applying to those Airports and are shown on the planning maps as "airspace restriction designations".

Comment [M3]: 5128-47

1. Activity table

The following table specifies the activity status of activities in the Airport Approach SurfacePath overlay.

Comment [M4]: 5128-45

~~Detailed height restriction diagrams for Kaipara Flats Airfield, North Shore Airfield, Auckland Gliding Club and Parakai Airfield are contained in this overlay section of the Unitary Plan. Auckland Airport (AIA), Whenuapai Airbase and Ardmore Airport diagrams are contained in the designation overlay section of the Unitary Plan.~~

Activity	Activity status
Trees and vegetation	
Removal or topping of a tree that protrudes into the airfield height restriction shown in clause 3 Airport Approach <u>SurfacePath</u> Maps 1 - 4 below	P

Comment [M5]: 5128-45

2. Development controls

2.1 Height

- Buildings, structures, masts and trees must not exceed ~~8m in height~~ or the height limits within the airfield height restrictions shown in clause 3 Airport Approach SurfacePath Maps 1 - 4 below. ~~whichever is the lesser.~~
- A building, structure, mast or tree that does not comply with clause 2.1 is a prohibited activity.

Comment [M6]: 839-10278

Comment [CT7]: North Shore Airport requests that this provision be relocated to the activity table above. AC considers this clause best retained in development control section.

2.2 Measuring Height

- In determining compliance with clause 2.1.1, the following controls apply.
- At any point where two surfaces overlap and are at differing elevations, the lower of the two surfaces applies.
- The height controls consist of three separate height controls around North Shore ~~Airfield~~ Airport and two around Kaipara Flats and Parakai Airfields as follows:
 - Take off/landing fans
 - These fans extend for 5.5km (north Shore) and 1.2km (Kaipara Flats and Parakai) from each end of each runway. The height limit begins at ground level and rises at a slope of 1 in 40 (North Shore) and 1 in 20 (Kaipara Flats and Parakai).
 - Transitional side surfaces
 - This height restriction runs at right angles to the runway strip and the centre line of the fans.
The height limit begins at ground level at the edge of runway strip and rises at a slope of 1 in 7 (North Shore) and 1 in 4 (Kaipara Flats and Parakai) to a maximum height of 45 metres (North Shore) and 2 metres (Kaipara Flats and Parakai) above the runway

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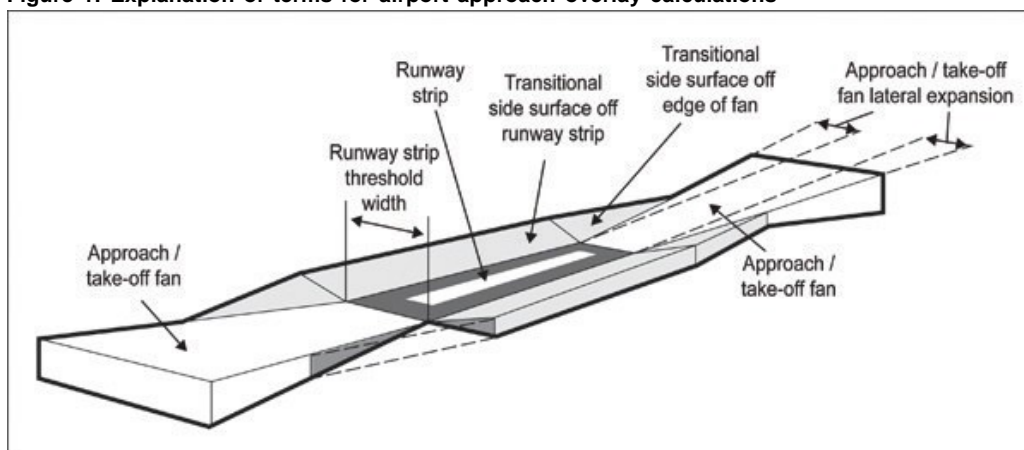
ground level. This height limit also applies from the outside edge of each fan, the surface rising at the same slopes to a maximum height of 45 metres (North Shore) and 2 metres (Kaipara Flats and Parakai).

c. Horizontal surface

- i. All properties within 2.6km of North Shore ~~Airfield~~ **Airport** are subject to a horizontal height control which is 45 metres above the average runway ground level i.e. 107 metres above mean sea level. There is no horizontal surface control for either Kaipara Flats or Parakai Airfields.

4. All height controls are affected by the elevation of the property, and height limits must be assessed in terms of elevation relative to the runway itself.
5. [Appendix 2.1](#) provides detailed guidance on how to assess whether a proposal complies with the height controls.

Figure 1: Explanation of terms for airport approach overlay calculations



The following table below gives the specifications for the three airfields: Table 1:

Feature	North Shore	Kaipara Flats	Parakai
Runway threshold ground level above mean sea level	Main Runway: East End 65m West End 63m Crosswind Runway: East End 63m West End 60m	East End 33m West End 33m	East End 5m West End 6m
Runway strip width	90m	100m	65m
Approach/take-off fan			
Length (from runway threshold)	5,500m	1,200m	1,200m
Slope (rate of rise)	1 in 40	1 in 20	1 in 20
Lateral expansion	1 in 10	1 in 20	1 in 20
Transitional side surface			
Slope (rate of rise)	1 in 7	1 in 4	1 in 4
Maximum height above runway	45m	2m	2m
Horizontal surface			
Height	107m above sea level	N/A	N/A
Lateral extent	2.6km from edge of	N/A	N/A

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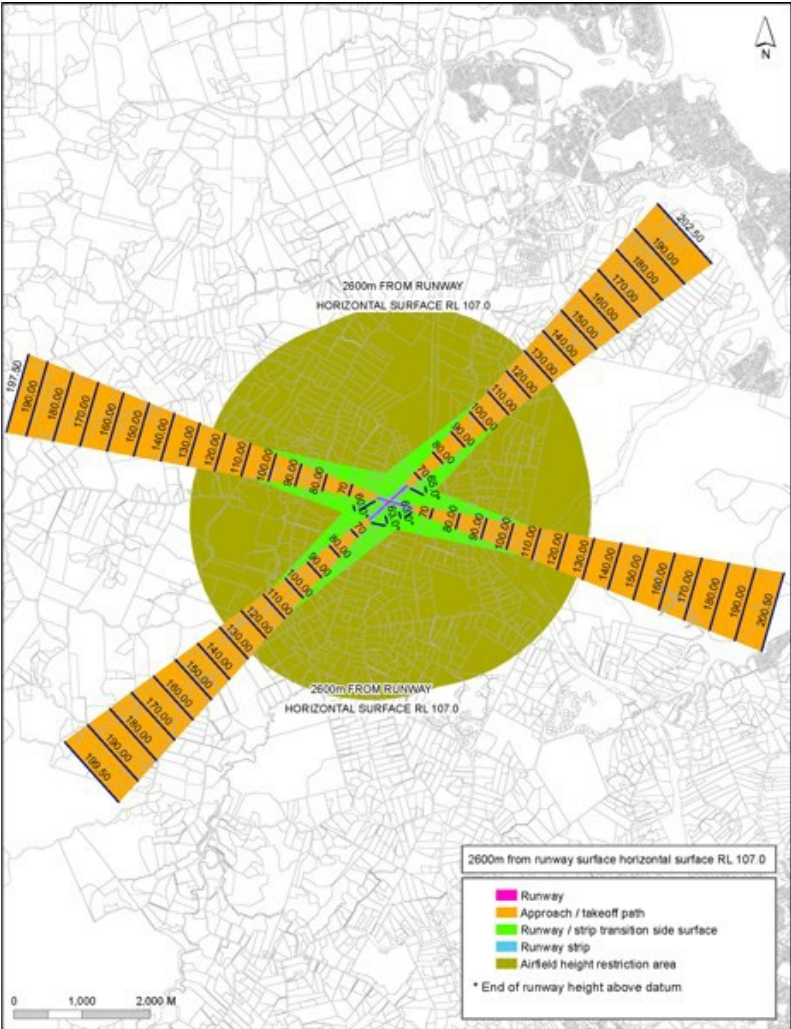
3. Airport Approach Surface~~Path~~ maps

