

APPENDIX 1 DRAFT PLAN CHANGE 22 SUMMARY OF COMMENTS RECEIVED

	Details	Number	Support	Neutral / No Comment	Oppose
Territorial Local Authorities	Waitakere City Council Massey Community Board	1		Neutral	
	Auckland City Council	1		Neutral	
	Manukau City Council	1			Oppose
	North Shore City Council	1		Neutral	
	Rodney District Council	1	Support		
Iwi	Ngati Whatua			Neutral	
	Te Kawerau a Maki	1	Support		
Other Auckland Agencies	Auckland Regional Transport Authority (ARTA)	1		No Comment	
	Albany Junior High School	1			Oppose
	West Auckland Branch Green Party Aotearoa	1			Oppose
Aviation Related Organisations	Air New Zealand Limited	1			Oppose
	Auckland International Airport Limited	1			Oppose
	Board of Airline Representatives New Zealand (Incorporated)	1		Neutral	
Non-Governmental Groups	Whenuapai Airport Action Group (WAAG) (official submission)	1			Oppose
	Whenuapai Ratepayers and Residents Association	1			Oppose
	Greenhithe Residents, Ratepayers and Community Hall Association	1			Oppose
	Massey and Birdwood Settlers Association	1	Support		
	Whenuapai Golf and Recreational Club Incorporated	1		Neutral	
Individuals	Unique Comments	80	15		65
	WAAG Standard Form	480	9		471
	Other Pro-forma Form 1	7			7
	Other Pro-forma Form 2	6			6
	IMF Westland	1			Oppose specific matters

AGENDA REPORT

Extension Requests	6 Unique	6		Neutral	
Duplicate Comments	Via e-mail and Post	14	N/A	N/A	N/A
Totals		612	27	8	557

This Table does not include the late submissions received.

APPENDIX 2 - DISCUSSION OF COMMENTS RECEIVED

DISCUSSION OF NON-DISTRICT PLAN ISSUES

1. Central Government Issues and Comments

(a) Keep Air Force at Whenuapai

Although the Council continues to support the retention of the military presence at Whenuapai Airbase, this decision is out of Council's control. The government has indicated that the Base will be closed and the Airforce moved to Ohakea somewhere between 2010 and 2014. The development of a commercial airport is an endeavour to mitigate the economic impact of the relocation of Air Force staff out of Waitakere City.

(b) Use Whenuapai for Civil Defence purposes

The Council would support this function remaining, but does not see that this would prevent the development of a commercial airport. Civil defence and emergency use is provided for within the Proposed Plan Change.

(c) Waitakere City Council work with Central Government and the Auckland Regional Council to find an alternative use

This process has already occurred, through the work of the Joint Officials Group. The Joint Officials Group, comprising of staff from all the Councils of the Region including the Auckland Regional Council, was established at the direction of the Auckland Regional Growth Forum to examine the issue of the future use of Whenuapai Airbase. This Group reported to the Regional Growth Forum in June 2004 on alternatives for the use of the Whenuapai Airbase. Of the seven options considered, the Airport option was considered to not be contrary to regional and district planning strategies and has the potential to replace the economic loss to Waitakere City as a result of the departure of the military presence from Whenuapai airbase

The following is taken from the executive summary of that report:

"Seven options for the future use of the land have been addressed in this report. They include Urban Development, Countryside Living, Open Space, Public Work, Airport and Ancillary Activities, Airport and Urban Development and Land Banking.

With regard to the Public Work option, no 'public work', other than the Airport options, have been put forward by any central, regional or local government agency or any other designating authority.

With regard to Land banking, neither central, regional nor local government has the ability through existing legal disposal processes to obtain the land for such a purpose, as land banking is not a public work. If this option was possible, it would not replace, in the short term at least, the economic loss to Waitakere City and to a lesser extent the north-western sector, of the NZDF departing from Whenuapai, particularly when this is compared to the urban development and airport options.

