Statistics New Zealand
TATAURANGA AOTEAROA

Commercial Accommodation Monitor:

September 2016

Queenstown

newzealand.govt.nz

Preface

Commercial Accommodation Monitor: September 2016 – Queenstown presents comprehensive and impartial information on short-term commercial accommodation for the Queenstown Regional Tourism Organisation (RTO) area, from the Accommodation Survey. This survey is run by Statistics New Zealand on behalf of the Ministry of Business, Innovation & Employment.

The data relates to the areas covered by the following local authority:

- part of the Queenstown-Lakes District

Comparisons of monthly data with the same month of the previous year need to be treated with caution, as data for one period may be influenced by events for which there is no equivalent in the previous period (eg Chinese New Year, Easter).

For further data and commentary, see the monthly Accommodation Survey Hot Off the Press, and the monthly pivot tables – with variables by RTO and local authority area – both available on the Statistics NZ website (www.stats.govt.nz).

The October 2016 monitor will be released on 12 December 2016.

Liz MacPherson
Government Statistician

Contents

1 Highlights

Monthly highlights

In September 2016 compared with September 2015:

- Guest nights rose 10.2 percent to 260,419
- International guest nights rose 17.0 percent to 173,721
- Domestic guest nights fell 1.4 percent to 86,697
- The average length of stay fell from 2.98 nights to 2.77 nights
- The overall occupancy rate rose from 57.2 percent to 61.5 percent
- The occupancy rate, excluding holiday parks, was 67.5 percent in September 2016
- Accommodation capacity, excluding holiday parks, rose 1.8 percent.

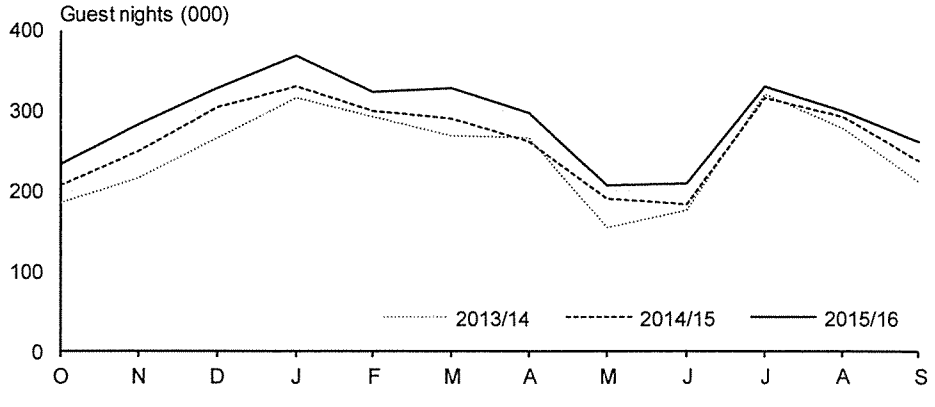
Response rates for September 2016

The response rate for the Queenstown RTO area was 84 percent for September 2016.

The proportion of the origin-of-guest estimate from unadjusted data was 87 percent.

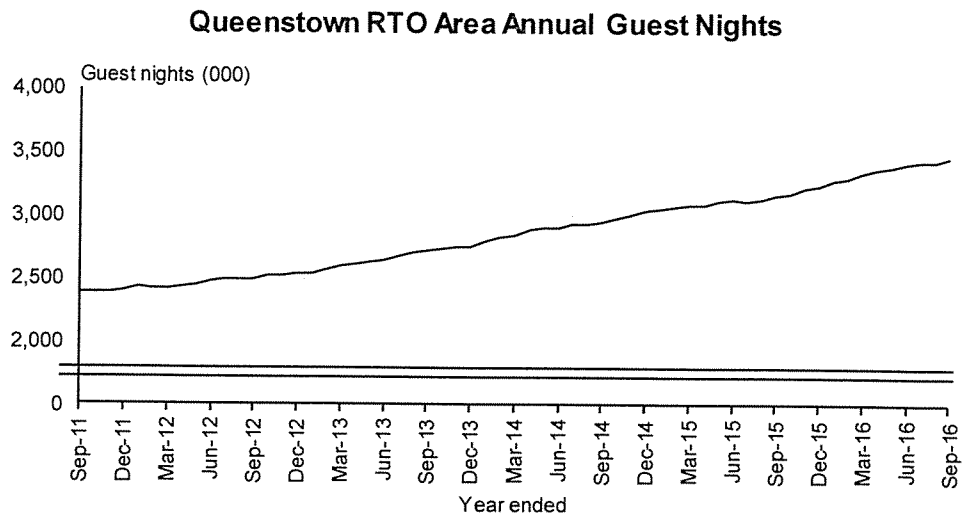
Figure 1.1

Queenstown RTO Area Monthly Guest Nights



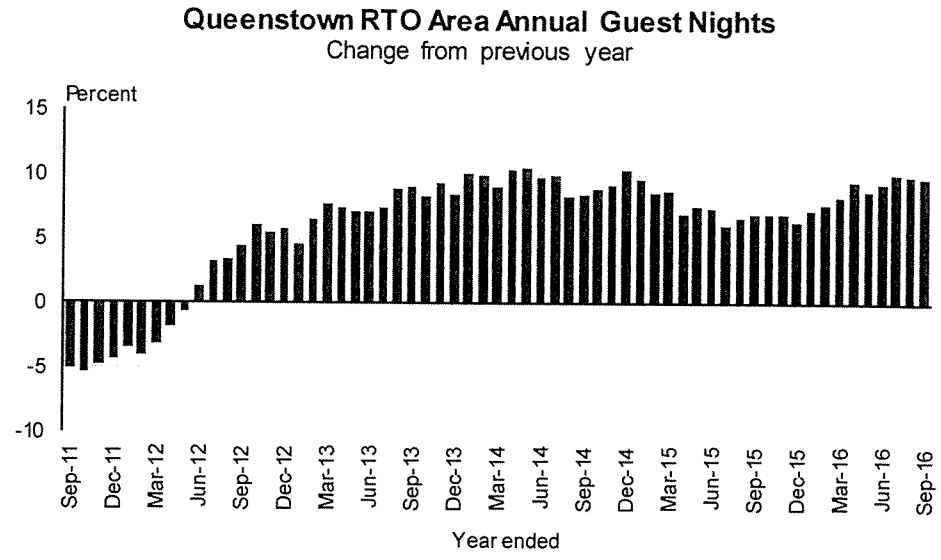
Source: Statistics New Zealand

Figure 1.3



Source: Statistics New Zealand

Figure 1.4



Source: Statistics New Zealand

Table 2.1

Queenstown Accommodation Variables

By accommodation type
Monthly and year ended[1][2]

Accommodation type	Monthly			Annual		
	September		Percentage change	Year ended		Percentage change
	2015	2016		September 2015	September 2016	
Guest nights						
Total guest nights	236,360	260,419	10.2	3,155,329	3,462,751	9.7
International	148,450	173,721	17.0	2,112,022	2,389,472	13.1
Domestic	87,910	86,697	-1.4	1,043,307	1,073,279	2.9
Hotels	131,370	142,897	8.8	1,630,171	1,821,400	11.7
Motels/apartments	45,108	55,745	23.6	640,137	674,757	5.4
Backpackers	36,330	40,294	10.9	588,200	634,789	7.9
Holiday parks	23,552	21,482	-8.8	296,822	331,805	11.8
Occupancy rates[3] **(%)**						
Hotels	72.2	76.5	6.0	75.0	80.5	7.3
Motels/apartments	52.4	63.0	20.2	60.0	64.6	7.6
Backpackers	51.7	56.4	9.0	69.1	73.1	5.8
Holiday parks	29.5	26.6	-10.0	29.7	33.2	11.8
Total	57.2	61.5	7.5	64.4	69.0	7.2
Total excluding holiday parks[4]	62.0	67.5	8.9	70.3	75.2	7.0
Average length of stay[5]						
Hotels	2.96	2.75	-7.2	2.69	2.66	-1.3
Motels/apartments	3.26	3.29	0.9	2.98	2.82	-5.4
Backpackers	3.01	3.08	2.4	2.84	2.45	-13.5
Holiday parks	2.64	1.81	-31.3	2.21	2.17	-1.7
Total	2.98	2.77	-7.0	2.72	2.59	-4.5
Guest arrivals						
Hotels	44,375	52,002	17.2	605,083	684,789	13.2
Motels/apartments	13,832	16,934	22.4	214,778	239,218	11.4
Backpackers	12,086	13,097	8.4	207,444	258,709	24.7
Holiday parks	8,918	11,839	32.7	134,129	152,599	13.8
Total	79,211	93,872	18.5	1,161,435	1,335,316	15.0
Establishments						
Hotels	34	36	5.9	34	36	5.9
Motels/apartments	53	53	0.0	53	53	0.0
Backpackers	21	22	4.8	21	22	4.8
Holiday parks	7	7	0.0	7	7	0.0
Total	115	118	2.6	115	118	2.6
Capacity[6]						
Hotels	93,990	95,580	1.7	1,148,364	1,149,396	0.1
Motels/apartments	32,880	33,570	2.1	429,400	407,086	-5.2
Backpackers	63,570	64,650	1.7	780,393	778,787	-0.2
Holiday parks	33,030	33,300	0.8	401,865	405,711	1.0
Total	223,470	227,100	1.6	2,760,022	2,740,980	-0.7

(1) Reclassifications, new businesses, ceased businesses, and temporary closures may affect figures.
(2) Irregular events, such as airshows and Easter, may affect percentage changes and other figures.
(3) Occupancy rates are calculated as the ratio of used stay-unit nights to available stay-unit nights.
(4) Holiday parks often have high capacity and can mislead when included in total occupancy rates.
(5) Average length of stay is calculated as the ratio of guest nights to guest arrivals.
(6) Capacity is calculated as the number of available stay-units multiplied by the number of days in the month.

Symbol:
C confidential

Table 3.1

Queenstown and New Zealand Monthly Guest Nights

By origin of guest

		Queenstown RTO[1] area			New Zealand		
		Origin of guest			Origin of guest		
		Domestic	International	Total	Domestic	International	Total
Month							
2015	Sep	87,910	148,450	236,360	1,588,557	887,062	2,475,619
	Oct	85,336	147,390	232,726	1,772,303	1,061,184	2,833,487
	Nov	86,250	195,838	282,089	1,695,774	1,411,223	3,106,997
	Dec	97,452	230,478	327,930	2,164,026	1,687,843	3,851,869
2016	Jan	114,329	254,679	369,008	2,922,729	1,921,161	4,843,891
	Feb	72,994	248,740	321,734	2,017,277	1,948,236	3,965,513
	Mar	90,716	237,900	328,616	2,149,108	1,838,734	3,987,842
	Apr	98,180	197,466	295,647	1,826,242	1,413,337	3,239,579
	May	62,544	143,883	206,427	1,370,125	959,551	2,329,676
	Jun	76,626	132,451	209,078	1,376,180	786,991	2,163,171
	Jul	106,099	224,480	330,579	1,629,080	1,006,967	2,636,046
	Aug	96,053	202,445	298,498	1,510,985	938,027	2,449,012
	Sep	86,697	173,721	260,419	1,636,740	996,925	2,633,664
		Percent change from the current month of the previous year					
		-1.4	17.0	10.2	3.0	12.4	6.4
Year ended							
September 2015		1,043,307	2,112,022	3,155,329	21,287,438	14,526,863	35,814,301
September 2016		1,073,279	2,389,472	3,462,751	22,070,567	15,970,178	38,040,745
		Percent change from previous year					
		2.9	13.1	9.7	3.7	9.9	6.2

(1) Regional tourism organisation

5 Regional comparison

In September 2016, Queenstown recorded the largest increase in guest nights (up 24,000 or 10.2 percent) from September 2015. This was followed by Rotorua (up 14,000 or 9.7 percent), Taupo (up 13,000 or 18.9 percent), Auckland (up 13,000 or 2.3 percent), and Wellington (up 13,000 or 6.3 percent).

Dunedin recorded the largest decrease (down 9,000 or 13.0 percent), followed by Timaru (down 3,000 or 14.5 percent), Waikato (down 2,000 or 1.6 percent), and Southland (down 1,000 or 4.3 percent).

Table 5.2

Regional Tourism Organisation Areas' Monthly Occupancy Rates[1]

By accommodation type

RTO area	September 2016 occupancy rate					
	Accommodation type					
	Hotels	Motels	Backpackers	Holiday parks	Total	Total excluding holiday parks[2]
	Percent					
Northland	34.6	46.3	25.0	8.3	19.5	36.5
Auckland	79.6	67.7	59.0	18.5	65.8	72.4
Coromandel	43.0	32.0	13.4	10.6	15.1	24.6
Waikato	56.0	63.1	33.2	11.4	37.6	53.6
Bay of Plenty	59.9	63.7	41.7	16.4	34.7	54.1
Rotorua	68.8	59.5	24.0	17.6	41.7	48.0
Taupo	60.9	61.3	32.6	13.6	38.2	50.9
Whakatane-Kawerau	C	44.8	C	4.6	15.2	45.0
Gisborne	C	48.6	C	10.1	20.9	40.5
Taranaki	40.6	42.3	19.2	10.6	26.3	37.3
Hawke's Bay	51.6	56.5	30.2	10.3	33.6	47.2
Ruapehu	56.0	38.0	29.7	31.0	36.5	37.6
Manawatu	41.4	56.6	C	C	40.9	C
Whanganui	C	49.2	36.9	C	30.0	C
Wairarapa	40.5	47.2	C	C	21.2	C
Kapiti-Horowhenua	C	52.1	C	13.3	21.0	31.4
Wellington	75.8	69.4	C	C	62.6	C
Marlborough	43.5	45.3	30.3	13.0	29.3	37.7
Nelson-Tasman	49.5	47.0	29.2	9.1	23.7	39.6
Canterbury	61.9	55.9	30.9	16.3	37.9	49.7
Hurunui	C	45.7	C	11.3	20.8	28.3
Mackenzie	C	43.7	47.1	C	41.6	C
Timaru	C	59.6	C	C	27.0	C
West Coast	35.5	42.4	24.7	14.0	26.8	32.6
Wanaka	53.0	65.9	55.5	15.8	35.2	57.2
Queenstown	76.5	63.0	56.4	26.6	61.5	67.5
Waitaki	27.3	56.2	17.5	12.2	23.5	36.2
Central Otago	24.4	45.2	4.2	3.4	8.5	25.2
Dunedin	56.1	56.9	30.4	24.7	45.4	50.4
Clutha	C	27.4	C	10.1	14.8	23.3
Fiordland	28.8	31.2	16.6	17.6	22.8	26.0
Southland	31.8	48.5	20.5	10.1	29.3	36.4
Total	64.2	55.1	35.8	12.7	38.2	52.3

(1) Occupancy rates are calculated as the ratio of stay unit nights to monthly capacity.
(2) Occupancy rates excluding holiday parks are included because the capacity of holiday parks can distort the total occupancy rates.