Map 1: Kaipara Flats airfield height restriction



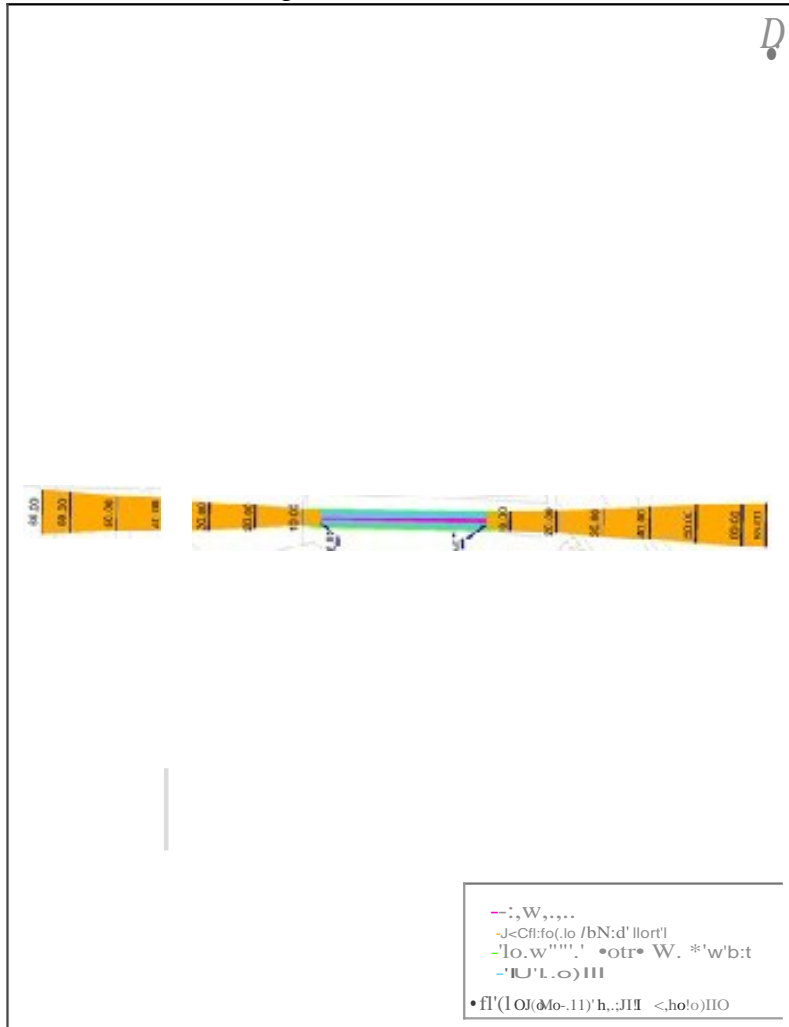
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Map 2: North Shore **airfield airport** height restriction



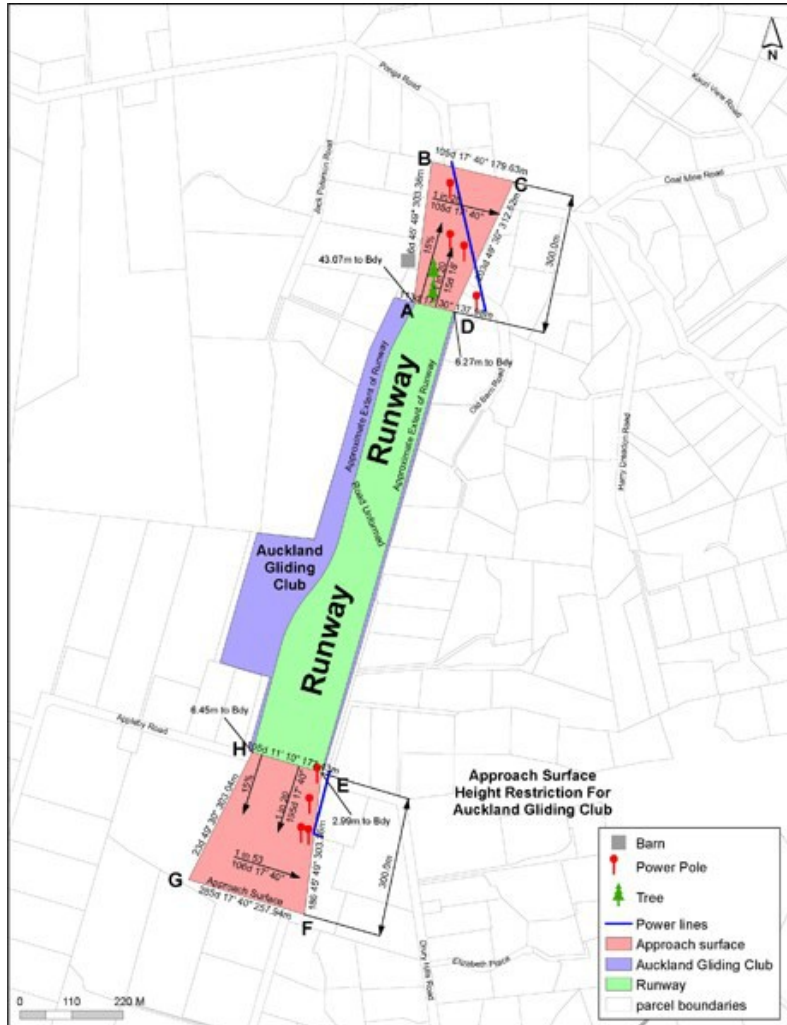
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M3: PiW'ak::ai airfield height restriction



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Map 4: Auckland Gliding Club airfield height restrictions



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Drafting note: This document includes track changes for designations 1101 Auckland International Airport - Renton Road Area and 1102 Obstacle Limitation, Runway Protection and Ground Light Restriction. Please refer to ATTACHMENT 2 – 045 - Mediation Track Changes AIAL Designation - 2015-02-24 for changes to designation 1100 Auckland International Airport

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,

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vehicle valet activities,
public transport facilities,
landscaping,

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- flags,
- signs,
- the relocation of heritage buildings from elsewhere within this Designation and the subsequent restoration and 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, marae complex, papakāinga, retirement village, supported residential care, educational facilities, care centres, hospitals and healthcare facilities with an overnight stay facility.

“**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 L_{dn} and 60 dB L_{dn}; 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

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Figure 4 (Future Aircraft Noise Contours) of this designation.

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“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 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.

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4. 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, 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

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assessment shall be produced by AIAL if requested by the 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.

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 reasons for the granting of the certificate.

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.

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,

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6 and 13. In particular, the following issues shall be addressed:

- 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 L_{max} AANC and the 65 dB L_{max} 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 for the purposes of clauses (b) to (r) of this Condition:

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- 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 ~~1991~~ 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:

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- 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.

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.

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

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- 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 L_{eq} 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 L_{eq} 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.

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:

- 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
- 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:

- Prepare annually the 60 dB L_{dn} AANC and 65 dB L_{dn} AANC.
 - Publish a public notice in:
 - One or more daily newspapers circulating in the areas contained in the HANA, MANA and ANNA; or
 - 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:

- The mitigation of adverse effects associated with noise from Aircraft Operations which are not provided for under Condition 10 ("other adverse effects"); or
- Ensuring positive effects on the external environment to offset those other adverse effects; or
- 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:
 $\$325,000 \times A\%$, 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 _{max} |
- 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:
- All aircraft with a specific engine type; or
 - 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:
- Aircraft Operations (Conditions 5 and 6);
 - testing of in situ aircraft engines (Condition 13); and
 - 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.

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 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 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.
- 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.

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~~ these trees need not be relocated and may be removed, if Auckland Airport 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 ~~tree~~ tree;
- 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, 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](#)