Along with the Land Banking option, the Open Space option would be unlikely to replace the economic loss to Waitakere City, particularly if it was for passive public open space. Private 'open space' could generate some economic activity within Waitakere City. In addition, much of this land is not considered particularly desirable or appropriate for passive public open space as it is compromised by the existing airport infrastructure and the likely cost to remediate the site for open space purposes.

The Countryside Living option, whilst having more of an economic benefit than the three previous options, through having additional local residents, is not considered to adequately substitute the loss of the NZDF from Whenuapai. Furthermore, due to the existence of a large number of existing titles, the development of the land for countryside living, should the lots be purchased by former landowners/successors, would be of concern. This is because it would be contrary to the strategic direction of the region effectively resulting in an uncontrolled subdivision of land. It would also be difficult for Waitakere City to impose financial contributions for the required upgrade of infrastructure such as roading.

The Urban Development option and the Airport and Urban Development option are contrary to the strategic direction of the Region's and Waitakere's strategic growth management objectives, potentially undermining the RGS. These two options have the potential to replace the economic loss of the NZDF concluding operations at Whenuapai, however, it is considered that this would occur at the cost to the integrated and land use strategies as expressed in the RGS.

The Airport option with Ancillary Activities, as per the Land Banking, Open Space, and potentially the Countryside Living and Public Work options, is not considered contrary to the regional and district strategic planning strategies, including the RPS, RGS and the District Plan. Regionally significant infrastructure is 'deemed' to be appropriate outside of the MUL and is defined to include airports and flight paths. Furthermore, in terms of this option the retention of an airport would likely have the effect of reinforcing the RGS and therefore discouraging the whole Peninsula (approximately 1500 hectares) from urban expansion pressures.

This option also has the potential to replace the economic loss to Waitakere City as a result of the NZDF departing from Whenuapai, as do the Urban Development and Airport and Urban Development options, however has the benefit which these options don't in that as stated is permitted outside of the MUL and reinforces the Strategic Direction of the region. In addition, a commercial airport at Whenuapai could potentially be beneficial to the development of business in the north western sector.

This Airport option with Ancillary Activities can be expected to generate adverse environmental impacts, in particular noise effects. These would need to be fully assessed through the Resource Management Act statutory processes and potentially measured against the existing operation and activities allowed under the existing defence designation. The RMA process would be a public process and should be fully integrated in terms of all plan changes, designations and consents required, be jointly notified, assessed and heard.

The opportunity cost is a critical issue that the region must address. The Airbase may represent the only practical opportunity of retaining the option for Auckland to have a second commercial airport, in that with the existence of the NZDF at Whenuapai, this means that there is potentially an already established use and effects boundary. The Airbase represents a significant piece of regional infrastructure that is strategically situated to service the Auckland region. All other options

put forward could occur elsewhere in the region. It is questionable whether this is the case with an airport, due to the cost of establishing the required infrastructure, the difficulty in obtaining an appropriate site and the difficulty in obtaining planning approval from a zero or minimal effects base."

These findings were endorsed by the Auckland Regional Growth Forum by resolutions dated 23 June 2004.

2. Regional Issues and Comments

(a) Decision to have an airport at Whenuapai should be made at a regional level and not just by WCC

There has been a regional process which concluded that the best future use of Whenuapai is as a commercial airport. As discussed above this has occurred through the Joint Officials Group which reported to and was endorsed by the Regional Growth Forum in June 2004.

In addition to this, should the airbase be closed, it is Waitakere City's prerogative to seek to acquire the airport for commercial use under the functions and powers conferred upon it by the Local Government Act and the Public Works Act.

(b) Duplication of airport infrastructure and services (customs, border control etc) is unnecessary

This is not a question of the duplication of infrastructure as Whenuapai is already an airport. It is an issue about not wasting resources and using existing infrastructure for the generation of economic benefits to the economies of Waitakere City, North Shore City and Rodney District.

Existing Government policies on border control etcetera provide a process to establish this at Whenuapai for commercial uses. The Military already call on these services for their operations.