Symbols:
C confidential
... not applicable

Establishments may change the way they operate over time. If they do, they may be reclassified from one accommodation type to another. For example, if a holiday park adds sufficient motel units that it is operating more as a motel than a holiday park, it will be subject to reclassification to the 'motels' accommodation type. This type of change will tend to reduce surveyed guest nights and other figures for holiday parks (because there would be one fewer holiday park) while boosting guest nights and other figures for motels (because there would be one more motel).

Guest night and other movements, where the latest month is compared with the same month of the previous year, are affected for 12 months from the time that any reclassification is done. After 12 months, the reclassified establishment will appear in the same accommodation type in both comparison months.

Reclassifications of establishments are not the only changes that affect survey content and figures for the Accommodation Survey:

- When establishments temporarily cease operations, we take them out of the survey until they re-open. These changes affect figures for the number of establishments and available capacity.
- Businesses that start up, shut down, or move into or out of the short-term commercial accommodation industry also affect survey figures.

Survey errors

This survey aims for 100 percent coverage of the accommodation businesses in New Zealand (a full census). However, in practice, the overall response rate is usually between 76 and 80 percent. We estimate values for the remaining units based on the characteristics of similar establishments in the same or similar regions. This introduces unknown errors into the estimates, and users of the data should bear this in mind. The size of these unknown errors is difficult to quantify.

Other errors include respondent error, and errors in coverage, classification, and processing. Our editing processes identify and remove many errors, but some will likely remain. We cannot quantify the effect of the remaining errors.

Comparability

Accommodation Survey statistics are not always on the same basis as statistics from other sources. For example, 'average length of stay' in the Accommodation Survey is for all guests (domestic plus international), but in the International Visitor Arrivals to New Zealand reports, it is only for international guests.

More information

For further information on the Accommodation Survey, refer to webpage http://www.stats.govt.nz/browse_for_stats/industry_sectors/accommodation.aspx

"D"

AUCKLAND UNITARY PLAN
INDEPENDENT HEARINGS PANEL

Te Paepae Kaiwawao Motuhake o te Mahere Kotahitanga o Tāmaki Makaurau

Report to Auckland Council
Hearing topic 045

Auckland International Airport
Designations 1100, 1101, 1102

Attachment 1 recommended text

July 2016

- landscaping,
- 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, tertiary education facilities, 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 Figure 4 (Future Aircraft Noise Contours) of this designation.

"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.

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 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 of 60 dB L_{dn} anywhere outside the HANA and the MANA. For the purpose of this control, aircraft noise shall be calculated as a 12 month rolling logarithmic average using the INM and records of actual Aircraft Operations.
   c. Clauses (a) and (b) of this Condition do not apply within the designated area or within the Coastal Marine Area.
   d. In addition, AIAL shall:
      i. monitor noise from Aircraft Operations at a minimum of three locations associated with the Existing Runway which are as near as practicable to the boundary of the HANA to obtain an accurate reading so as to demonstrate compliance with (a) above;
      ii. monitor noise from Aircraft Operations at a minimum of two locations associated with the Northern Runway so as to demonstrate compliance with (b) above. The required monitoring may be undertaken at points in the MANA and then by calculating the corresponding noise level at the MANA boundary;
      iii. use the INM and noise monitoring data to calculate whether noise from Aircraft Operations complies with (b) above;
      iv. calculate noise levels at every other location necessary to ensure compliance with this Condition and with Condition 10;

   and shall provide a detailed written report to the Council every 12 months describing and interpreting the results of the monitoring and describing and explaining the calculations and findings.

Interim Noise Control on Northern Runway

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

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_{dn} AANC and the 65 dB L_{dn} 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:
- 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}

changes of outdoor air per hour in the other habitable rooms of each building, in each case with all external doors and windows of the building closed with the exception of such windows in non-habitable rooms that need to be ajar to provide air relief paths;

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

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

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

The abovementioned offer shall be made on the following basis:

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

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

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

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

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

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}

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);

- 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:

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

ii. Shall not be in breach of this condition where the internal noise standards and related ventilation requirements are not met in each instance provided the relevant certificate required in sub-clause (q)(i) of this Condition, above, has been provided to the Council.

Covenants

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

Monitoring of Noise Mitigation Programme

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

Preparation and Publication of the AANC's

10B. AIAL shall:

a. Prepare annually the 60 dB L_{dn} AANC and 65 dB L_{dn} AANC.

b. Publish a public notice in:

i. One or more daily newspapers circulating in the areas contained in the HANA, MANA and ANNA; or

ii. One or more other newspapers that have at least an equivalent circulation, advising the public that:

- The AANCs have been prepared for the following twelve months;
- Explaining what the AANCs are and who is potentially affected; and
- That the AANCs are available for public inspection at such Council offices as determined by a designated Council officer approved by the Chief Executive of the Council.

Temporary Noise Mitigation Programme

10C

(a) This condition shall only apply:

(i) until this designation is altered to reflect the extent of AIAL's aircraft noise contours in the Unitary Plan D24 Aircraft Noise Overlay, after which it will no longer apply; and

(ii) to landowners within the areas shown on the Auckland International Airport Transitional Mitigation Plans set out in Attachment D; and

(iii) to landowners who are required to comply with the acoustic insulation and ventilation standards set out in D24.6.3 of the D24 Aircraft Noise Overlay when establishing a new ASAN or undertaking additions or alterations to an existing ASAN within those areas, and who have acquired building consent.

(b) If the requirements set out in subsection (a) are met, AIAL shall meet the relevant part of the cost of installing acoustic treatment in buildings where this is required by D24.6.3 of the Unitary Plan on the same basis as set out in condition 10 as if the building in question was an "existing building", or the addition or alteration was part of an "existing building", on an "affected site", with all other modifications required to condition 10 to allow it to be applied in this context.

Provisos:

- *Condition 10C is only required during the transitional period between the Unitary Plan being made operative and this designation being altered to reflect the extent of AIAL's aircraft noise contours in the Unitary Plan Aircraft Noise Overlay. At this time, this Condition will be deleted from this designation.*
- *When Condition 10C applies to additions or alterations, the costs are to be met or partially met only in relation to the additions or alteration itself not the whole building.*

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),

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. Prior to any land modification works within the coastal protection yard, the requiring authority shall submit an outline plan to the Council for approval.

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 native vegetation of a five metre wide strip along the northern boundary and a limitation on building height in relation to the northern boundary so that no part of any building shall 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 $500m^3$ of earthworks; or
        ii. 30 metres of the northern boundary which involves more than $200m^3$.
    c. The timetable for completion of the abovementioned landscaping, earthworks and remedial work.
    d. The height, shape and bulk of any proposed structures.
    e.

16. For the purpose of conditions 14 and 15(b) details shall be given of the following:

Alteration to Natural Landscape

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

Alteration to cultural heritage sites or cultural landscape

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

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

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

DESIGNATION AIAL 1100 — ATTACHMENT A

AIRCRAFT NOISE COMMUNITY CONSULTATIVE GROUP ("Group")

TERMS OF REFERENCE

Purpose

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

Activities

1. To identify community concerns regarding aircraft noise.
2. To co-operatively formulate and propose rules and procedures to minimise the impact of aircraft noise on the community and to consider how AIAL should respond to community concerns regarding aircraft noise.
3. To assist and advise AIAL and Council in the dissemination of relevant information to the community.
4. To regularly review the current procedure for handling noise complaints, modify that procedure where necessary and make it publicly available as soon as practicable.
5. To assist AIAL in the review of and, where necessary, to recommend modifications to, the Noise Management Plan which (in summary) addresses:

   (i) procedures for handling noise complaints;

   (ii) noise abatement procedures; and

   (iii) timely provision of aircraft noise and flight path monitoring information.

   AIAL is to consider any recommended modifications in good faith and provide the Group with a written response to the recommendations, including the reasons for rejecting any recommendations, should such a response be requested by the Group.
6. To monitor noise levels and compliance with the noise abatement procedures and Noise Management Plan.
7. To access appropriate technical expertise and guidance as required, including to, where appropriate, independently peer review noise monitoring and other technical data provided to the Group by AIAL.

8. AIAL will provide data and technical information on aircraft movements and a noise complaint summary. The Group will monitor AIAL's process for responding to noise complaints and queries. Noise complaints will not be dealt with on an individual basis.

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

Meeting procedure

1. **Chairperson:** AIAL and Council will be jointly responsible for appointing and removing the chairperson. The terms of appointment will set out the conditions of appointment and removal, and will include that the term of appointment for the chairperson is limited to 5 years, unless the Group otherwise agrees. The chairperson will chair the meeting. If the chairperson is not present within 15 minutes of the time appointed for the meeting then the Group will appoint another person to chair the meeting.

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

   - public notice of the meeting to be published on the internet, including the contact details of all members of the Group; and

   - a reminder of meeting, together with any other relevant information to be sent to all members of the Group at least 5 working days before the meeting. The notice of meeting will set out the time and place of the meeting, and the nature of the business to be discussed. Members of the Group may advise AIAL of items to be included in the notice of meeting.

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

4. **Quorum:** No business may be transacted at a meeting of the Group if a quorum is not present. A quorum is present if there are at least 6 people including three Local Board representative, one Board of Airline Representatives of New Zealand representative, the Airways Corporation representative and one AIAL representative. If a quorum is not present within 15 minutes of the time appointed for the meeting then the meeting is to be adjourned to the same day in the following week at the same time and place or to such other date, time and place as the Group may appoint.

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

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

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

* For details of each classroom type for the specified schools refer to Marshall Day Acoustics report "Sound Insulation and Ventilation – Schools", dated 1 May 2001.

TYPE OF SPACE*	NUMBER OF CLASSROOMS, LIBRARIES AND HALLS	MAXIMUM COSTS OF ACOUSTIC TREATMENT AND RELATED VENTILATION MEASURES PER CLASSROOM, LIBRARY OR HALL	MAXIMUM COST FOR CLASSROOMS (= TOTAL PER CLASSROOM X NUMBER OF CLASSROOMS) AND FOR EACH LIBRARY AND HALL
Redoubt North School			
E1	20	$68,000	$1,360,000
Library	1	$68,000	$68,000

B. The Grantee is registered as proprietor of the Dominant Tenement ("**Dominant Tenement**") and owns or is entitled to use the structures erected thereon.

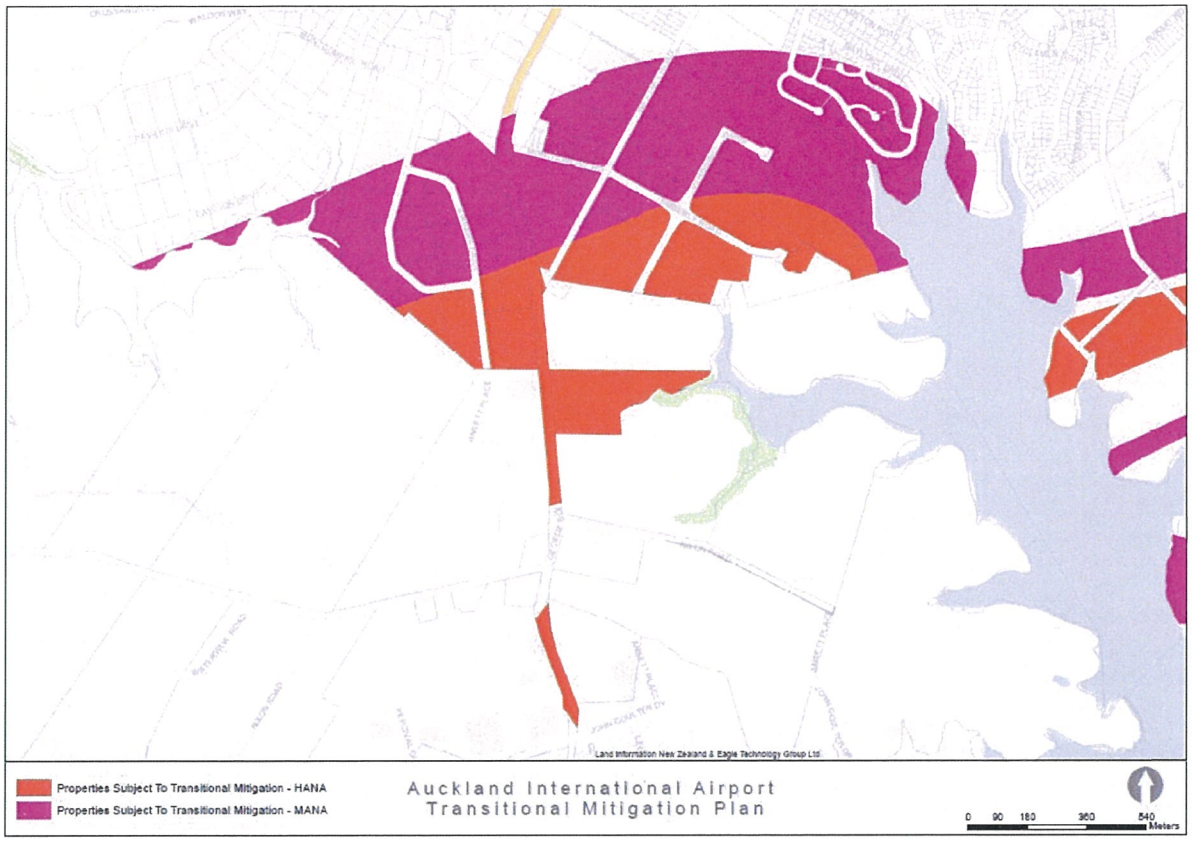
C. The Grantee either itself or by its lessees, licensees and other invitees operates the Auckland International Airport together with other associated industrial, commercial and retail activities from the Dominant Tenement, which results and is likely to result in environmental effects, such as noise, which has and is likely to have consequences beyond the boundaries of the Dominant Tenement, including upon the Servient Tenement.