Figure 1 - Designated Area

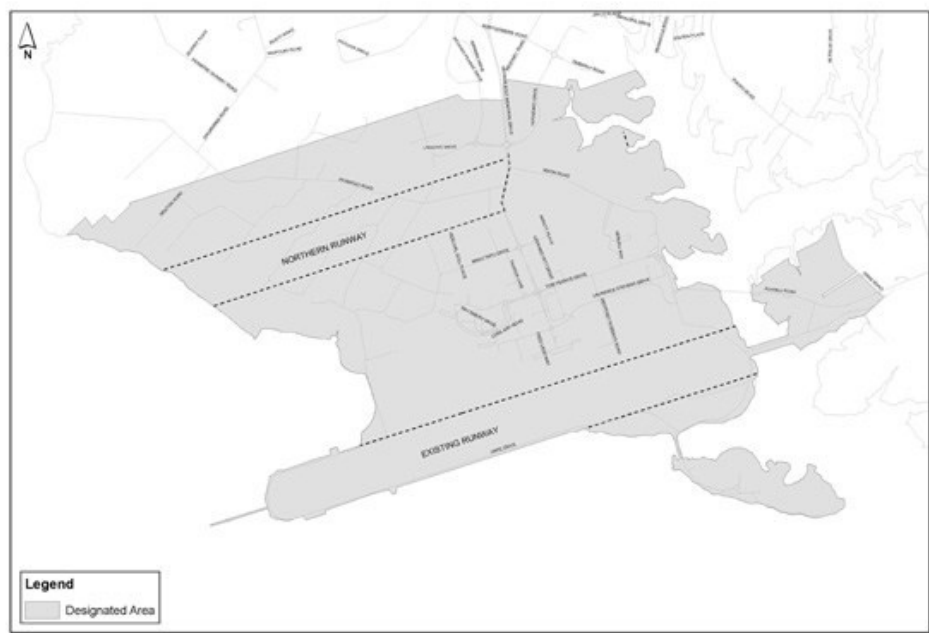


Figure 2 - Control Zone

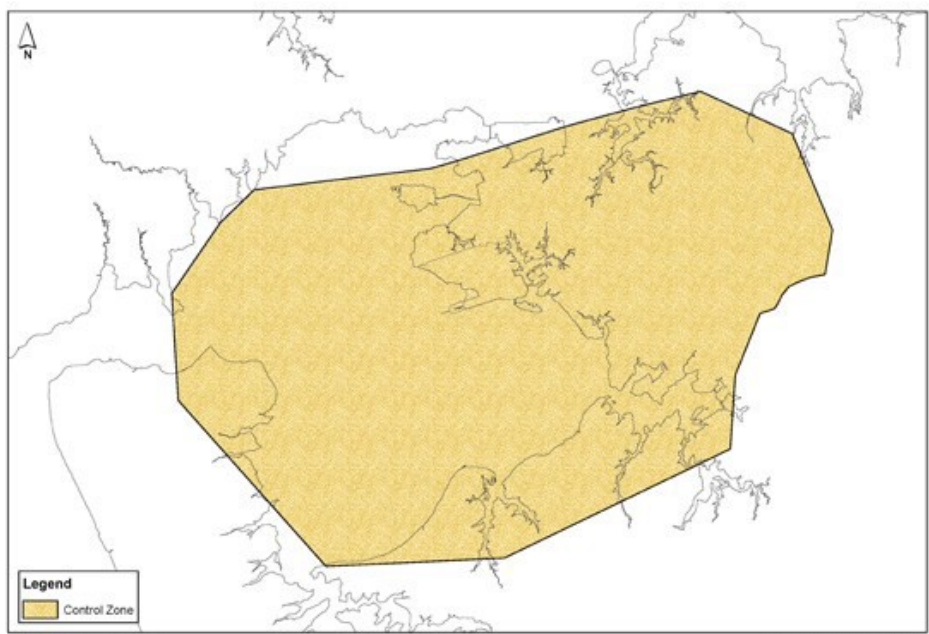


Figure 3 - Aircraft Noise Areas

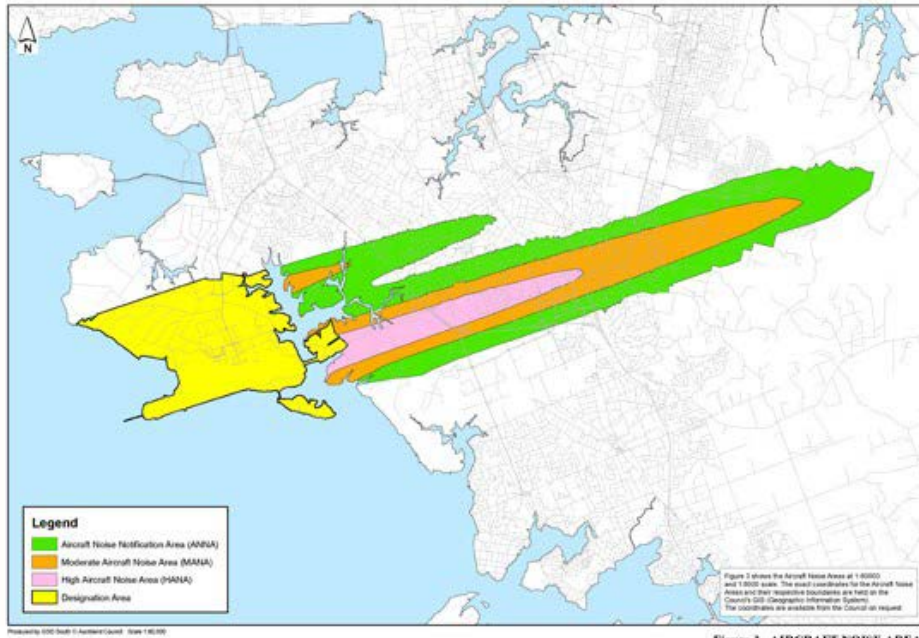
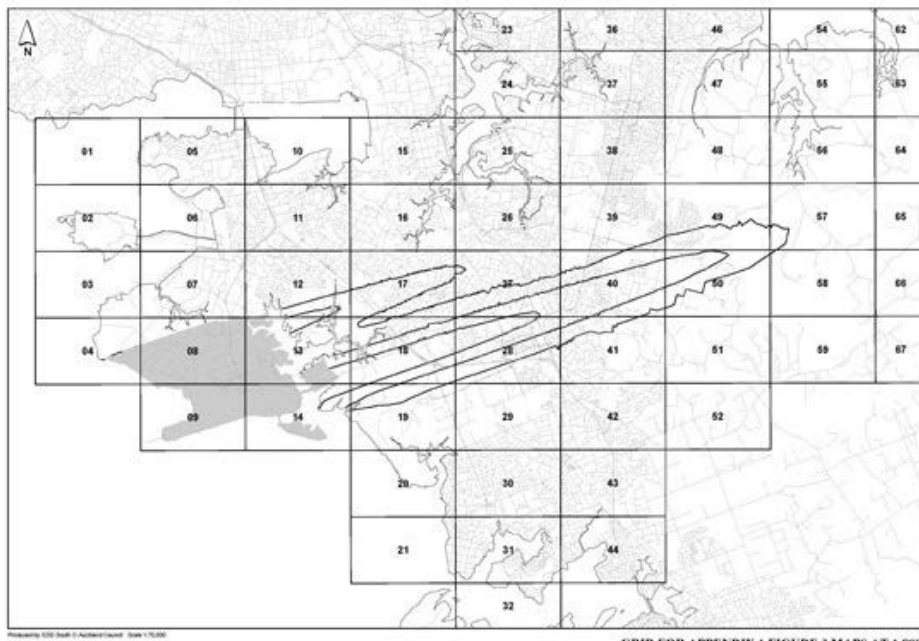
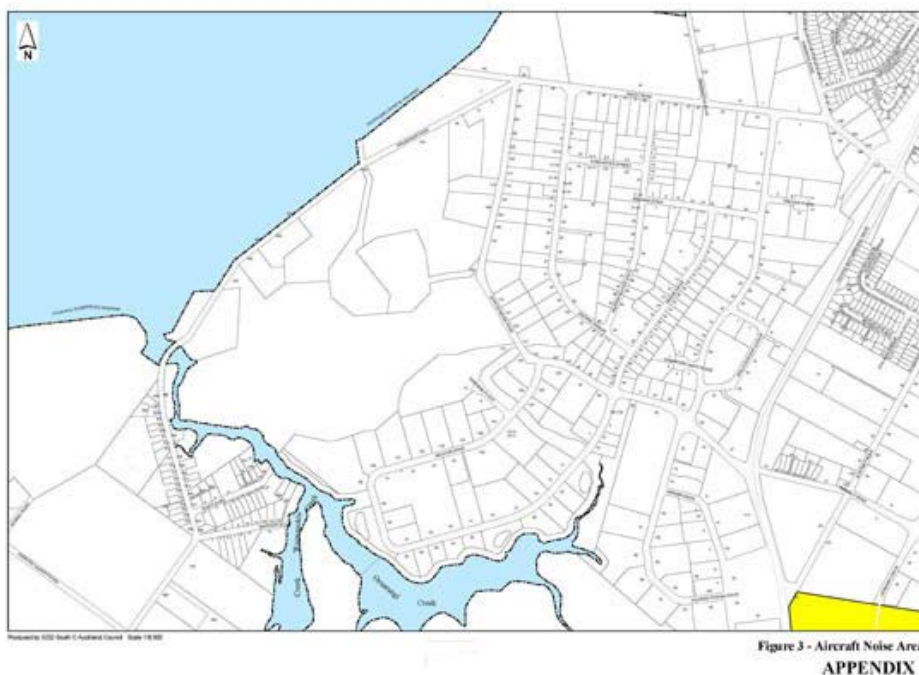
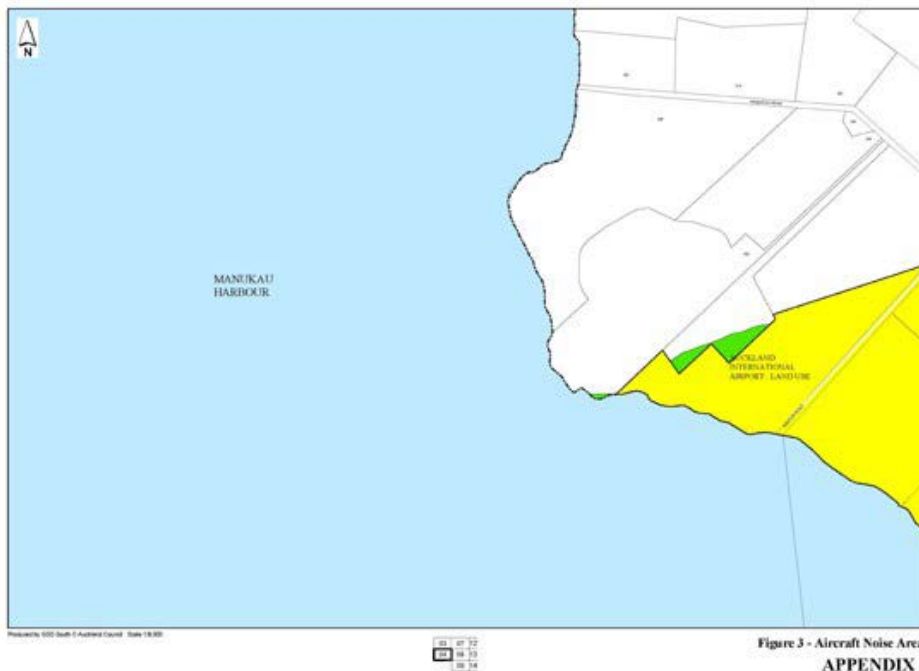