(c) Mis-diagnosis of problem - transport congestion in Auckland Region is the problem - fix that rather than duplicate airports

500,000 people live within 16 kilometres of Whenuapai Airbase. Using the airbase as a commercial airport would provide a more convenient location for those people should they wish to utilise air transport or air freight. Traffic modelling undertaken for the Council by David Young Traffic Consultants show a potential Net Positive Value (NPV) to the regional roading network of between \$230 and \$600 million, dependant on the number of passenger movements that will occur at Whenuapai. This is largely due to people and freight not having to travel through the Auckland Isthmus if the airbase was to be used as a commercial airport.

Waitakere City, North Shore City and Rodney District are seeking to reduce the amount of people that need to travel through the Isthmus to employment locations. Whenuapai Airport will provide a stimulus for the economies of the Northwest and will help achieve these goals. The use of Whenuapai for commercial aircraft operations aligns with the Strategic Objectives and planning of the north western Councils.

3. Eco-City Issues

(a) Is the airport clean / green? Align with Eco City Principles?

A30

Use of the Airbase as a commercial airport aligns with Eco City principles as it reuses an existing piece of infrastructure and a substantial physical resource in a strategic location and as such will provide for the sustainable development of the economy. "Eco City" is not just about trees and rivers. It is also about providing local employment opportunities to reduce the need to travel, and creating a strong and dynamic local economy.

The development of a commercial airport at Whenuapai will complement the development of the economies in Rodney District, North Shore City and Waitakere. It will complement the Housing New Zealand planned development at Hobsonville, through supporting local job creation. It will also complement the planned significant commercial and industrial centres within the areas of Waitakere already identified for urban growth. Redeveloping the airport land for other purposes will make it extremely difficult for the Auckland Region to ever develop a second airport given the near impossibility of acquiring sufficient land in an appropriate area and obtaining the necessary consents for a new airport.

The success of modern economies relates directly to the degree that the economy connects to the outside world via networks. Networks need to be viewed in "multiple ways"; physically, socially, locally, regionally, globally, between knowledge and creative business, and virtually, through telecommunication technologies. An airport provides another level of connection. A commercial airport is an important piece of infrastructure that will supplement and support the fragile economy of Waitakere City and make it more robust.

The Whenuapai area is well connected with other regional business centres and in particular connects the "creative trades" workforce of the Waitakere area, the "high-tech" industries of North Shore City, and the agrarian export sector of Rodney District. The Whenuapai site provides an opportunity to specifically design, develop and integrate an economic hub, and a gateway into nearby business areas. Over time industrial and commercial activities ancillary to the airport activity can be developed, but only if a commercial airport is given the opportunity to develop.

A commercial airport would help attract and develop targeted clusters of businesses in Waitakere City, North Shore and Rodney District. A commercial airport would assist with this process – it would help raise the profile of the area by giving it an international address, which will make it attractive to businesses with an export focus. It will also facilitate trade exports within the Australia / Pacific region by introducing competition into the airport market. It may also assist with the attraction of foreign direct investment.

Whenuapai Airport and related developments will create major employment opportunities and generate financial benefits. There is significant global evidence that airports generate jobs and encourage the nearby location of industries that benefit from close proximity to such ports. It is relatively simple to switch from the present military airfield to a civilian one. All of the other options advanced are likely to cost more than developing the airfield, could be located elsewhere, will not deliver comparable benefits, or cannot be readily and certainly achieved due to the complex disposal procedures required for the land to be used for anything other than an airport. Importantly, only the commercial airport option has the ability to directly and quickly mitigate the impacts of Defence's withdrawal from the City.

4. **Financial issues**

(a) Concerns about financial costs and risk to Council

A31

The project is structured so that costs and risk will fall to the private sector.

(b) Concerns about financial viability of airport

This is a matter to be addressed by any private sector investor seeking to establish operations. We are advised by Infratil, who own and operate airports all over the world that there is a commercial opportunity and potential available at Whenuapai. Council will not be contributing to operating costs so therefore has no exposure to risk.