D. The Servient Tenement is identified as being subject to **[high (in the case of Servient Tenement located within the HANA)] / [moderate (in the case of Servient Tenement located within the MANA)]** levels of noise from operations at Auckland International Airport, and the Grantor has accepted the Grantee's offer to install physical works and equipment (**"Aircraft Noise Mitigation Works"**) in the building(s) on the Servient Tenement, for the purpose of mitigating the effects of such noise, more particularly described in Schedule Two of this Annexure Schedule.

E. In consideration of the Grantee's offer the Grantor has agreed with the Grantee (for the benefit of the Grantee and its lessees, licensees and other invitees) to accept for itself and its successors in title to the Servient Tenement and any part or interest in the Servient Tenement, for the period until 31 March 2044, an obligation not to lessen the effectiveness of, or remove, the Aircraft Noise Mitigation Works, in accordance with the terms of this Covenant.

COVENANTS

The Grantor for itself and its successors in title to the Servient Tenement, or any part of it, (excluding any tenants occupying the Servient Tenement pursuant to a lease or tenancy vested in the Housing New Zealand Corporation or any statutory or regulatory successor to the Housing New Zealand Corporation), hereby covenants, acknowledges and agrees with the Grantee as a covenant for the benefit of the Grantee itself and its lessees, licensees and invitees on the Dominant Tenement from time to time, that the Grantor will observe and perform all the stipulations and restrictions contained in Schedule One of this Annexure Schedule to the end and intent that each of the stipulations and restrictions shall, in the manner and to the extent prescribed, ensure for the benefit of, and be appurtenant to, the whole of the Dominant Tenement until 31 March 2044.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Properties Subject To Transitional Mitigation - MANA
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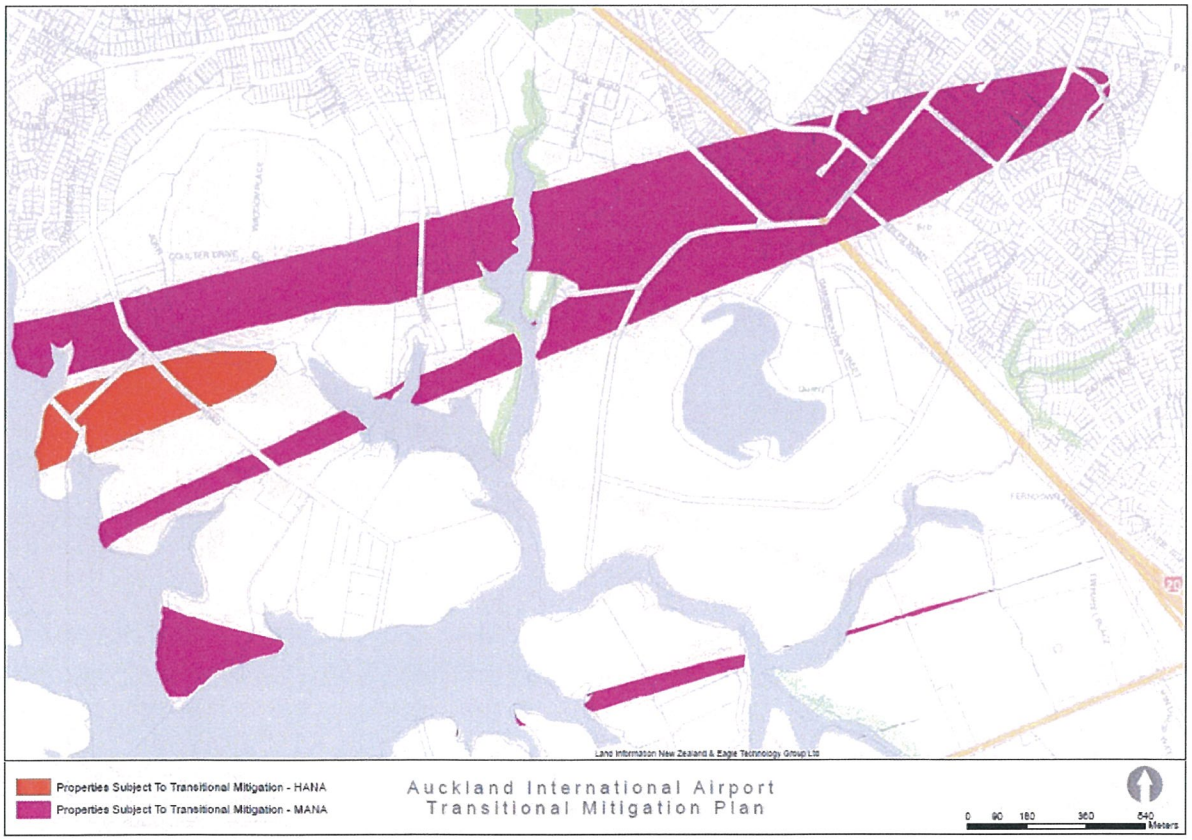
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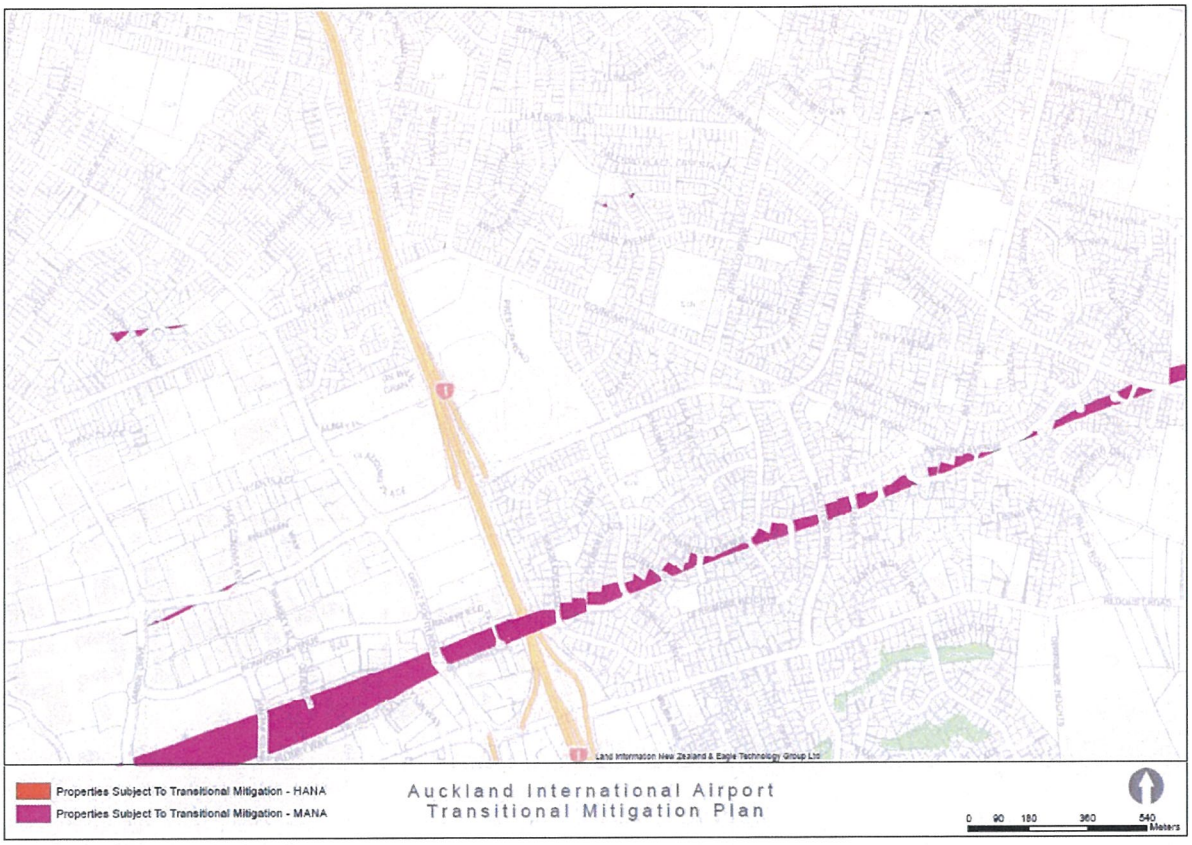
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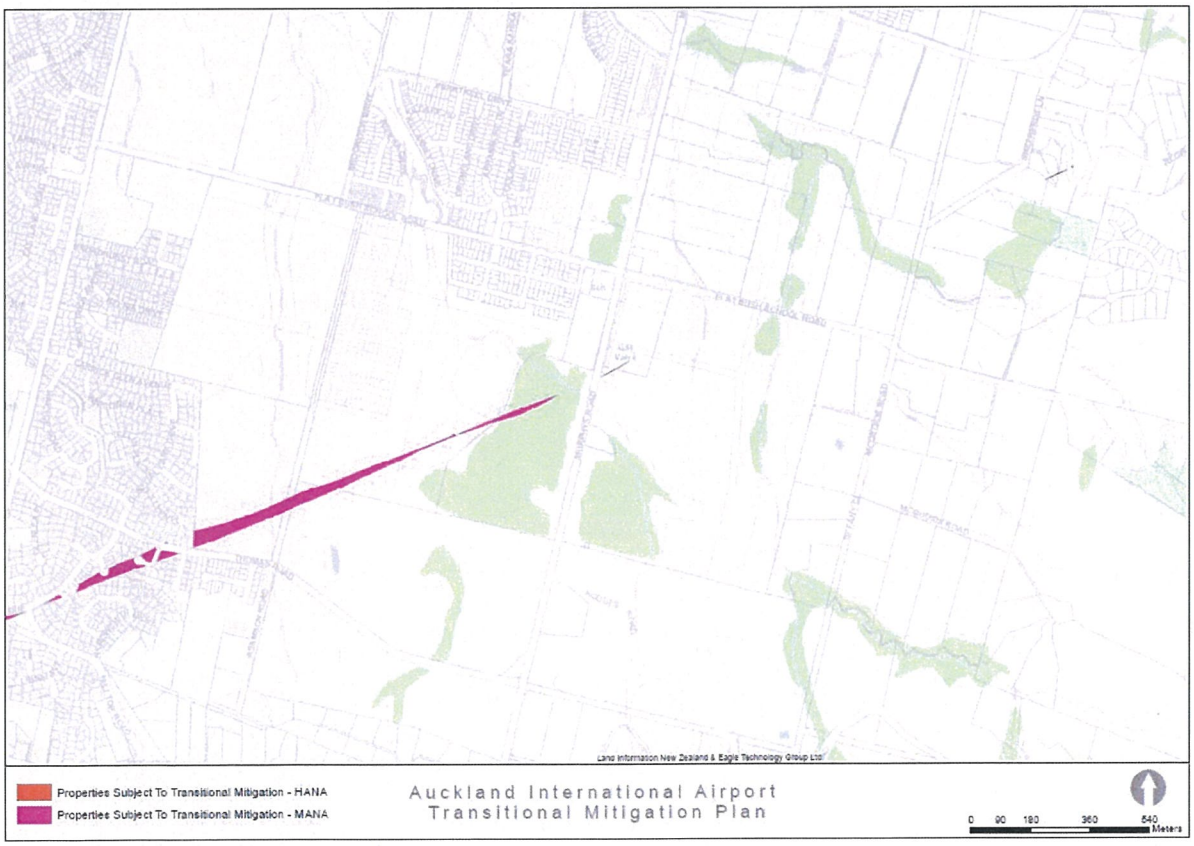
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Properties Subject To Transitional Mitigation - HANA
Properties Subject To Transitional Mitigation - MANA
Auckland International Airport
Transitional Mitigation Plan
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Meters