Figure 3 - AIRCRAFT NOISE AREAS
APPENDIX 1



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



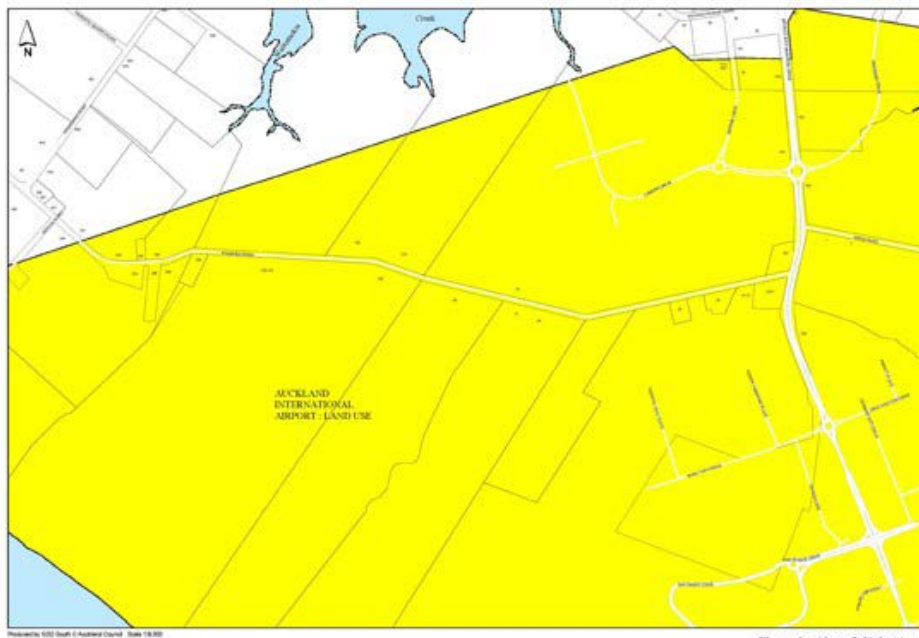


Figure 3 - Aircraft Noise Areas
APPENDIX 1

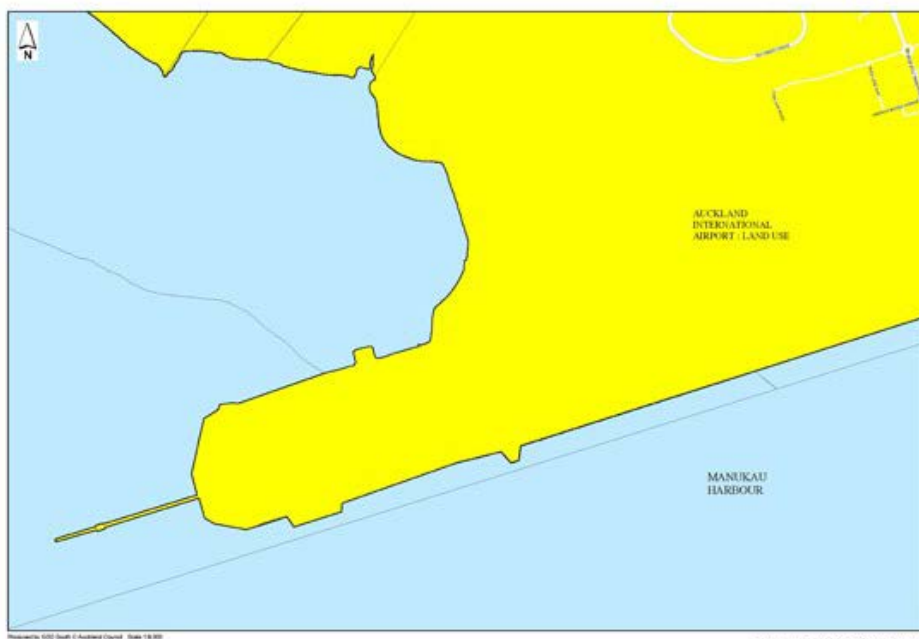


Figure 3 - Aircraft Noise Areas
APPENDIX 1



Figure 3 - Aircraft Noise Areas
APPENDIX 1

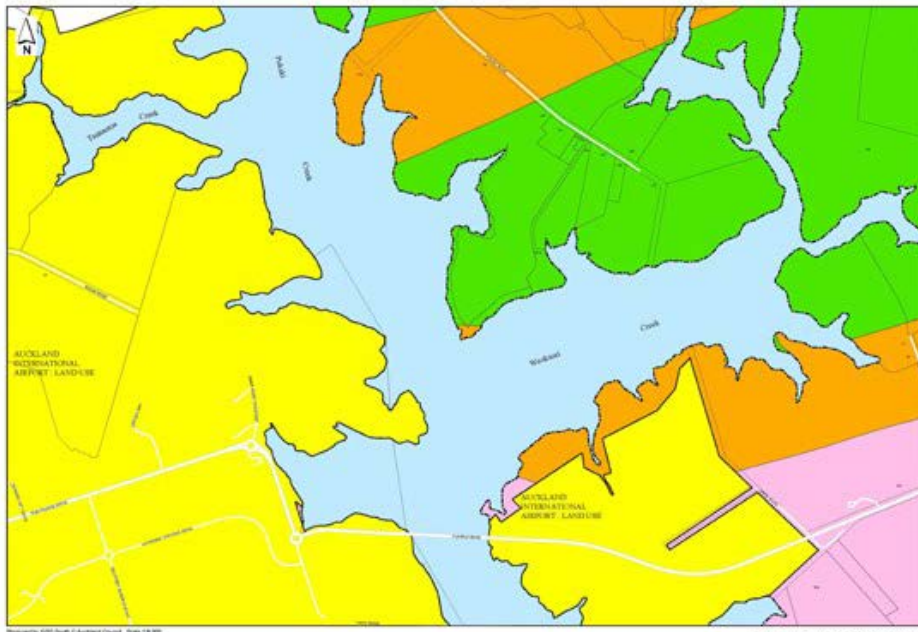


Figure 3 - Aircraft Noise Areas
APPENDIX 1

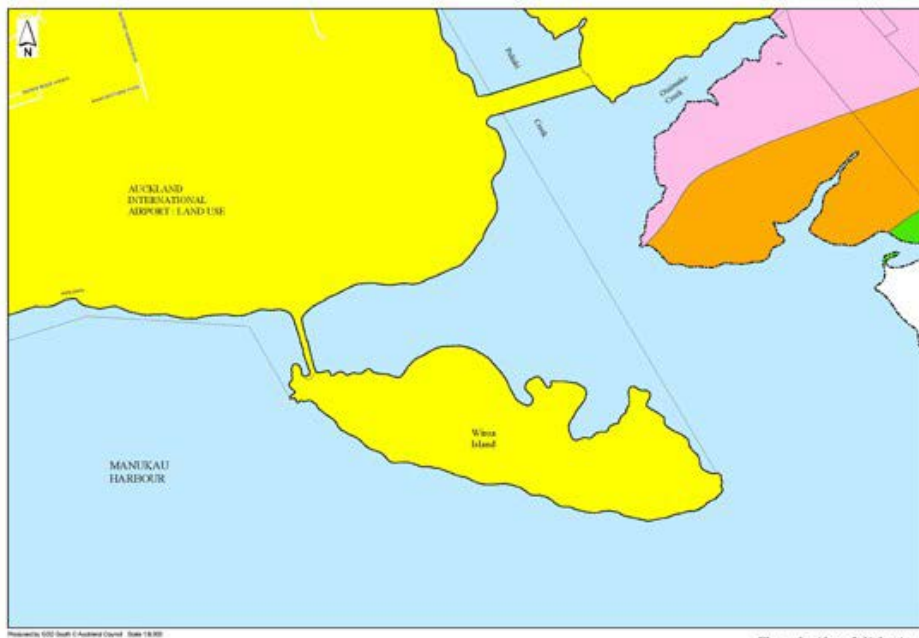


Figure 3 - Aircraft Noise Areas
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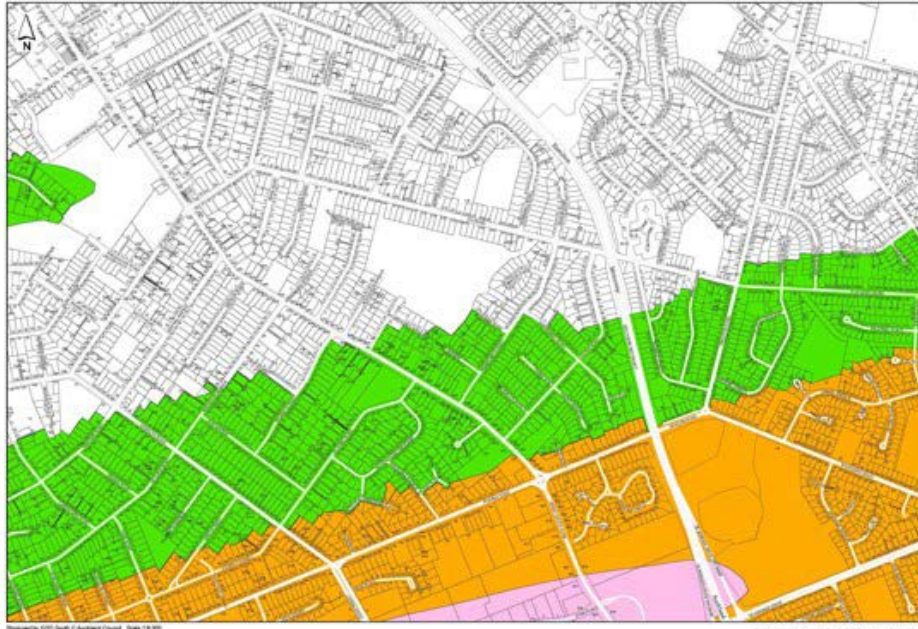