(c) Existing airport at Mangere is all that is needed

This is not a matter of need but a matter of using an existing piece of infrastructure. The opportunity cost of not using or destroying Auckland's second and functioning airport is significant. The cost and difficulty of creating a second airport for Auckland in the future would be significant.

(d) Whenuapai will be a "B Grade" airport

Whenuapai Airport will not be as large or extensive as Mangere Airport. However size is not the determinant of the quality of a place or an area. The Proposed Plan Change includes design requirements that will need to be met within the Comprehensive Development Plan framework. The runway and land area at Whenuapai is bigger than Wellington Airport.

(e) Upgrade infrastructure (roads, drainage) in Whenuapai rather than spend it on airport

The provision of an airport will provide the economic generator that will assist the Council to upgrade existing roading and infrastructure in the Whenuapai area. It is likely that if the commercial airport was not pursued, other options such as rural lifestyle development could impose a considerable cost to the council and ratepayers as they would not add significantly to Council's rating base.

(f) Large expenditure by Council amounts to lost opportunities for other development

Council has no intentions of funding the cost of owning and operating the airport.

5. **Economic Issues**

(a) No evidence that this is best use of ratepayer funds to achieve economic growth in Waitakere City

Waitakere City will not use ratepayers' funds to establish the airport. Capital and costs for operations will be funded by the private sector.

In July 2002 Business and Economic Research Limited (BERL) undertook a study of the potential benefits of a rejuvenated Whenuapai Airport. The report found that the direct impacts of additional inbound overseas visitors to the region could generate up to 1,200 FTE's, with an additional 800 FTE's as a result of the airport operation itself. The report also identified the potential of Whenuapai to expand the infrastructure base of the north west sector of the Auckland Region providing new dimensions and a growth node for economic activity and development. Commercial operations at Whenuapai would provide a major stimulus to business service enterprises to locate

in the "Northern Growth Zone" as well as a major boost to tourism, technical jobs, and logistics industries.

(b) Comparisons to Hamilton Airport for identification of economic benefit

The Economic Impact Assessment by BERL 2003 and BERL 2004 shows significant benefits to the city and the region. Whenuapai will primarily service that catchment of one million people north of the Auckland Isthmus. As the operating environment would be different to Hamilton, any comparison is not considered directly relevant. That said Hamilton Airport is a major economic activity generator for Hamilton, in the same vein as Whenuapai would be for the Auckland and in particular the Rodney, North Shore, Auckland City and Waitakere areas. In addition Whenuapai Airport already exists.

(c) V8 motor sport - loss of this motor sport event costly to Waitakere City and Auckland Region

We have not seen any proposal for this activity presented to Council. In any case it is considered that this would be a difficult activity to sustain at the existing airbase as it is doubtful that the Public Works Act would provide for the transfer of land for this activity. It is thought at this stage that the benefits to the Northern and Western sector from such an activity would be very small.

6. Civil Aviation and Safety Issues

(a) Jet fuel dumping on residential areas / tank water contamination / Upper Harbour water pollution

This is not correct and has no basis in fact. Despite public perception jet fuel dumping is not a common practice as it makes no economic sense to dump expensive aviation fuel. Only a select few long haul types of aircraft have the capacity to dump fuel and it is only done in emergencies when it is necessary to land relatively soon after takeoff. Due to the quantity of fuel carried the maximum take off weight of these aircraft exceeds their maximum landing weight and some fuel must therefore be jettisoned to ensure a safe landing in an emergency. Such dumping is always carried out at least 5000 feet above ground level to ensure that fuel has vaporised before it reaches the ground and it is carried out over water wherever possible.

(b) Aircraft accidents in residential areas

Aircraft safety standards are set by the Civil Aviation Authority, and all airlines using the airport will be required to abide by these. There would be no greater risk at Whenuapai than anywhere else in New Zealand or indeed the world. It is many times safer to travel by commercial aircraft than to travel by private motor car. It is conceivable due to the reduced distances needed to travel by the residents of the north-west sector that traffic accidents, injuries and deaths would be reduced, therefore Whenuapai could have a net positive benefit in terms of improving safety for the travelling public.