Figure 2 - Control Zone

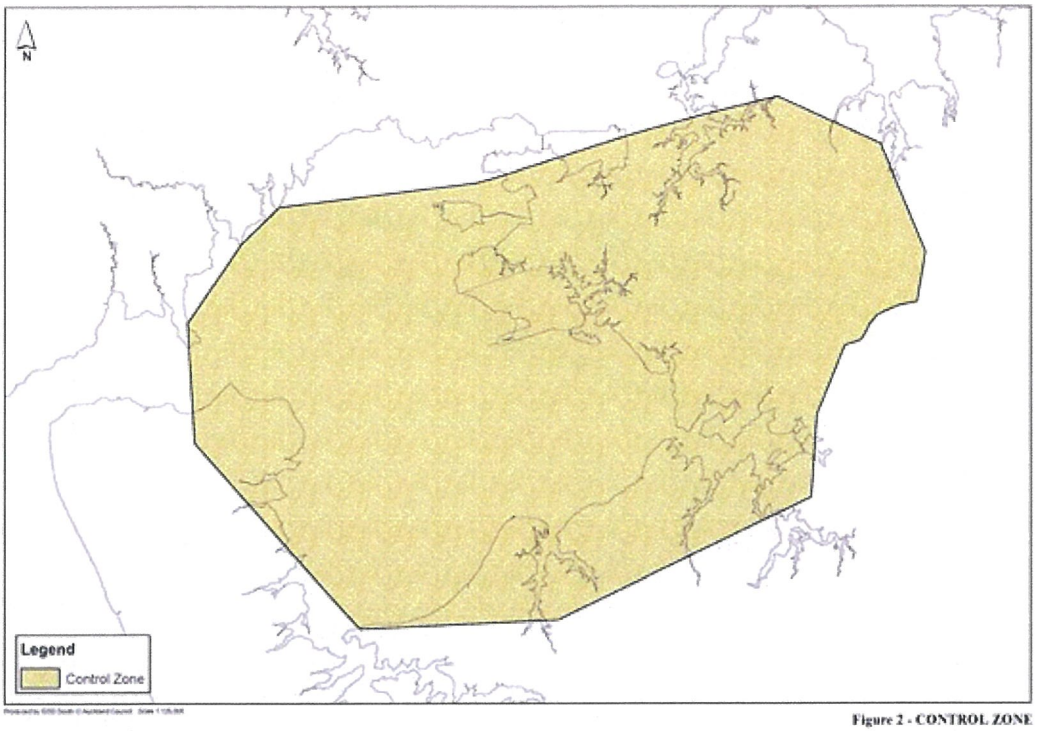

Figure 2 - CONTROL ZONE

APPENDIX 1

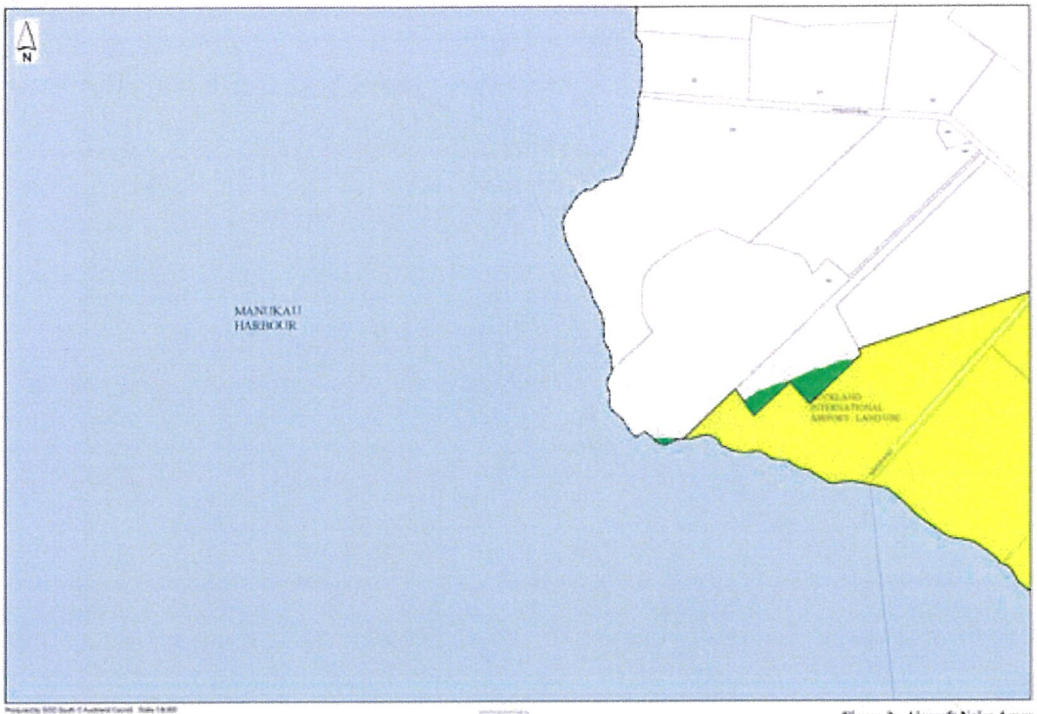

Figure 3 - Aircraft Noise Areas

APPENDIX 1

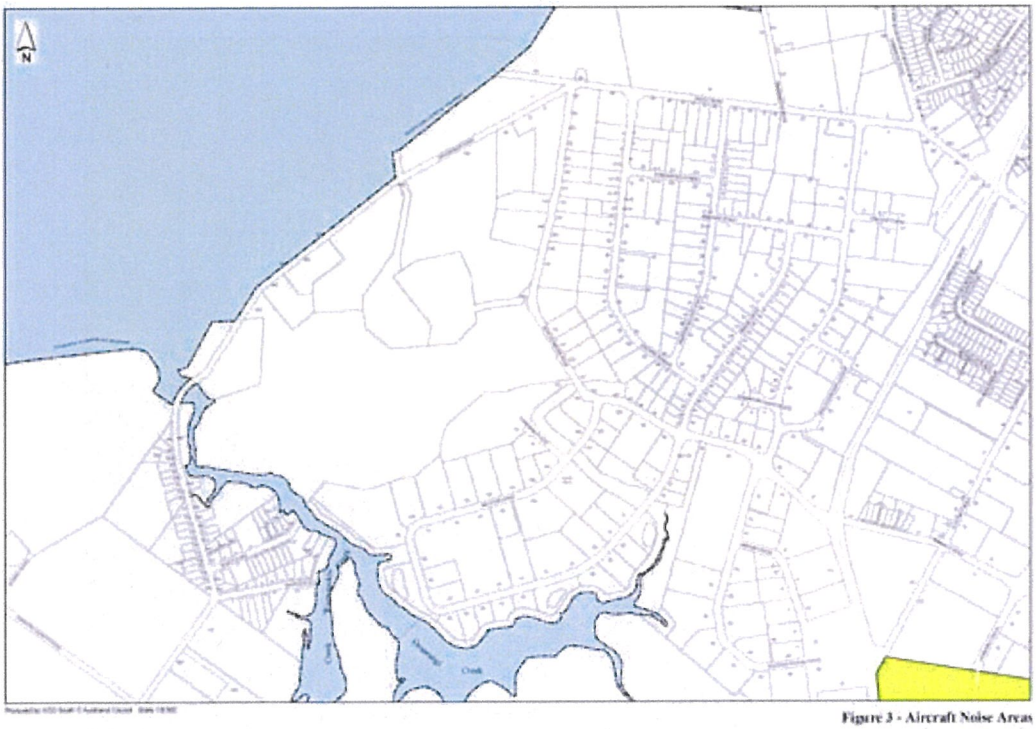

Figure 3 - Aircraft Noise Areas

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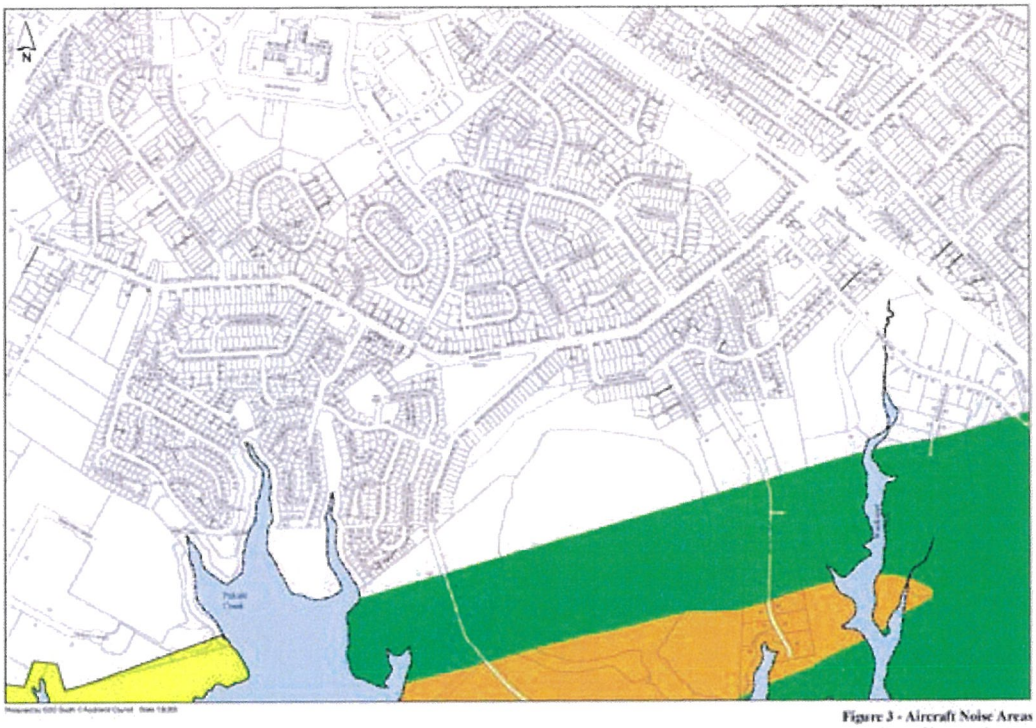

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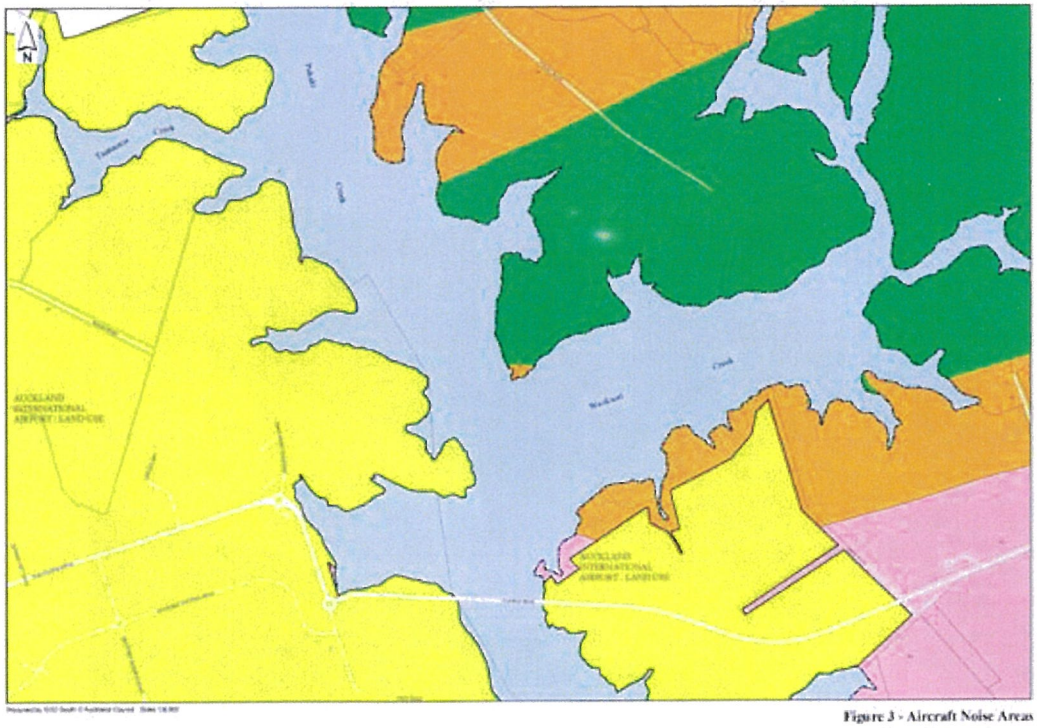

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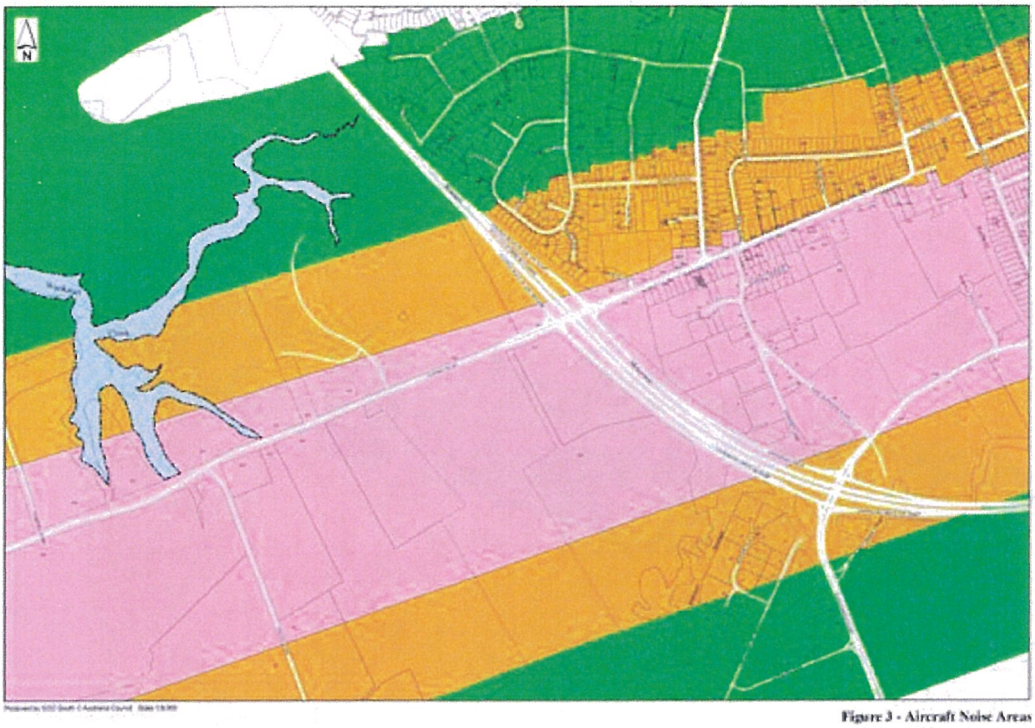