Figure 3 - Aircraft Noise Areas
APPENDIX 1

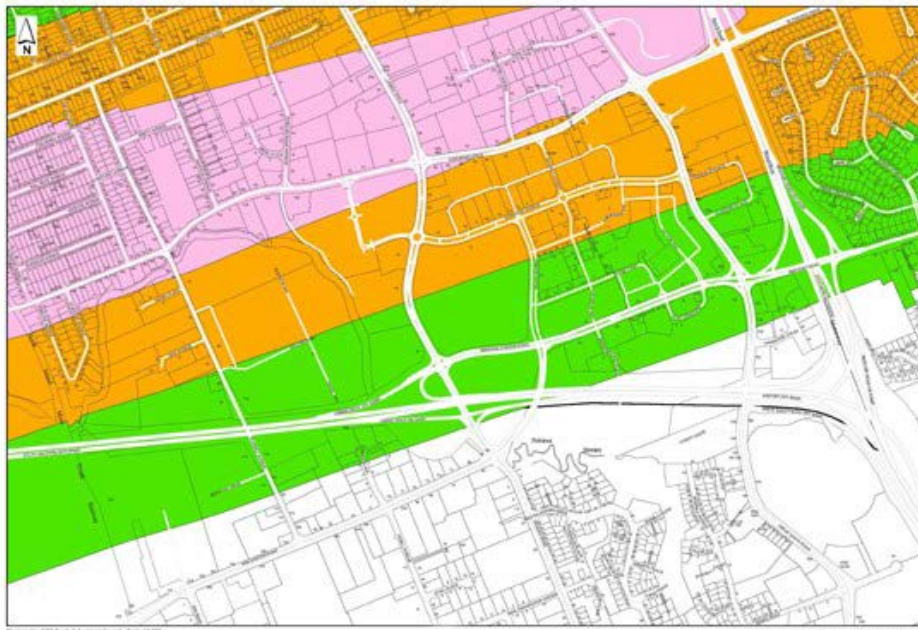


Figure 3 - Aircraft Noise Areas
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APPENDIX 1

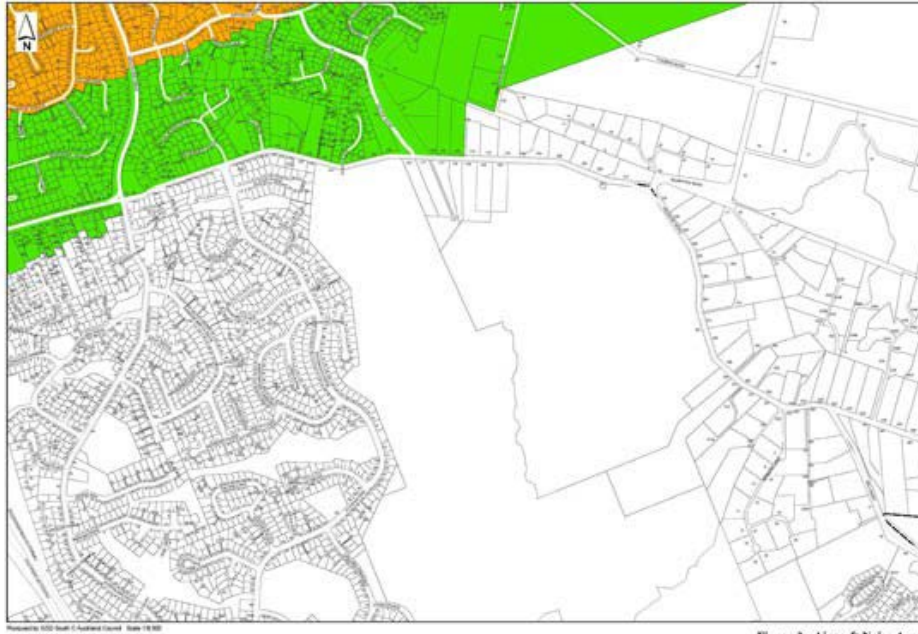


Figure 3 - Aircraft Noise Areas
APPENDIX 1



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Figure 3 - Aircraft Noise Areas
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Figure 3 - Aircraft Noise Areas
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Figure 4 - Future Aircraft Noise Contours