(c) Fog in Whenuapai a regular event

The airport has been operating for many years. Fog is a potential issue for all airports and will occur from time to time. It is not a significant issue.

7. General Issues

A33

(a) Effects on existing lifestyles

Whenuapai is an operational airbase and has been operating for many years. The anticipated noise effects are expected to be no greater than those arising from existing military operations. Property prices of houses located next to Wellington airport have increased significantly.

(b) Effects on property values

Overseas studies show conflicting reactions in property values to the establishment of an airport. Some studies argue that there is no difference in price for properties located close or far from an airport when the market is good. When the market is "soft" the main difference between such properties is the amount of time they take to sell. Other studies have revealed a decrease in values in the "announcement" period of the airport establishment and also lower values for properties within the higher noise contours. However further studies argue that as aircraft are becoming so much quieter that even the worlds busiest airports can be expanded without causing a drop in property values. While there is some expectation that property values may drop they may also increase significantly for many by virtue of the fact that they will be located close to the airport.

(c) Stress on people in the community from worrying about this issue

While the future of the airport remains uncertain this will continue to be an issue. However Council is committed to providing quality communication and consultation with all stakeholders. Council will ensure that all information is accessible and understandable so that the public can participate in the process in a meaningful way.

Prepared by Fraser Henderson, Manager, Strategic Projects

A34

Waitakere City District Plan Plan Change 22 Whenuapai Airport Special Area Amendments to the District Plan

POLICY SECTION

Amend the Policy Section of the Plan as follows:-

Additions underlined, deletions in ~~strikethrough~~

Part 3 – The City’s Environment

3.7 The Valued Environment: The Local Environment and Neighbourhoods

Table 3.7 (a)

LOCAL AREA	LANDSCAPE ELEMENTS	LANDSCAPE CHARACTER
Hobsonville and Whenuapai Airbase / <u>Whenuapai Airport</u>	<ul style="list-style-type: none"> • <u>Runways, hangars, administration buildings, aircraft activities</u> • planned government villages • state house • links with airbase /airport buildings 	Strong sense of place

3.9 Special Areas

Whenuapai Airport Special Area - this Special Area recognises the existing RNZAF Airbase and provides for the possibility of joint defence/ commercial airport operations or possible sole commercial operations should the Defence Airbase cease to operate at this location and the current Defence Purposes designation is removed. The Special Area also allows for activities provided for in the Countryside Environment should Airbase/Airport activities cease altogether.

A35

Part 5 - Objectives, Policies and Methods

Introductory Pages

Human Environments

Special Areas

...
Lincoln Park
Corbans Winery Estate
Whenuapai Airport

5.10 Issue and Objective Relating To – Effects on Amenity Values: Health and Safety

Policy 10.15

Settlement within those parts of the City where existing noise levels exceed that compatible with human health should be avoided, provided that settlement may occur where any adverse effect on occupants of any site can be remedied or mitigated through the design of structures and the screening of the site from the noise source.

Explanation

There are some areas of the City, particularly within the L_{dn} 65dBA noise contour area around the RNZAF Base Auckland air-bases and the Whenuapai Airport Special Area, where noise levels exceed that compatible with human health. A number of high noise routes have also been identified. In the case of the RNZAF Base Auckland airbases and the Whenuapai Airport Special Area, the District Plan has adopted a policy that seeks to avoid further settlement in this ~~these~~ areas—as a precaution against further harm. However it recognises that this should be balanced against the possibility that design solutions may offset the effect.

Methods

District Plan Rules:

- Subdivision Rules
- General Noise Standards Rules
- Noise Rules
- Whenuapai Airport Special Area Rules
- Prohibited Activities Rule

A36

Policy 10.24

Activities in areas surrounding RNZAF Base Auckland and the Whenuapai Airport Special Area should be managed in a way that ensures emissions of odour, dust, electromagnetic radiation and bird aggregation do not cause a hazard to aircraft flying in association with RNZAF Base Auckland and the Whenuapai Airport Special Area. Where activities cannot be managed in a way that avoids the creation of such a hazard, they must be located at a sufficient distance from RNZAF Base Auckland and the Whenuapai Airport Special Area so that such an effect is avoided.