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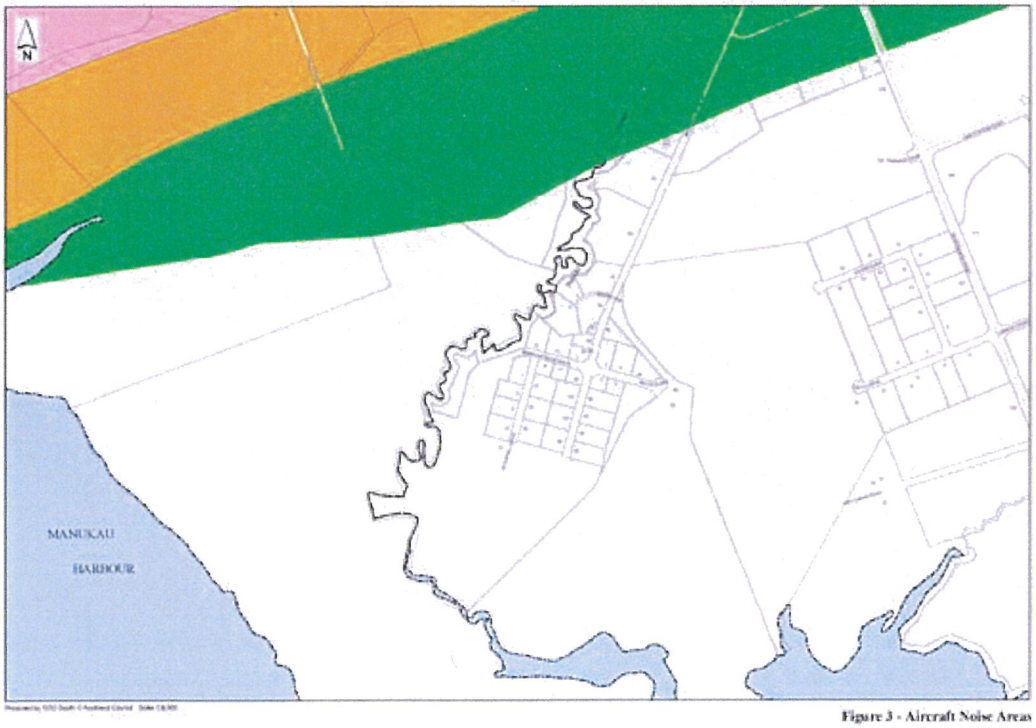

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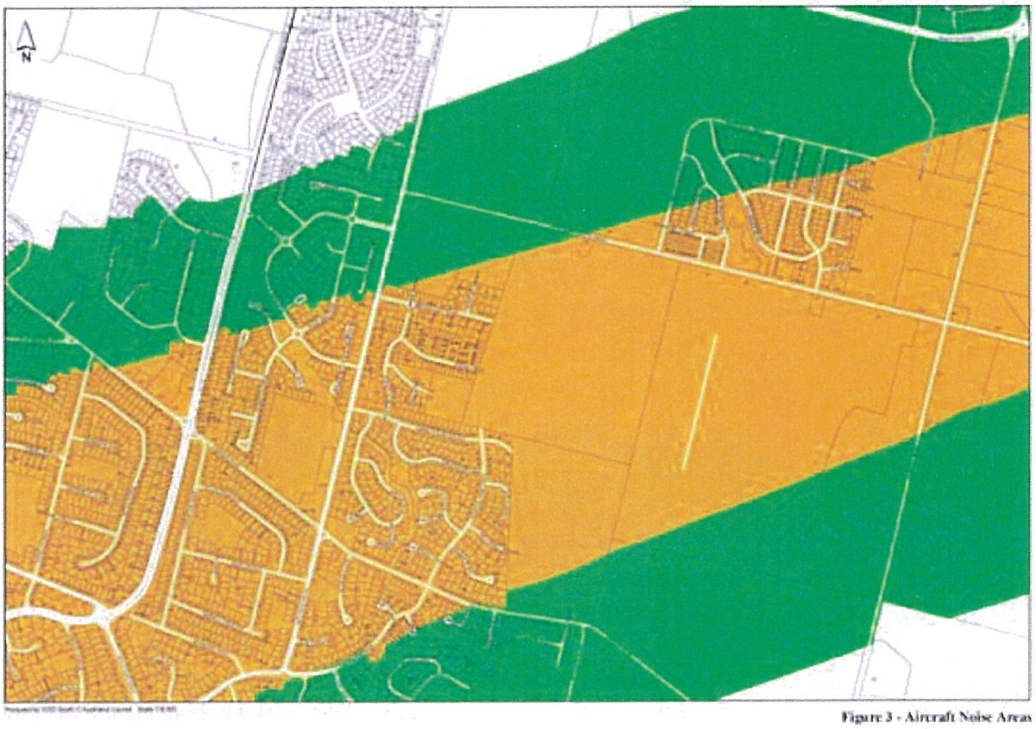

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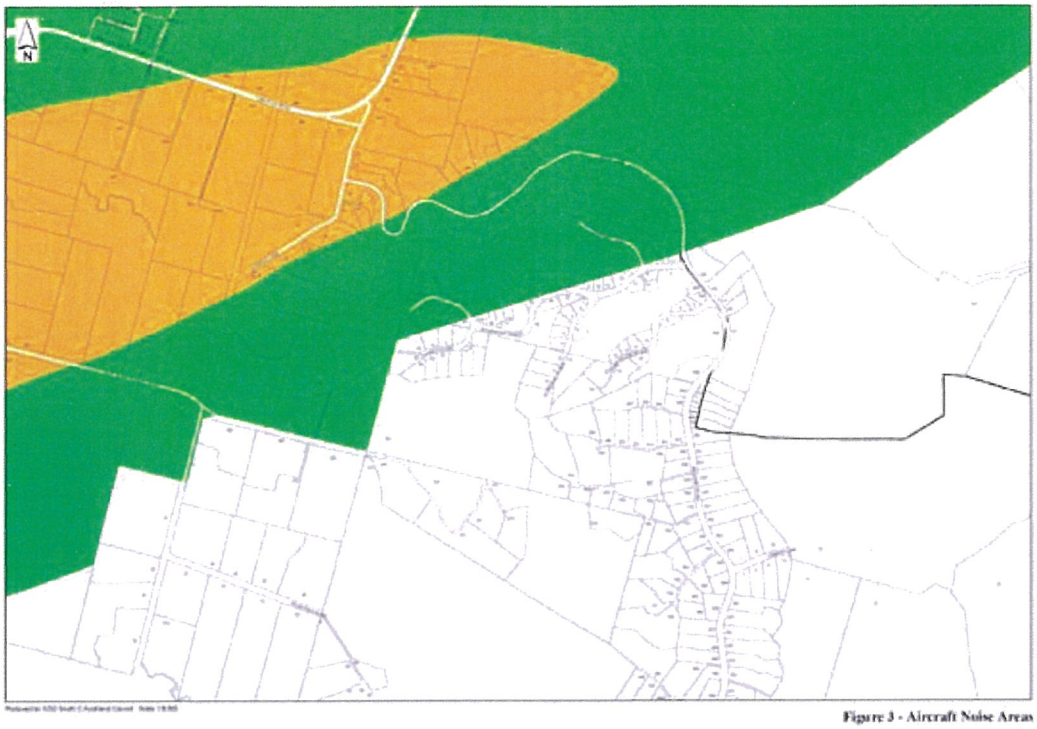

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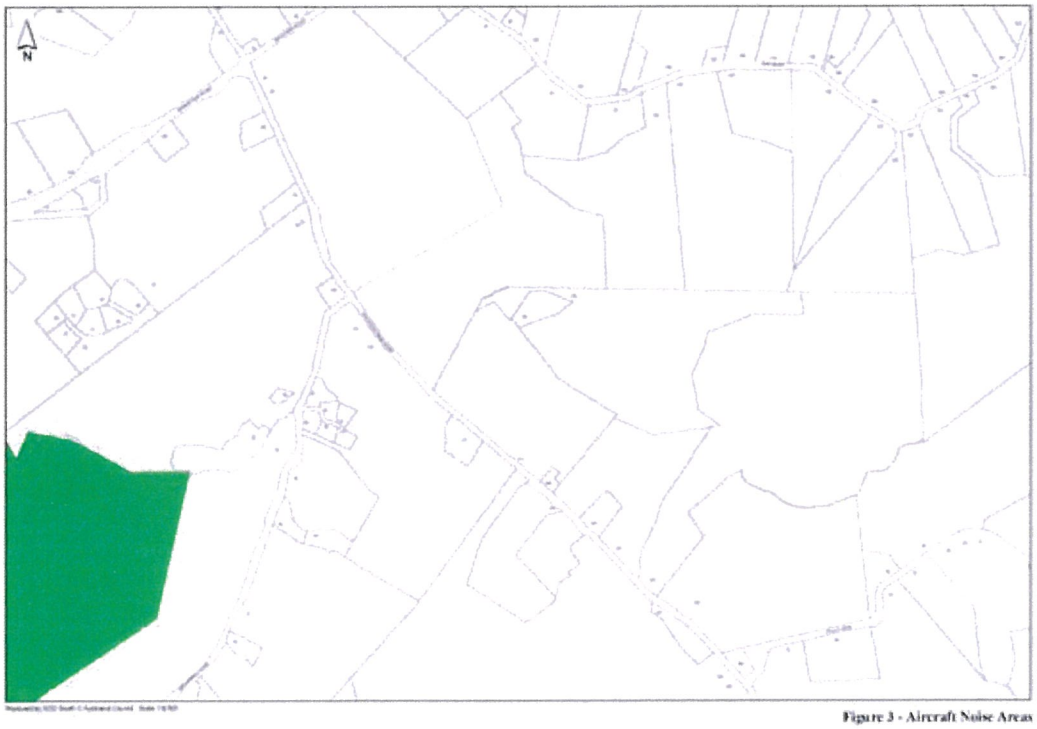

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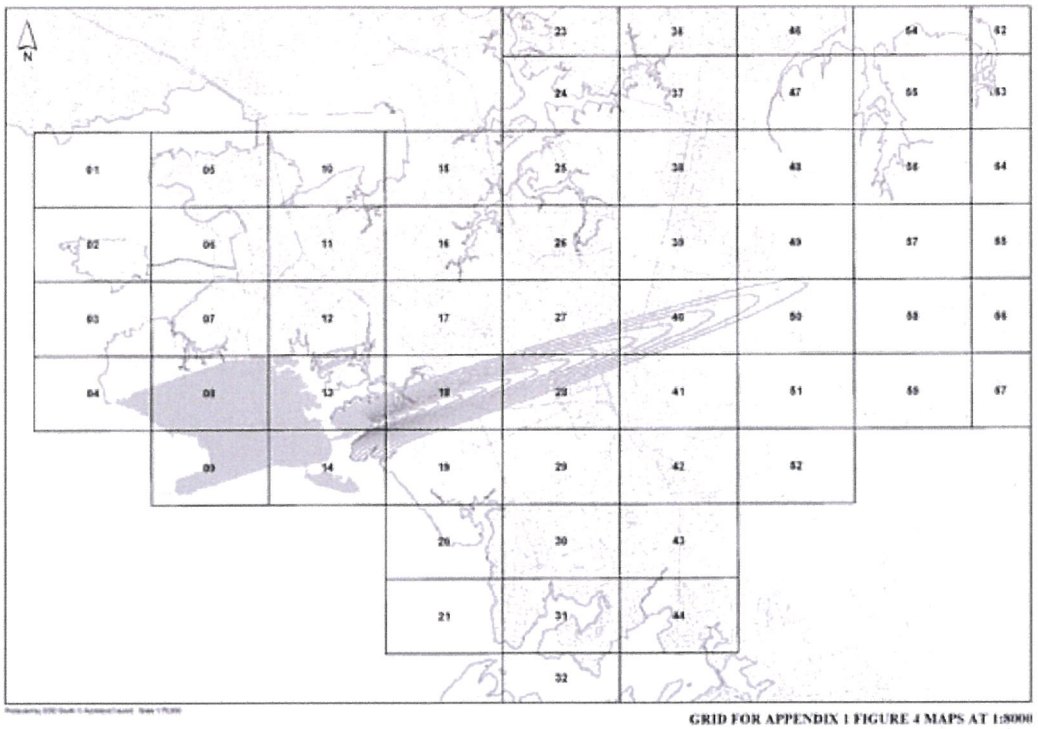