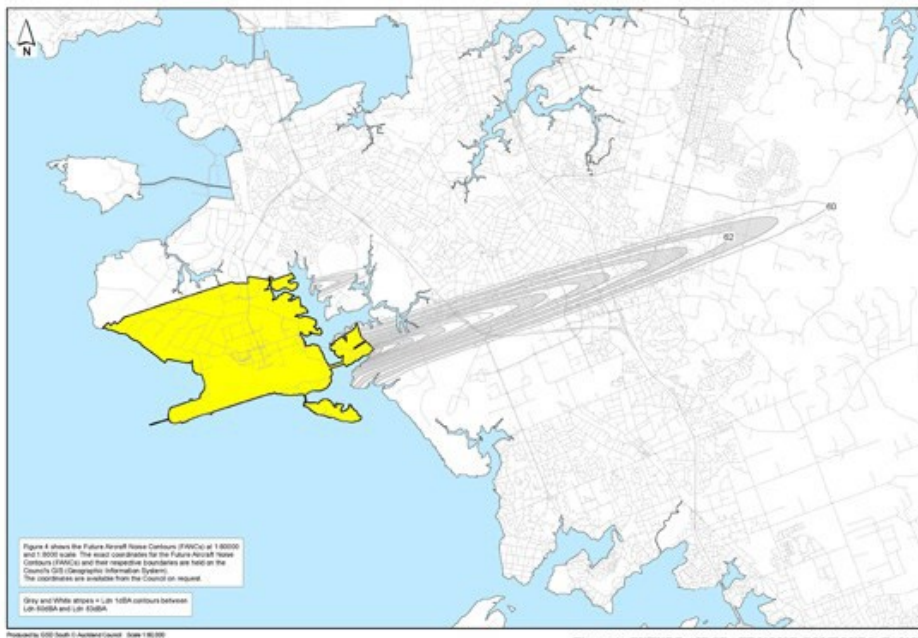


Figure 4 - FUTURE AIRCRAFT NOISE CONTOURS (FANCs)
APPENDIX 1



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

APPENDIX 1

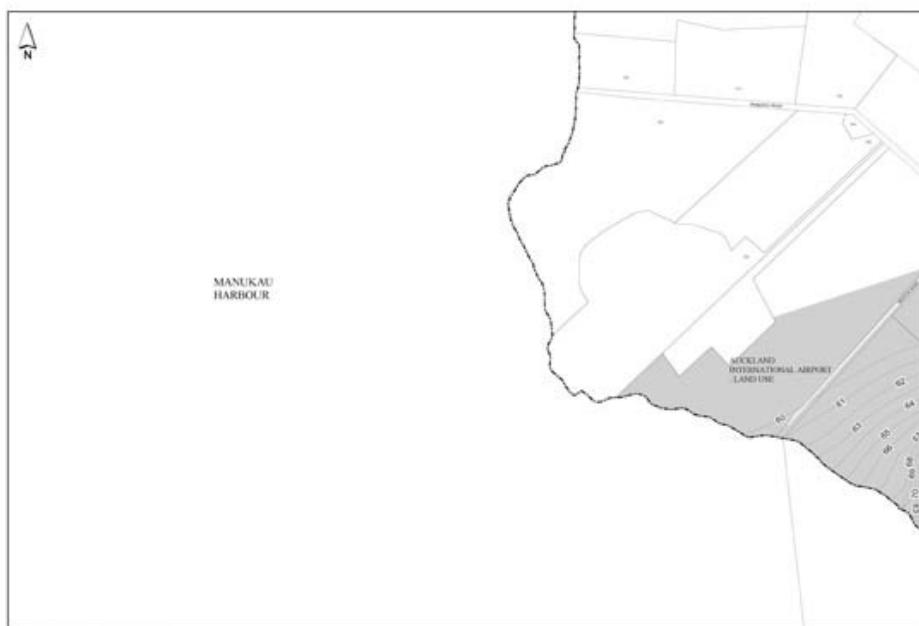


Figure 4 - Future Aircraft Noise Contours (FANCs)

APPENDIX 1



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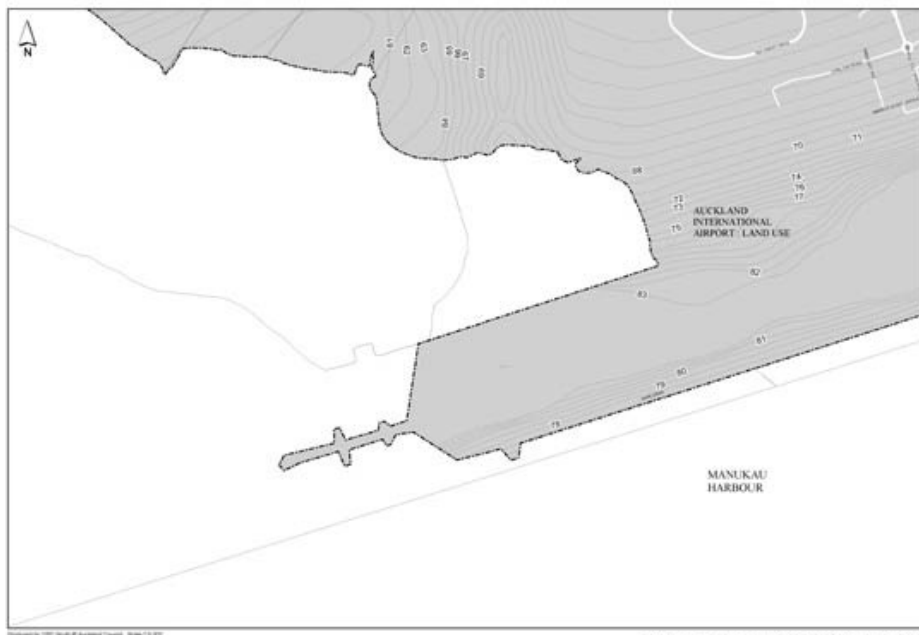


Figure 4 - Future Aircraft Noise Contours (FANCs)

APPENDIX 1



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Figure 4 - Future Aircraft Noise Contours (FANCs)
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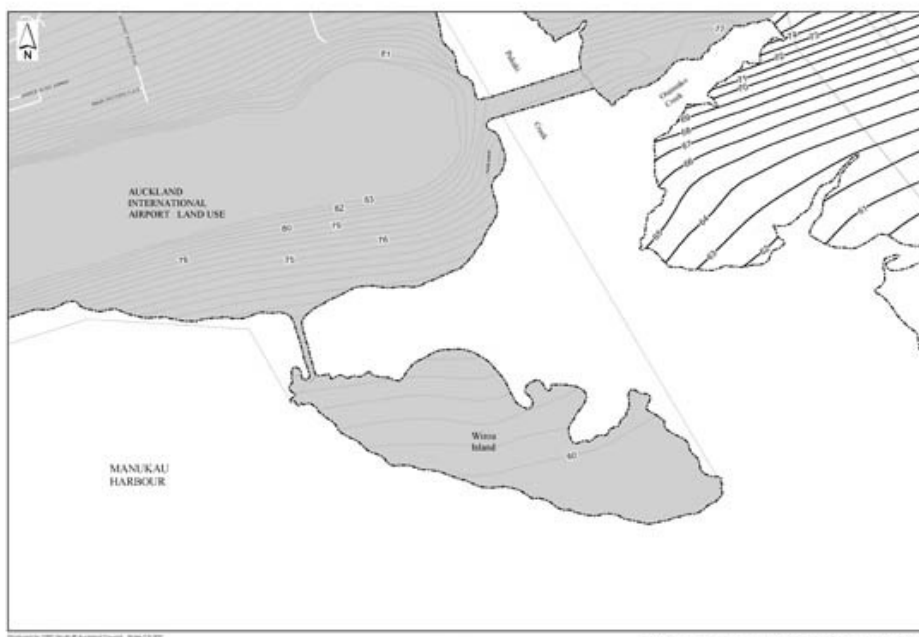


Figure 4 - Future Aircraft Noise Contours (FANCs)
APPENDIX 1



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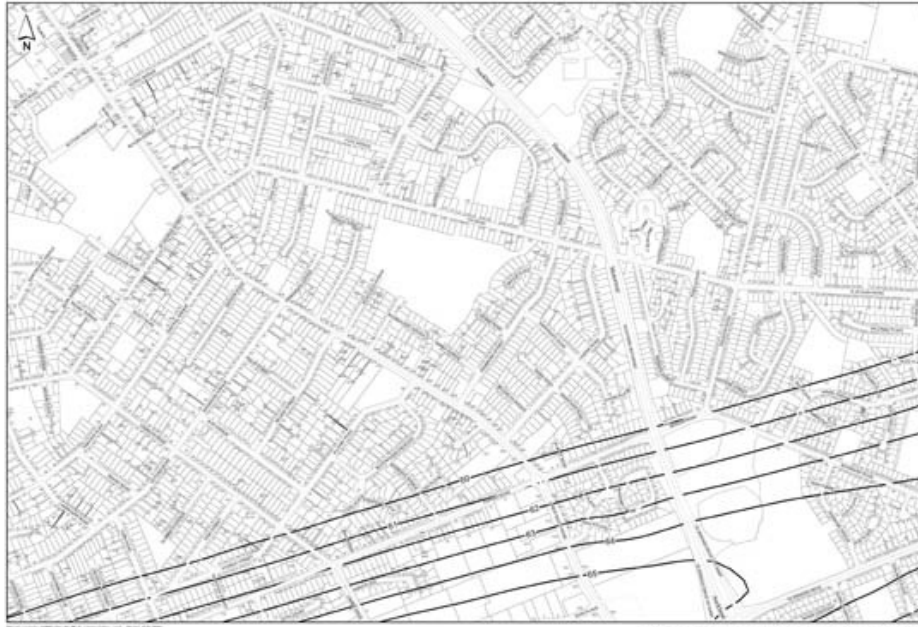