Methods

District Plan Rules:

- Air Discharges, Odour, Dust, Glare and Vibration Rules
- Whenuapai Airport Special Area Rules

Policy 10.25

The adverse effects of aircraft noise arising from existing use of the runways and helicopter landing areas at RNZAF Base Auckland and the Whenuapai Airport Special Area on the people's health and safety in existing and future residential areas of the City should be avoided, remedied or mitigated. This will be achieved within the Whenuapai Airport Special Area through the requirement for a comprehensive development plan, and by managing existing and future land uses outside of the RNZAF Base and Whenuapai Airport Special Area that are affected by aircraft operations.

Explanation

The adverse effects of flying activity in association with RNZAF Base Auckland and the Whenuapai Airport Special Area can be avoided by limiting the location of sensitive activities in areas of high cumulative noise. Activities which are sensitive to high cumulative levels of aircraft noise are residential activities, hospitals, educational institutions, and rest homes. Adverse effects may be remedied or mitigated by the application of acoustic insulation to activities which are sensitive to aircraft noise within areas of moderately high aircraft noise levels.

Methods

District Plan Rules:

- Rules controlling activities which are sensitive to aircraft noise in identified areas;
- Whenuapai Airport Special Area Rule 29

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5.11 Issue and Objective Relating To – Effects on Amenity Values – Landscapes, Local Areas and Neighbourhood Character

Table 5.11 (b) Effects on Local Areas

LOCAL AREA	EFFECTS ON LANDSCAPE ELEMENTS	EFFECTS ON LANDSCAPE CHARACTER
Hobsonville / Whenuapai Airbase / Whenuapai Airport	<ul style="list-style-type: none"> Loss of original-planned features associated with aircraft and associated activities 	

Objective 11

Add the following bullet point

- The social, economic, physical and landscape values of the Whenuapai Airport

New Policy 11.17(d)

Retail Activities in the Whenuapai Airport Special Area are restricted to convenience shops that service and support the needs of air travellers and those employed on the site, to ensure that amenity values of the City's town centres are not undermined.

Explanation

The development of inappropriate retail activity outside town centres can create adverse effects on the function and economic health and hence the amenity values of town centres.

New Policy 11.52

The continued operation and future development of the Whenuapai Airport area is encouraged through specific recognition by a Whenuapai Airport Special Area and provision in the district plan for:-

- airport activities conducted by the Minister of Defence pursuant to the Defence Purposes designation (MD1);
- the opportunity with or without the Defence Purposes designation, for further development and growth of airport and subsidiary activities, subject to an appropriate management framework including the need to prepare and gain approval for a Comprehensive Development Plan.

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New Policy 11.53

While the Minister of Defence designation (Ref MD1) remains on the Whenuapai Airbase site, priority shall be given to defence purpose activities in any joint use or other development within the Whenuapai Airport Special Area.

New Policy 11.54

Potential adverse effects of the Whenuapai Airport's operation, and particularly adverse effects relating to noise, should be avoided, remedied or mitigated by :-

- ensuring that any airport-related activities (other than those allowed by Minister of Defence designation (Ref MD1)) can only take place in accordance with an approved Comprehensive Development Plan that, in accordance with the rules, shall manage the development and operation of these activities;
- maintaining controls outside the Whenuapai Airport Special Area boundaries that limit the generation of noise from aircraft (including military aircraft) and ensure activities are either avoided or appropriately designed where adverse effects from noise will arise.

New Policy 11.55

Further development of the Whenuapai Airport Special Area should be managed to maintain and enhance a high standard of visual amenity by ensuring that any airport-related activities (other than those allowed by Minister of Defence designation (Ref MD1)) can only take place in accordance with an approved Comprehensive Development Plan that, in accordance with the rules, shall manage the location of buildings, building design, the interrelationship between building forms and the space around buildings, and ensure appropriate landscape treatment of the Airport's boundaries and approaches.