GRID FOR APPENDIX 1 FIGURE 4 MAPS AT 1:8000

APPENDIX 1

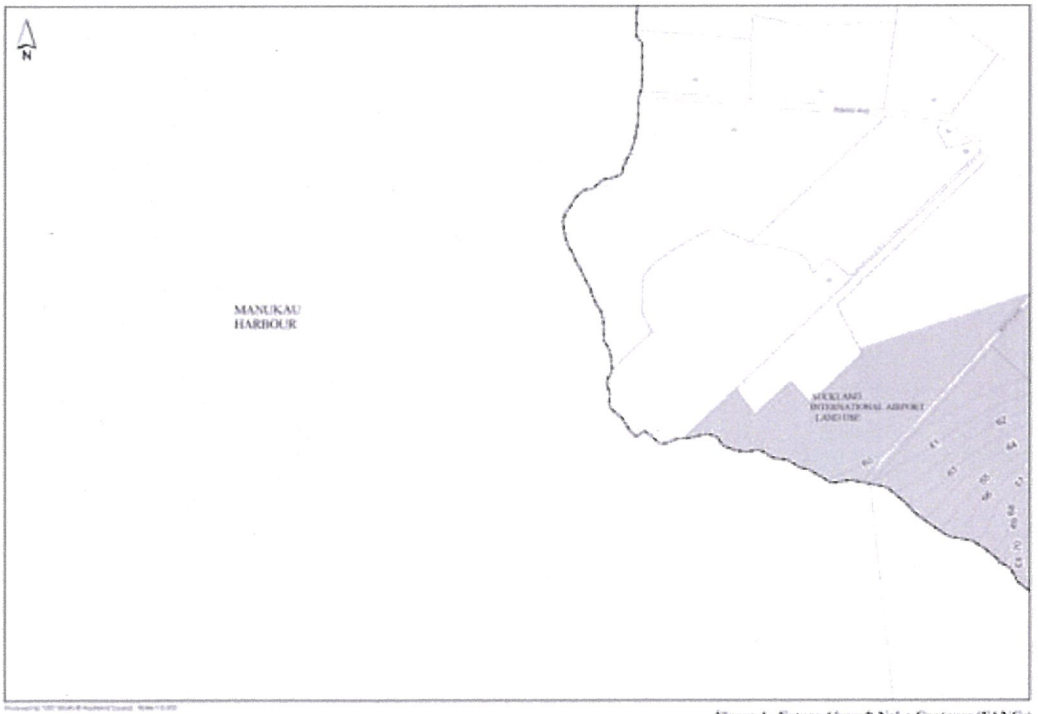
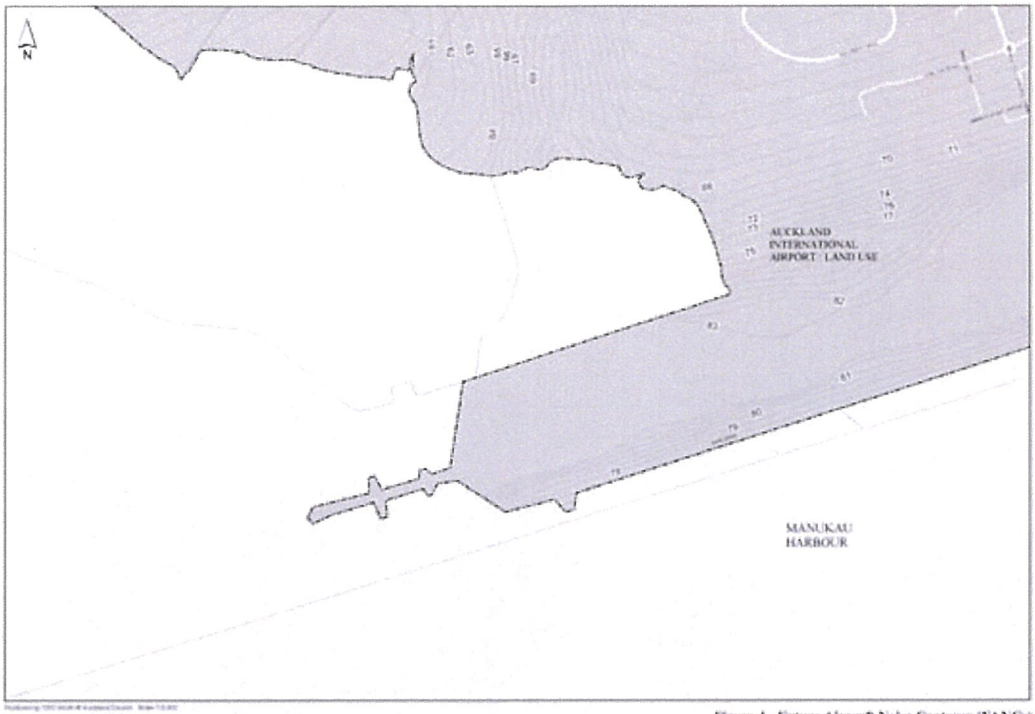


Figure 4 - Future Aircraft Noise Contours (FANCs)

APPENDIX 1



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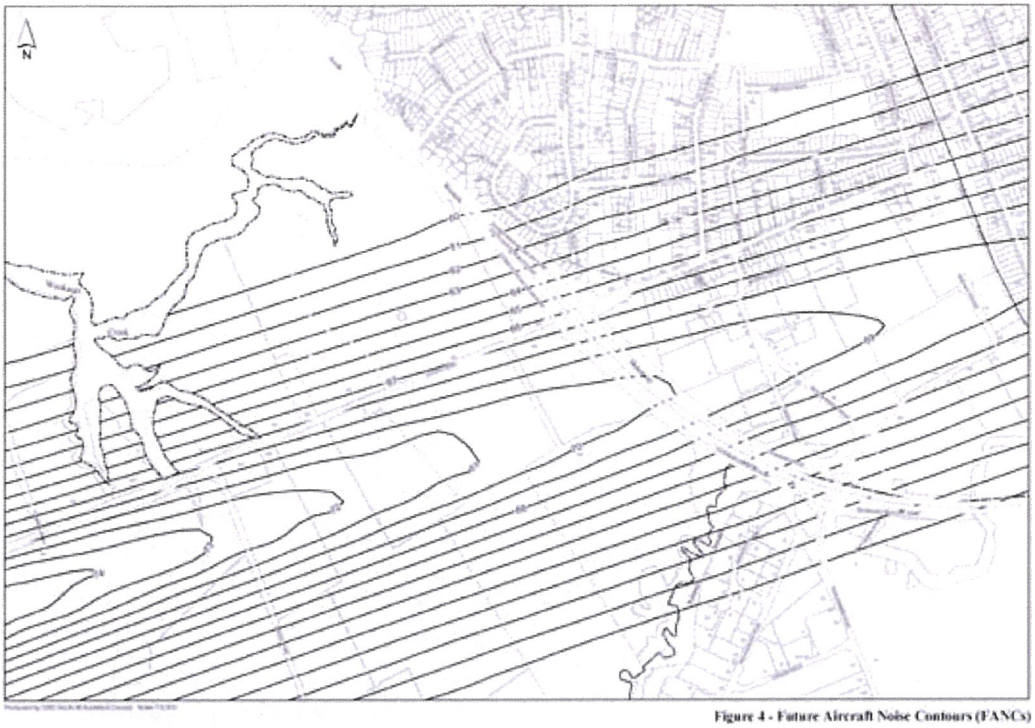

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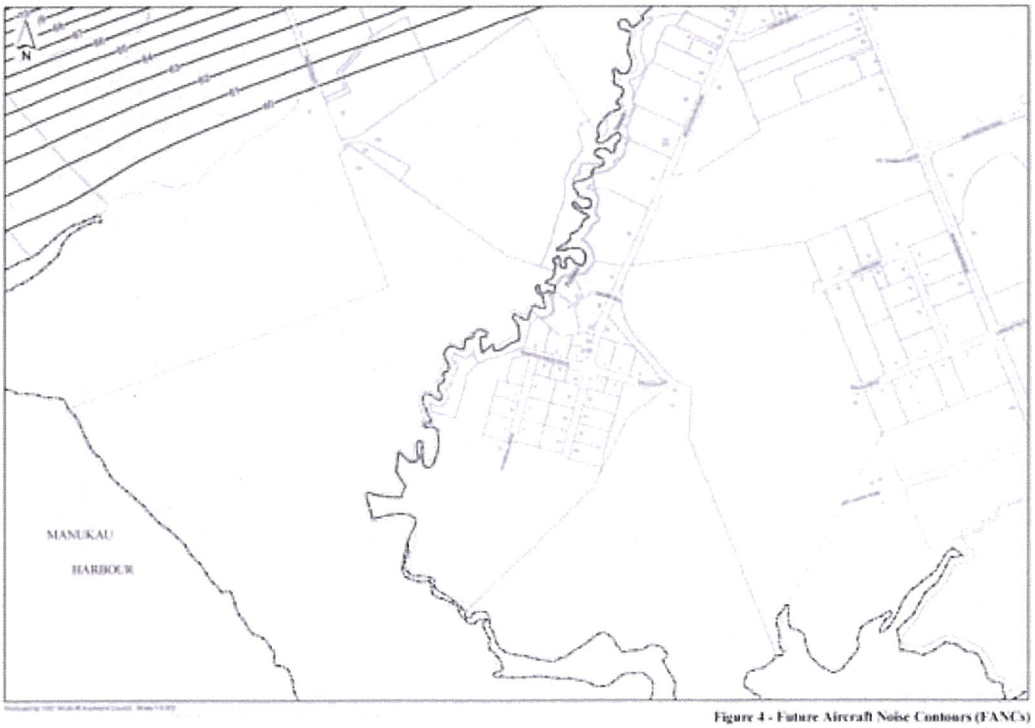

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APPENDIX 1

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

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 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	75dBLAmax

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

9. The noise from any use of the designated area for any purposes other than:
   a. Aircraft Operations;
   b. Testing of in situ aircraft engines; and
   c. The use of audible bird scaring devices for the discouragement of birds;

combined with, if relevant, the noise from any use of the area of Designation AIAL 1100 for the same purposes, shall not exceed the following noise limits within the notional boundary of any dwelling within

Attachments

Figure AIAL 1A.1 - Designation Area 1A

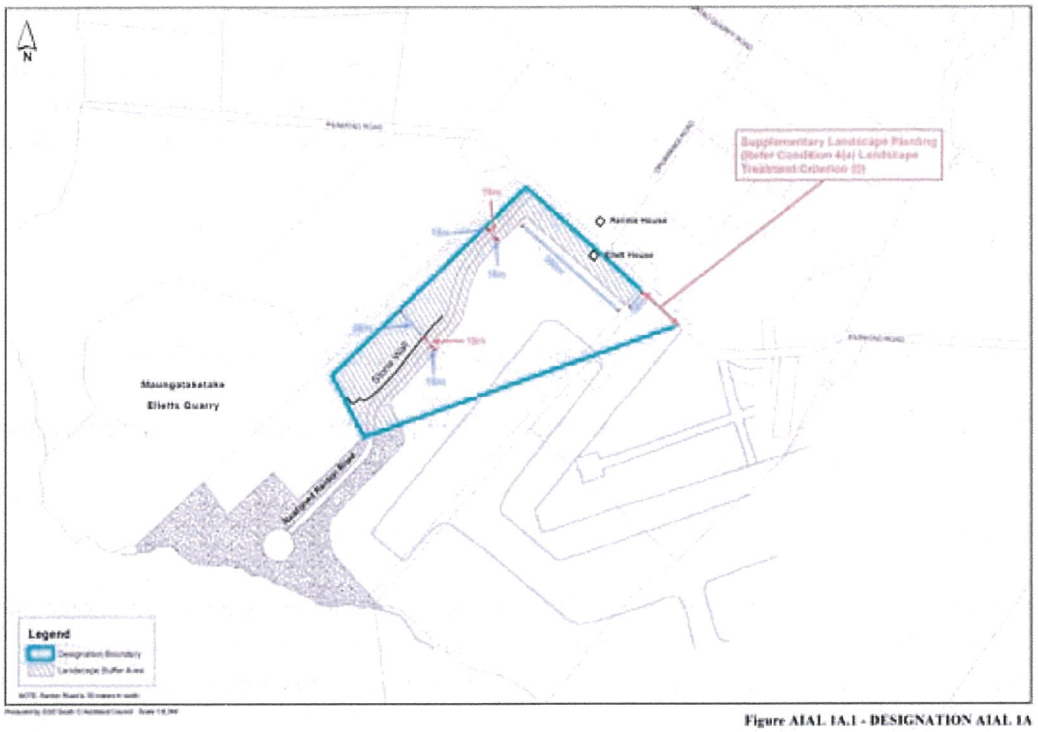

Figure AIAL 1A.1 - DESIGNATION AIAL 1A

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

prohibited from shining above the horizontal.