Figure 4 - Future Aircraft Noise Contours (FANCs)
APPENDIX 1



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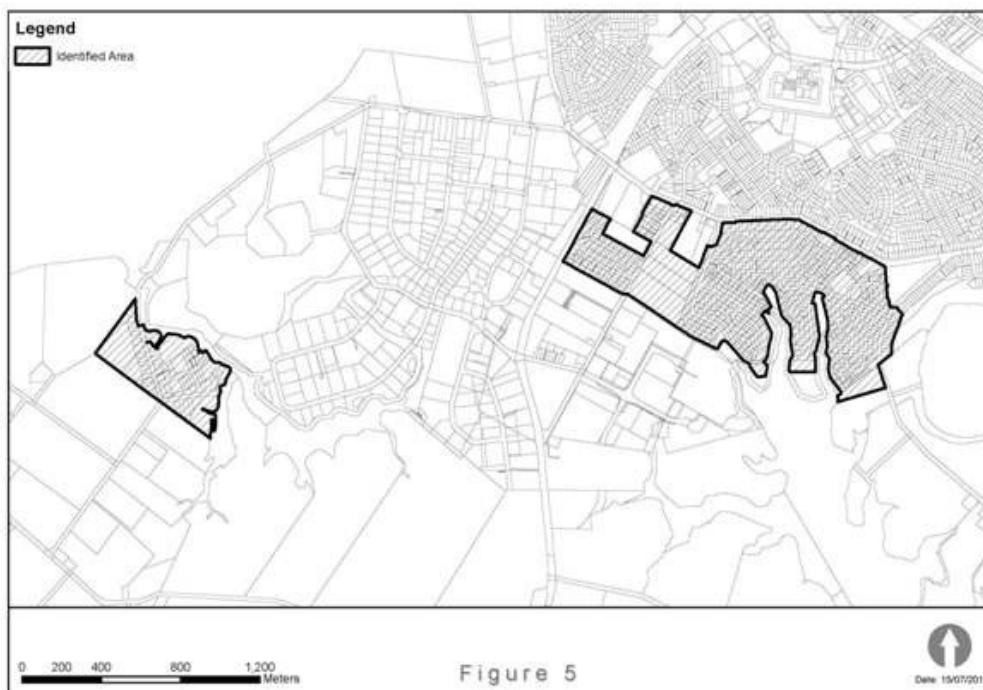


Figure 4 - Future Aircraft Noise Contours (FANCs)
APPENDIX 1



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

Comment [CT1]:
Agreed.

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

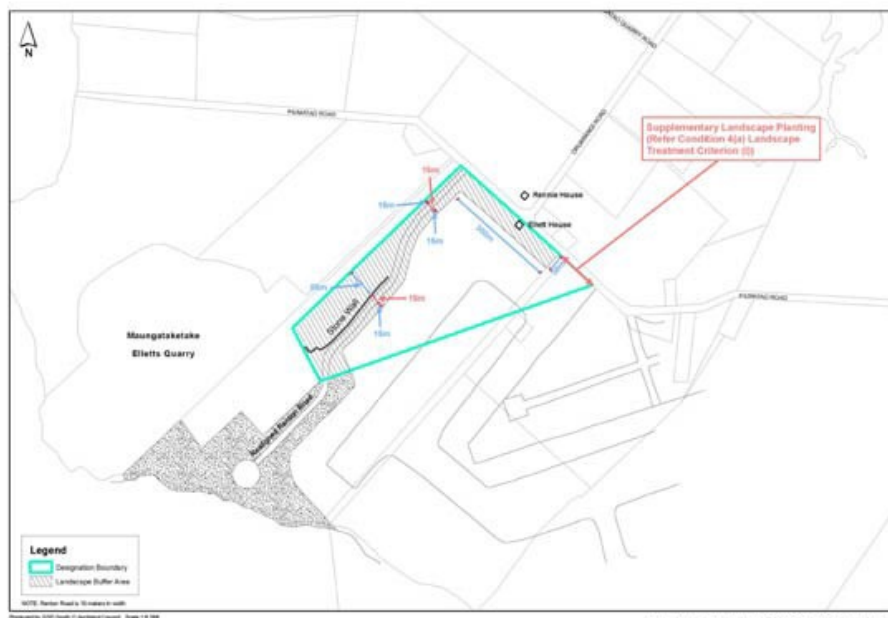


Figure AIAL 1A.1 - DESIGNATION AIAL 1A

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. The designation restrictions do not apply to objects located beneath the obstacle limitation surfaces identified on Figure 1. 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.

Comment [CT2]: Agreed.

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.

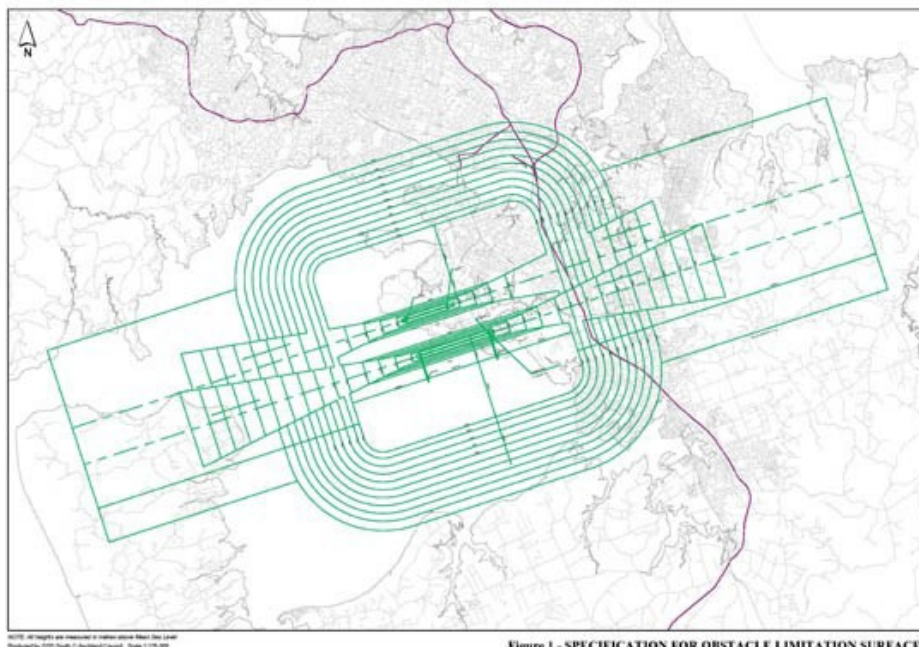
Part 3: Requirements for Non-Aeronautical Ground Lights Adjacent to Extended Runway Centre Lines

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.