Attachments

Figure 1 - Specification for Obstacle Limitation Surfaces

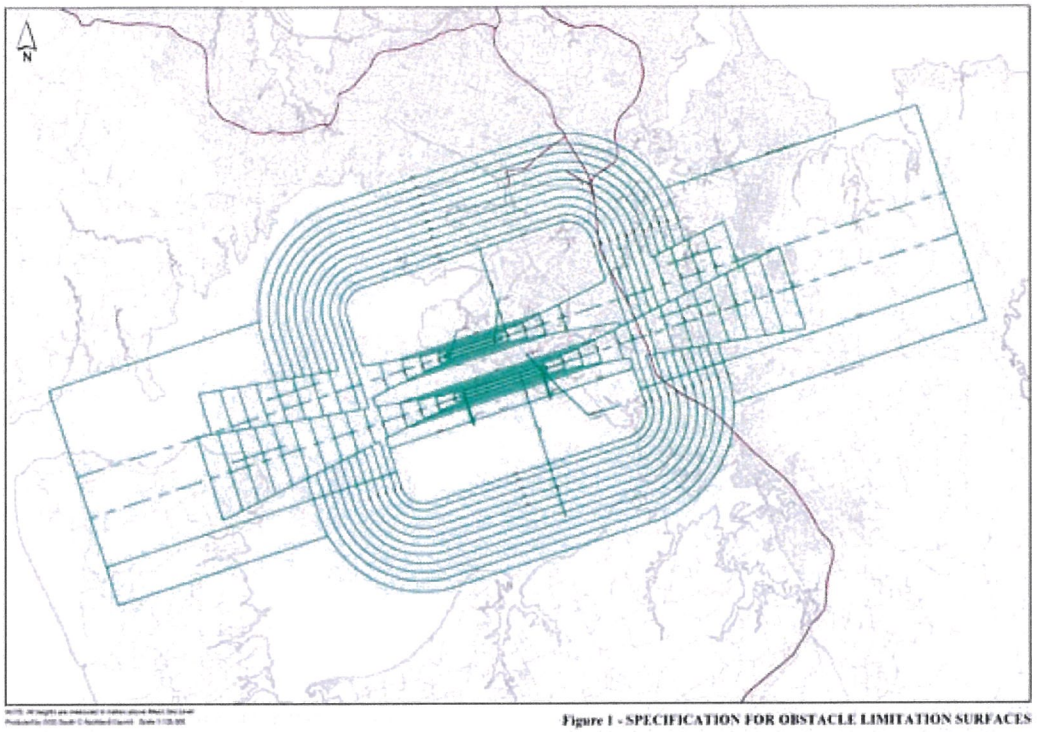

Figure 1 - SPECIFICATION FOR OBSTACLE LIMITATION SURFACES

APPENDIX 1

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

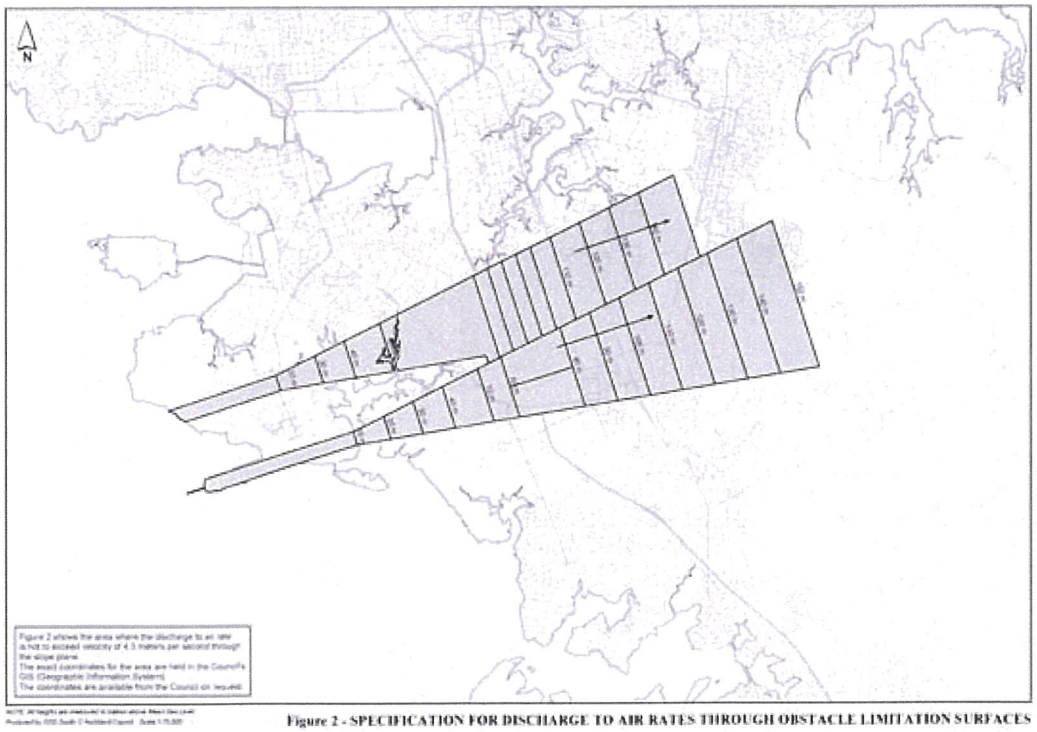

Figure 2 - SPECIFICATION FOR DISCHARGE TO AIR RATES THROUGH OBSTACLE LIMITATION SURFACES

APPENDIX 1

I402. Auckland Airport Precinct

I402.1. Precinct Description

The precinct applies to the Auckland International Airport and its surrounds. Its purpose is to enable the efficient operation and development of the airport and the associated land and activities in recognition of its role in connecting Auckland to other parts of New Zealand and the world. The Auckland Airport Precinct is comprised of three sub-precincts: Core Sub-precinct, Gateway Sub-precinct and Coastal Sub-precinct.

The Core Sub-precinct encompasses the land surrounding the existing runway and proposed northern runway. The Core Sub-precinct is the hub of airport operations. It provides for the day to day requirements of the airport plus support activities. Current development includes a single runway, taxiways, aircraft manoeuvring, flight and passenger terminals, and facilities for aircraft maintenance. Support facilities include administration, businesses and recreation. It is anticipated that a second runway to the north of the existing runway, together with associated infrastructure and facilities, will be developed. The Core Sub-precinct provides a regulatory regime to efficiently operate and to expand to accommodate increasing passenger and freight volumes.

The Gateway Sub-precinct includes the land to the north of the proposed northern runway which is suitable for commercial and industrial development associated with the airport.

The Coastal Sub-precinct comprises the airport's operational area within the coastal marine area. The Coastal Sub-precinct provides for the continued use of the coastal marine area for activities necessary for the ongoing operation and development of the airport, while recognising the values of the coastal environment. Existing impacts on the coastal marine area include noise associated with aircraft movements, aircraft in the airspace above the coastal marine area and restrictions on use of the harbour around the airport. The coastal marine area also receives stormwater discharges from the airport and accommodates structures, such as ramps, bridges, lighting and navigation devices.

The airport area and the adjacent coastal environment has significant value to Mana Whenua in the area in terms of historical, spiritual and cultural associations. Most of the water area to the south of the southern runway is valued for its habitat, particularly as a feeding ground for international migratory wading birds. The Ihumatao fossil forest lies to the north west of the existing southern runway. It is identified as an Outstanding Natural Feature and is considered to be nationally important.

Auckland Airport holds designations over part of the land that enable current operations and provide for further development, including the new northern runway. Aircraft operations and testing of aircraft engines are managed through the designation conditions

The underlying zoning of land within this precinct is Special Purpose – Airports and Airfields Zone and Coastal – General Coastal Marine zone. The Special Purpose – Airports and Airfields Zone is a shell zone with no provisions.

(6) Require the development and vesting of open space along the Oruarangi Creek and encourage the development of open space amenity areas within the remaining land in Auckland Airport ownership.

(7) Encourage subdivision and development within Gateway Sub-precinct area A-F to achieve a high standard of urban design and amenity and demonstrate integration with any neighbouring Gateway Sub-precinct area within the Auckland Airport Precinct.

(8) Manage land use activities in the Gateway Sub-precinct to:

(a) require that the predominant land use activities are those associated with the airport operation, warehousing and distribution, transport, storage, manufacturing, construction and wholesale trade; and

(b) confine retail activities to those required to provide the convenience and shopping needs of employees in and visitors to the Auckland Airport, adjacent business zones, and aviation activities.

(9) Avoid uses and developments within the Coastal Sub-precinct which would adversely affect airport operations or pose any risk to safety.

(10) Provide for activities and structures associated with bird management that encourage birds away from the runway and flight paths of aircraft.

(11) Use, development and occupation associated with the operational needs of the airport will generally be considered appropriate within the Coastal Sub-precinct.

(12) Require subdivision and development within the Gateway Sub-precinct to recognise and provide for the relationship of Mana Whenua with their ancestral lands, water, sites, waahi tapu and other taonga.

(13) Provide for the integrated management of natural resources and natural hazards while recognising the operational and functional requirements of Auckland Airport and ensuring that adverse effects are avoided, remedied or mitigated.

The Auckland-wide and overlay policies apply in this precinct in addition to those specified above.

I402.4. Activity table

The following tables specify the activity status activities in the Auckland Airport Precinct:

- Table I402.4.1 Activity Table – Core Sub-precinct and Gateway Sub-precinct for land use, development and subdivision activities pursuant to section 9(3) and section 11 of the Resource Management Act 1991).
- Table I402.4.2 Activity Table – Coastal Sub-precinct for use and activities/works (including associated discharges) / structures and any associated occupation

(A14)	Retail complying with Standard I402.6.1 Retail	P	P
(A15)	Retail that does not comply with Standard I402.6.1 Retail	NC	NC
(A16)	Large format retail	P	NC
(A17)	Food and beverage complying with Standard I402.6.8 Food and beverage	P	P
(A18)	Food and beverage not complying with Standard I402.6.8 Food and beverage	NA	D
(A19)	Dairies complying with Standard I402.6.7 Dairies	P	P
(A20)	Dairies not complying with Standard I402.6.7 Dairies	NA	D
(A21)	Motor vehicle sales	P	P
(A22)	Trade suppliers	P	P
(A23)	Service stations	P	P
(A24)	Markets	P	NC
(A25)	Entertainment facilities	P	D
(A26)	Commercial services	P	P
Community			
(A27)	Public amenities	P	P
(A28)	Informal recreation	P	P
(A29)	Organised sport and recreation	P	P
(A30)	Healthcare facilities	P	P
(A31)	Community facilities	P	P
(A32)	Education facilities	P	P
(A33)	Aviation training facilities	P	P
(A34)	Care centres	P	P
(A35)	Artworks	P	P
(A36)	Emergency services	P	P
Industry			
(A37)	Industrial activities	P	P
(A38)	Waste management facilities	D	NC
Rural			
(A39)	Farming	P	P
(A40)	Animal breeding or boarding	P	P
Development and subdivision			
(A41)	Demolition of buildings or structures	P	P
(A42)	Relocation of the Rennie/Jones Homestead	P	P
(A43)	Any building, structures and works including new or modified parking areas or subdivision in Gateway Sub-precinct area A – F in accordance with I402 10.1 Auckland Airport: Precinct plan 1 and complying with	NA	C

	surfaces as detailed in designation 1102 • activity in conflict with the runway end protection areas identified in designation 1102 • artificial light (other than for airport purposes)		
(A59)	Anchoring of vessels (excluding emergency vessels)	Pr	Pr

Table I402.4.3 Activity table – Replacement Auckland Wide Rules (All sub-precincts)

Activity		Activity status
Diversion and Discharge of Stormwater (these provisions replace the Auckland-wide rules at E8 Stormwater – Discharge and diversion) [rcp/rp/dp]		
(A60)	New impervious areas not serviced by the consented stormwater network and meeting the permitted activity standards in I402.6.9 [dp]	P
(A61)	New impervious areas not serviced by the consented stormwater network that do not meet permitted activity standards in I402.6.9 [dp]	RD
(A62)	Stormwater network discharge [rcp/rp]	D
Reclamation and piping of intermittent streams (these provisions replace Auckland wide rules at E3 Lakes, rivers, streams and wetlands) [rp]		
(A63)	Reclamation and piping of intermittent and ephemeral streams, upstream of a stream reach which has been consented for reclamation or piping, including the associated structures, bed disturbance or depositing any substance, diversion of water and incidental temporary damming of water	P
Earthworks (these provisions replace Auckland wide rules at E11 Land disturbance – Regional and E12 Land disturbance – District)		
(A64)	Earthworks undertaken by a network utility operator for operation, use, maintenance, repair and minor infrastructure upgrading [dp/rp]	Refer to E11 and E12
(A65)	General earthworks [dp]	P
(A66)	Comprehensive earthworks consent comprising one or more sub-precincts [rp]	C
(A67)	General earthworks [rp] not otherwise listed	Refer to E11 and E12
Natural hazards and flooding (these provisions replace the Auckland-wide rules at Chapter E33 Natural hazards and flooding) [dp]		
(A68)	Activities which are permitted in E36 Natural hazards and flooding	P
(A69)	Activities which are permitted in E36 Natural hazards and flooding but does not comply with standards in E36 Natural hazards and flooding, or standards in this precinct	C
(A70)	Buildings, structures and works associated with the airport	P

I402.6. Standards

The Auckland-wide and overlay standards apply in this precinct unless specified below. The standards apply to permitted activities, controlled activities and restricted discretionary activities.

I402.6.1. Retail

(1) Retail (where the goods being sold have not been manufactured on site) in Gateway Sub-precinct area C and D must be less than 200m^2 gross floor area per tenancy and with a total combined gross floor area of less than 3000m^2

(2) Retail (where the goods being sold have been manufactured within the tenancy) must not exceed the lesser of 25 per cent of the gross floor area set aside for manufacturing or 250m^2.

I402.6.2. Māngere Gateway heritage route and walkway

(3) The portion of the Māngere Gateway heritage route (as shown in I402.6.2 Auckland Airport: Precinct plan 1), except for Gateway Sub-precinct area A – C, is to be constructed at each stage of any development within the relevant Gateway Sub-precinct areas. In addition, a full walkway linkage must be provided from Gateway Sub-precinct area D to the boundary of Gateway Sub-precinct area F as part of the first stage.

(4) Development that does not comply with I402.6.2(1) above is a non-complying activity.

I402.6.3. Open space

(1) The area shown in the I402.6.2 Auckland Airport: Precinct plan 1 as open space adjoining the Oruarangi Creek in Gateway Sub-precinct area C-F is to be vested by Auckland Airport in Council.

I402.6.4. Noise

(1) Any use of land for any purpose other than:

(a) runway

(b) aircraft operations

(c) testing of in situ aircraft engines

(d) the use of audible bird scaring devices for the discouragement of birds;

must not exceed the following noise limits set out in Table I402.6.4.1 Noise within a residential zone or within the notional boundary of any dwelling outside the Special Purpose - Airports and Airfields Zone in the Special Purpose Māori Purpose Zone, Rural - Rural Production Zone, or Rural - Countryside Living Zone.

I402.6.10. General earthworks [dp]

General earthworks [dp] that do not comply with the following standards are subject to the rules provided in Activity Tables E12.4.1, E12.4.2 and E12.4.3 of E12 Land disturbance – District.

(1) The earthworks shall not occur within the following areas unless explicitly authorised by an existing resource consent:

(a) a Site or Place of Significance to Mana Whenua.

(b) a Significant Ecological Area;

(c) a Historic Heritage place or extent of place;

(d) an Outstanding Natural Feature; or

(e) the dripline of a notable tree.

(2) Best practice erosion and sediment control measures must be implemented for the duration of the earthworks. Note: This is generally deemed to be compliance with Auckland Council Technical Publication 90 Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region or similar design.

(3) Any stormwater from outside the exposed area shall be kept separate and diverted from the earthworks area.

(4) The area shall be stabilised by re-vegetation or other suitable means as soon as practicable but no later than 3 months after completion of the works.

(5) Works must not result in any instability of land or structures at or beyond the boundary of the site where the earthworks occurs.

(6) There shall be no untreated point source discharge of sediment contaminated stormwater to surface water from the activity.

I402.6.11. Flooding and natural hazards

I402.6.11.1. Permitted activities

(1) Buildings, structures and associated works in areas which may be subject to land instability must not:

(a) result in or increase a natural hazard or the potential effect of the natural hazard on properties external to the precinct;

(b) have any adverse effects on public safety that will endanger human life.

(2) Modification of an overland flowpath (piping diversion, build over, reduction in capacity, diversion of entry and exit points):

(a) the path and capacity of the overland flow path where it exits the precinct to an adjoining site must not be altered by the works.

Coastal protection yard	20m	< 20m – restricted discretionary

I402.6.15. Landscape design

(1) All required yard setbacks and carpark perimeters excluding car parking and manouvering area and vehicle and pedestrian access must be landscaped with grassed areas and the planting of suitable trees, hedging and groundcover to result in a consistent, high-quality standard of urban landscape throughout the precinct.

I402.6.16. Storage areas

(1) External storage areas which are visible from open spaces zones and public roads must be maintained in a tidy condition.

(2) Exposure of storage areas and by-products, refuse or refuse containers of any kind to public view must be minimised by the use of buildings, planting or a screen wall or fence.

I402.6.17. Auckland Airport Coastal Sub-precinct (below mean high water springs)

(1) Any excess building material, spoil, construction equipment or litter must be removed from the coastal marine area within 24 hours of completion of any works.

(2) Any visible disturbance to the substrate of the coastal marine area must be remedied or restored within 48 hours of the completion of the works within the Significant Ecological Area - Marine 1 and Outstanding Natural Features and within seven days of the completion of the works in other parts of the coastal marine area.

(3) Written advice must be given to the council harbourmaster and the National Topo/Hydro Authority at Land Information New Zealand at least five working days prior to work starting on any structures within the coastal marine area.

(4) Maintenance, repair or reconstruction of existing lawful coastal marine area structures or buildings must:

(a) maintain the structure or building in a good and safe working condition;

(b) not use materials which alter the form or external appearance of the structure in more than a minor way;

(c) not change the area occupied by the structure.

(5) Demolition or removal of any buildings or coastal marine area structures:

(a) Any part of a structure or building that is not removed must not protrude above the foreshore or seabed so that it creates a hazard to safe navigation or public access.

(2) Buildings, structures or works including, new or modified parking areas, or subdivision within Gateway Sub-precinct area A – F in accordance within I402.10.1 Auckland Airport: Precinct plan 1 and complying with Standard I402.6.19 Subdivision:

(a) site layout;

(b) design and external appearance of buildings and landscape design; and

(c) parking.

(3) Stormwater facilities to be vested in council:

(a) visual effects;

(b) size and location;

(c) access for maintenance; and

(d) landscaping.

(4) Comprehensive earthworks consent (Regional Plan only) comprising one or more precincts:

(a) an annual earthworks management plan;

(b) erosion and sediment control measures;

(c) staging, timing and duration of works;

(d) effects on stormwater and flooding;

(e) effects on land stability and erosion;

(f) whether the works are permitted by the Unitary Plan or the Airport's designation;

(g) effects on the identified values of the relevant Overlay;

(h) effects on Mana Whenua values;

(i) effects in the watercourse, wetland, or coastal marine area; and

(j) Monitoring.

(5) Buildings, structures and works (except those containing visitor accommodation) within a 1 %AEP floodplain, flood sensitive area, or overland flow path or on land which may be subject to coastal erosion, land instability or the 1% AEP coastal storm inundation (CSI) plus 1m of sea level rise (CSI1) that are unable to comply with the permitted activity standards:

(a) the management methods proposed, taking into account the extent and nature of the hazard, including the design of the building, structure or works;

(f) the extent to which the structure is located and designed to avoid, remedy or mitigate adverse effects on the environment;

(g) the extent to which the form, intensity and scale of works, structures and buildings are sensitive to the marine environment and surrounding adjoining spaces;

(h) whether works and structures ensure efficient use of the coastal marine area is made by using the minimum area necessary for their purpose; and

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

(2) Any buildings, structures or works including, new or modified parking areas or subdivision within Gateway Sub-precinct area A - F in accordance with I402.10.1 Auckland Airport: Precinct plan 1, and / or not complying with Stand I402.6.19 Subdivision:

(a) Site layout:

(i) the site layout should reinforce or enhance the street pattern;

(ii) (the site layout should be compatible with the site development of adjoining sites and the streetscape;

(iii) the building should align with the street and where streets are curved, the building should align with that curve, or alternatively should be stepped in plan in relation to the curve;

(iv) buildings on corner sites should be designed to respond to the site's prominence in the roading network and the adjoining road intersection; and

(v) car parking areas should be designed and located to ensure an attractive site layout, particularly when viewed from the road or public open spaces.

(b) Design and external appearance of buildings and landscape design:

(i) the scale, form, design, height, and colour of the proposed building or structures (including fencing) should be sympathetic to existing built development and the wider natural, cultural and built heritage and landscape values of the area;

(ii) building and landscape design should be used to frame and define edges to roads, parks and stormwater reserves, and to emphasise key intersections;

(iii) service areas, loading docks and car parks should be separated from and not facing the front yard;

(iii) where numbers of staff and potential demand justifies it, appropriate provision shall be to be made for cyclists, including cycle storage.

(3) Stormwater facilities to be vested in council:

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

(b) the size and location of the proposed stormwater detention or retention ponds should internalise or mitigate the adverse effects;

(c) stormwater detention or retention ponds, located in open spaces, should minimise any potential interference with public use and enjoyment of the public open spaces;

(d) safe and direct access should be provided to enable maintenance;

(e) landscaping should screen infrastructure to mitigate visual impact on the surrounding natural and built environments; and

(f) potential health and safety hazards should be adequately fenced.

(4) Comprehensive earthworks consent (regional plan only) comprising one or more precincts:

(a) provision of an earthworks management plan which details the following:

(i) site specific erosion and sediment control plans;

(ii) areas of expected earthworking operations for the following 12 months, including location and area of works; details of construction methods to be employed, including timing and duration as well as site boundaries;

(iii) areas where works have been completed during the preceding 12 months; and

(iv) details of chemical flocculation systems to be installed for each earthworks site greater than 1 hectare.

(b) the suitability of proposed erosion and sediment control measures to manage erosion and discharge of contaminants and minimise water quality effects;

(c) the appropriateness of proposed staging of works and progressive stabilisation, or the need for such where that is not proposed;

(d) The proposed timing and duration of works;

(e) How effects on flow paths that convey stormwater during rainfall events will be appropriately minimised;

(i) the characteristics of the hazard, such as its extent and nature;

(ii) the nature of the activity proposed; and

(iii) maintenance, monitoring and reporting requirements.

I402.8. Assessment – restricted discretionary activities

I402.8.1. Matters of discretion

The council will restrict its discretion to the following matters when assessing a restricted discretionary resource consent application.

(1) any buildings, structures, works or subdivision within Gateway Sub-precinct area A – F which is not in accordance with I402.10.1 Auckland Airport: Precinct plan 1

(a) site layout;

(b) design and external appearance of buildings and landscape design;

(c) design consistency within and between Gateway Sub-precinct areas;

(d) coherent design for the Māngere Gateway heritage route, George Bolt Memorial Drive and surrounds;

(e) land use and transport integration;

(f) Gateway Sub-precinct areas C – F – relationship to open space;

(g) adverse effects on heritage resources;

(h) Gateway Sub-precinct areas C and D – comprehensive development of the commercial centre; and

(i) landscape treatment.

(2) Any subdivision outside Gateway Sub-precinct area A-F not complying with Rule I402.6.19

(a) form and layout of the subdivision;

(b) safety and efficiency of the adjacent street network; and

(c) adverse effects on cultural values.

(3) Coastal marine area structures associated with airport activities which are not otherwise listed as a permitted activity (within Significant Ecological Area - Marine 1 and Outstanding Natural Features)

(a) construction or works methods, timing and hours of operation;

(b) location, extent, design and materials;

(c) adverse effects on the identified values of the Significant Ecological Area or Outstanding Natural Feature;

(7) Buildings containing visitor accommodation located within the 1% AEP flood plain

(c) Management of people and property during a 1% AEP flood event.

(d) Design and provision of safe access to and from the building.

(e) The location of sleeping or living areas.

(f) Monitoring.

I402.8.2. Assessment criteria

The council will consider the relevant assessment criteria below for restricted discretionary activities.

(1) any building, structure, works or subdivision within Gateway Sub-precinct area A – F not in accordance with I402.10.1 Auckland Airport: Precinct plan 1:

(a) site layout:

(i) the site layout should reinforce or enhance the street pattern;

(ii) the site layout should be compatible with the site development of adjoining sites and the streetscape;

(iii) the building should align with the street, to create a clear spatial system along the street. Where streets are curved, the building should align with that curve, or alternatively should be stepped in plan in relation to the curve;

(iv) buildings on corner sites should be designed to respond to the site's prominence in the roading network and the adjoining road intersection; and

(v) car parking areas should be designed and located to ensure an attractive site layout, particularly when viewed from the road or public open spaces.

(b) design and external appearance of buildings and landscape design:

(i) the scale, form, design, height, and colour of the proposed building or structures (including fencing) should be sympathetic to existing built development and the wider natural, cultural and built heritage and landscape values of the area;

(ii) building and landscape design should be used to frame and define edges to roads, parks and stormwater reserves, and to emphasise key intersections;

(iii) service areas, loading docks and car parks should be separated from and not facing the front yard;

(i) the buildings structures or works should be designed having regard to the context of adjoining Gateway Sub-precinct areas and other surrounding land, natural features and buildings, structures and works.

(d) coherent design for the Mangere Gateway heritage route, George Bolt Memorial Drive, and surrounds:

(i) the building, structures and works should promote a coherent design for the Mangere Gateway heritage route, George Bolt Memorial Drive, and adjoining land, including:

a. ensuring a coherent spatial structure formed by the relationship of buildings to the street and to one another;

b. minimising the number of vehicle entrances onto the street;

c. aligning buildings to the street;

d. locating buildings, structures and works, and access points to sites, so that heavy vehicle traffic (except buses) is discouraged on the Gateway heritage route;

e. locating the office component of a development at the front (street) part of the development;

f. using consistent materials on buildings;

g. using consistent planting, paving, lighting and fencing;

h. ensuring existing trees and shelter belts are retained where they may contribute to maintaining amenity values;

i. providing trees along road berms and within front yards which should be capable of reaching a similar scale as nearby buildings;

j. avoiding security fencing being closer to the front boundary of the site than the buildings on the site; and

k. enhancing the natural character of open space.

(ii) Pou, art, sculpture or other public amenity features should be of an appropriate design to represent the Māori and European history of the area and be located on land adjoining the Mangere Gateway heritage route, in order to promote a distinctiveness or sense of place appropriate for the wider heritage area. Note pou, art, sculpture and other public amenity features should generally be located only in space areas or on sites that will attract tourists.

(e) land use and transport integration:

(i) A full integrated transport assessment should be submitted with the application, and include consideration of:

a. all modes of transport that would support the land uses proposed;

(h) Gateway Sub-precinct areas C and D: comprehensive development of the commercial centre

(i) a comprehensive design, including building location, landscape and building design guidelines (including materials and colouring) for the commercial centre within Gateway Sub-precinct areas C and D, should be carried out.

(i) landscape treatment

(i) consistent landscape design should be established and maintained along the Gateway Heritage Route and George Bolt Memorial Drive.

(ii) existing trees and shelterbelts that enhance the amenity of buildings, structures and works should be retained.

(iii) the form of new planting should enhance the amenity of buildings, structures and works.

(2) Any subdivision outside Gateway Sub-precinct areas A - F not complying with Rule I402.6.19:

(a) The form and layout of the subdivision, should avoid, remedy or mitigate significant adverse effects on the safety and efficiency of the adjacent street network.

(b) The extent to which the form and layout of the subdivision will avoid, remedy or mitigate adverse effects on cultural values.

(3) Standard infringements

(a) The proposed height of the structure should not have an adverse effect on airport safety or visual amenity values.

(b) The proposed structure should not have an adverse effect on the visual or landscape amenity values of adjoining sites.

(c) When assessing the matter of coastal protection yards, the proposed structure should not have an adverse effect on the coastal environment, including visual or landscape amenity, water quality, vegetation or habitats.

(d) When assessing landscape design, the proposal should achieve a high standard of visual amenity values in those parts of the Auckland Airport zone where visitors and passengers are likely to be present, such as the entry and exit points to the airport.

(e) When assessing storage areas, the proposal should include methods of ensuring any parts of an activity visible from public places will be maintained in a tidy condition. The location of by-products or refuse should be screened from public view in order to maintain a reasonable level of visual amenity.

characteristics of the materials used, including texture, colour, composition, grain size, level of contamination and potential for leaching.

(5) Standard infringements in the Coastal Sub-precinct

(a) adverse effects of the infringement on the coastal marine area or the identified values of the Significant Ecological Area or Outstanding Natural Features should be avoided, remedied or mitigated.

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

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

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

(6) New impervious areas not serviced by the stormwater network that do not meet permitted activity controls:

(a) the extent to which the proposal prevents or minimises the adverse effects of the discharge, including cumulative effects, to the extent possible having regard to:

(i) the nature, volume and peak flow of the stormwater discharge;

(ii) the sensitivity of the receiving environment to stormwater contaminants and flows including any areas of identified degraded coastal water quality;

(iii) avoiding the creation or increase of flood risk to other properties external to the Auckland Airport Precinct;

(iv) practical limitations on the measures that may be used;

(v) maintaining water levels in underlying peat soils and ground stability (where relevant);

(vi) Mana Whenua values; and

(vii) the management of contaminants from any area where there is a likelihood or risk of high levels of contaminants being generated and discharged.

(b) options for discharge where there is no available stormwater network.

(c) consistency with any relevant network discharge consent or publicly available and current Auckland Council stormwater management plans/analysis.

(d) opportunities to reduce existing adverse effects and enhance receiving environments.

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