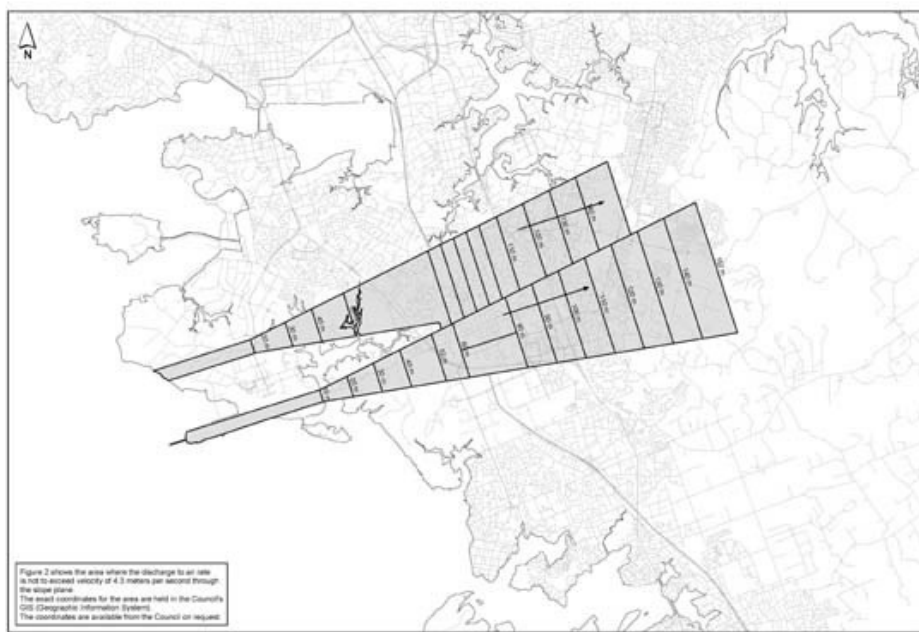
Attachments

Figure 1 - Specification for Obstacle Limitation Surfaces



APPENDIX 1

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



APPENDIX 1

Figure 3 - Runway End Protection Areas

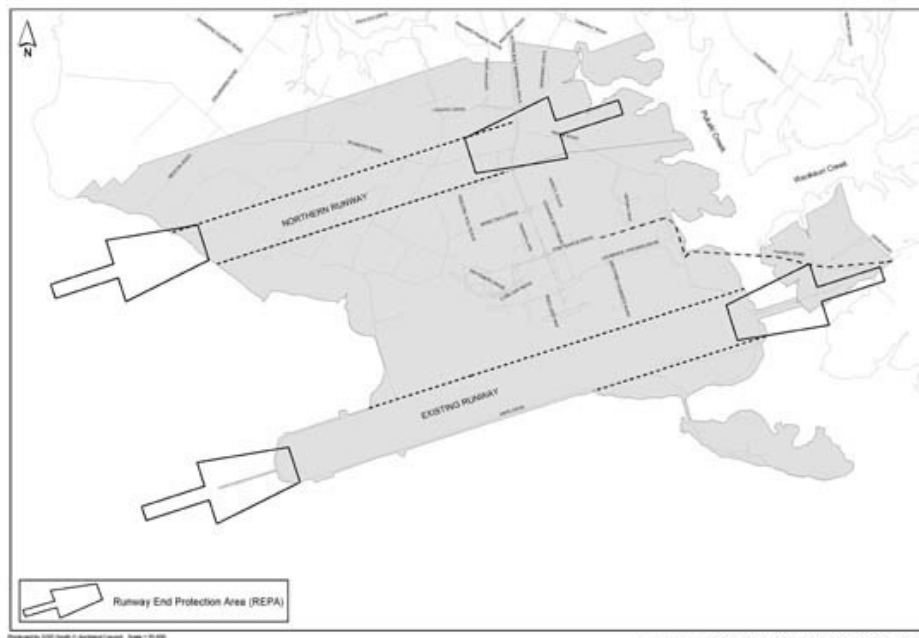


Figure 3 - RUNWAY END PROTECTION AREAS
APPENDIX 2

Figure 4 - Requirements for Non-Aeronautical Ground Lights

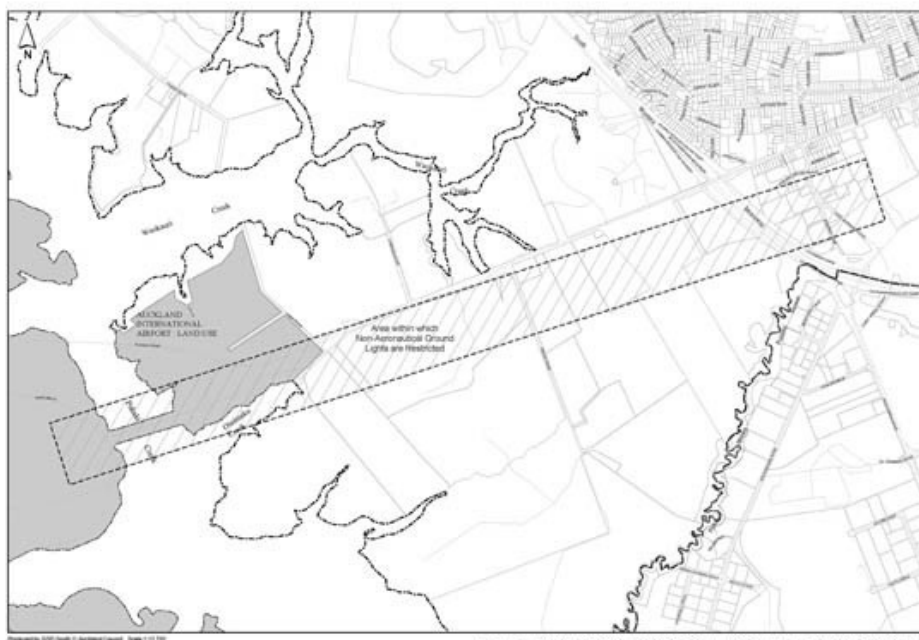


Figure 4 - REQUIREMENTS FOR NON-AERONAUTICAL GROUND LIGHTS
APPENDIX 3

ATTACHMENT 2 – 045 - Mediation- Track Changes - Noise Overlay Objs Pols - 2015-02-25

The Proposed Auckland Unitary Plan (notified 30 September 2013)

Council's proposed track changes as at 24 February 2015 shown in black underline and ~~strike through~~.

1.1 Aircraft Noise

Overlay description

The purpose of the overlay is to manage the subdivision of land and location of activities sensitive to aircraft noise (ASAN) in areas of high cumulative noise around the region's airports and airfields, so that the continued operation of the airports and airfields is not compromised and reverse sensitivity issues addressed.

Comment [M1]: 5294-158, 5128-52

The following airports/airfields are included in this overlay:

- Auckland International Airport
- Ardmore Airport
- Kaipara flats Airfield
- North Shore ~~Airfield Airport~~
- Whenuapai Airbase.

Comment [CT2]: Agreed

In addition to the objectives, policies and rules of the overlay, Land Information Memoranda for all sites within the Aircraft Noise Overlay will include a statement that the land is or may in the future be subject to elevated levels of aircraft noise and that land use restrictions under the Unitary Plan may apply to ASAN in the HANA and the MANA at Auckland Airport and within the 55 dB Ldn noise contour at other airports.

Comment [M3]: 5294-164

Comment [CT4]: Agreed

Objectives

1. Airports are protected from reverse sensitivity effects.
2. The adverse effects of aircraft noise on residential and other activities sensitive to aircraft noise ASAN are ~~managed~~ avoided, remedied or mitigated.
3. ~~The internal noise environment of habitable rooms are protected from aircraft noise within the overlay MANA.~~

Comment [M5]: 4931-32, 5128-53

Comment [CT6]: Agreed.

Comment [CT7]: Housing NZ do not agree.

Comment [CT8]: HNZ opposes all changes to policy except for policy 5 which is agreed.

Comment [M9]: 5294-161, 5128-60

Comment [B10]: Agreed

Policies

1. Avoid the establishment of new ASAN (except Tertiary Education Facilities) within the 65 dB Ldn noise contour in the Aircraft Noise Overlay.
2. Avoid the establishment of new Tertiary Education Facilities and additions or alterations to existing ASAN (other than to existing dwellings) within the 65dB Ldn noise contour in the Aircraft Noise Overlay unless all habitable rooms and all learning, amenity and recreation spaces on site are located inside buildings and achieve an internal noise environment of 40dB Ldn.
3. 4. Avoid establishing residential and other activities sensitive to aircraft noise (ASAN): within the 65Ldn noise contours in the aircraft noise overlay.
 - a. at in all airports/airfields except for Auckland International Airport: within the area between the 55dB Ldn and 65dB Ldn noise contours in the 57Ldn noise contour in the Aircraft Noise Overlay, unless the effects can be adequately remedied or mitigated through restrictions on the numbers of people to be accommodated exposed to aircraft noise in the external environment and the acoustic treatment (including mechanical ventilation) of buildings containing activities sensitive to aircraft noise ASAN excluding land designated for defence purposes.

Comment [M11]: 5294-163

Comment [M12]: 4931-66, 5128-103, 5294-249

Comment [CT13]: Proposed by North Shore Airport. AC does not agree.

Comment [M14]: 5128-53

Comment [CT15]: Proposed by NZDF. AC does not agree.

ATTACHMENT 2 – 045 - Mediation- Track Changes - Noise Overlay Objs Pols - 2015-02-25

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- b. at Auckland International Airport: between the 60 55 dB L_{dn} and 65 dB L_{dn} contours in the Aircraft Noise Overlay, unless the effects can be adequately remedied or mitigated through restrictions on the numbers of people exposed to aircraft noise in the external environment and through providing acoustic treatment (including mechanical ventilation) of buildings containing ASAN.
- c. at Auckland International Airport: within the area subject to more than 57 dB L_{dn} of aircraft engine testing noise as shown in the Aircraft Noise Overlay (which when added to aircraft operations noise would give a cumulative total noise level over 60dB L_{dn}), unless the effects can be adequately remedied or mitigated through restrictions on the numbers of people exposed to aircraft noise in the external environment and the acoustic treatment (including mechanical ventilation) of buildings containing ASAN.
4. In relation to Auckland Airport, ~~A~~avoid ~~establishing; rezoning~~ new residential areas (except within the Flatbush Precinct) or other areas that would contain ASAN ~~by rezoning land~~ within the area between the 60 dB L_{dn} and 65 dB L_{dn} noise contours in the Aircraft Noise Overlay.
5.
6. 2. Manage residential intensification and ~~other activities sensitive to aircraft noise~~ ASAN within ~~identified growth centres, intensive corridors and other~~ areas identified for accommodating urban growth in a way that ~~avoids, remedies or mitigates adverse noise effects on people and communities including reverse sensitivity effects~~ ~~avoids conflicts or incompatibilities (including reverse sensitivity effects)~~ between those land uses and Auckland International Airport Limited and Ardmore Airport Limited, ~~and~~ Whenuapai Airbase and North Shore Airport, ~~as recognised significant infrastructure.~~

Comment [CT16]: Agreed except by HNZ

Comment [M17]: 5128-61, 5294-162

Comment [CT18]: Agreed except for HNZ.

Comment [CT19]: North Shore Airport request a further objective and / or policy "To avoid or discourage the increased density/intensification within the noise control boundaries." AC does not agree, particularly if it applies between the 55 and 65 boundaries.

Comment [M20]: 5128-53

Comment [M21]: 5716-330

Comment [M22]: 838-377

Comment [CT23]: 5716-330. Agreed.