New Policy 11.56

Activities in the Whenuapai Airport Special Area are to be restricted to those directly associated with air travel or the freighting of goods by air, to ensure that that the integrity of the Metropolitan Urban Limit is not undermined.

Explanation

The development of urban activities outside the Metropolitan Urban Limit is strictly controlled through the Auckland Regional Policy Statement and this district plan. Accordingly, the unique resource offered by the Whenuapai Airport should be utilised for strictly airport-related activities only.

New Policy 11.57

Road access to and from Whenuapai Airport Special Area should provide for the safe and efficient movement of vehicles.

A39

New Policy 11.58

Hazardous substances stored within the Whenuapai Airport Special Area (including fuel) should be contained in a manner which ensures that they do not have any adverse affect on ground or surface waters, or create a hazard to life.

New Explanation, Methods and Environmental Results Anticipated For Policies 11.52 – 11.58

Explanation (Policies 11.52 – 11.58)

The Whenuapai Airport has been in existence for over 60 years. Over most of that time it has primarily operated as a Ministry of Defence airport, although it was Auckland's international airport up to the time the Auckland International Airport was established at Mangere in the mid 1960's. The Government proposes to cease defence activities at Whenuapai at some time in the future, possibly within the period of this District Plan.

Whenuapai Airport is a large (the Whenuapai Special Area is approximately 274ha), well-established feature of at least district importance, containing significant physical resources and activities, most of which are specifically airport-related. However, up to 2006, this substantial resource was only recognised in the District Plan by way of a Defence Purposes designation. While much of the airport land is in open space it is not "rural" in the traditional sense, and the physical resources on the land are not consistent with the Countryside Environment provisions that did apply as the "underlying zoning" of the land. Existing use rights may continue to apply to airport activities, but recognition of the airport in the District Plan is preferable. This was a major reason for Council deciding that a Special Area recognition for this land was appropriate.

Whenuapai Airport is outside the Metropolitan Urban Limits, and is likely to remain so beyond the current District Plan period. The special features within the Whenuapai Airport land are not seen as providing a basis, in themselves, for urban development such as housing or industry.

Further, it was recognised that this substantial physical resource could potentially be more efficiently used than it has been in the past through providing flexibility for other, non-Defence related, airport activities.

Taking all of the above into account, it has been regarded as appropriate to recognise that Whenuapai is an airport and as a major existing resource deserves recognition by way of appropriate policies and rules in the District Plan. In the least, therefore, the Whenuapai Airport Special Area recognises existing and potential use of this resource for aircraft movements and associated ground-based activities. The Whenuapai Airport Special Area identification also recognises a need to ensure, both while the designation remains in place or after it has been removed, that the existing airport resource continues to be available as an airport, albeit possibly involving non-military uses.

A40

While the Defence Purposes designation remains on the site, no development inconsistent with that designation may occur without the consent of the requiring authority (in this case, the Minister of Defence). Any non-military use will therefore only be proposed if and when an agreement has been reached with the Minister of Defence.

This Plan provides, within a strict management framework, for airport activities that are non-defence related. It is the purpose of these district plan provisions to manage the effects of airport activities, should they be proposed. Any proposal, such as for commercial passenger, including international flight, activities will only proceed if economic circumstances allow and if Civil Aviation Authority and other necessary approvals are able to be obtained. The District Plan acknowledges that, should it not prove viable or possible to establish an airport, and airport activities cease altogether, then a "default" position is allowed for by continuing to allow for activities and subdivision consistent with the provisions applying to the Countryside Environment.

Any development other than for defence purposes is also strictly controlled by the District Plan rules. The rules require that, for any proposed airport activities, there needs to be the prior preparation and approval of a Comprehensive Development Plan. This is intended to recognise that, while it has been proven through past and current use that airport activities are appropriate, any new or alternative airport activities should be strictly analysed and controlled. Accordingly, the Comprehensive Development Plan is to be processed as a discretionary activity, and must contain (in sufficient detail to satisfy the rules and address the relevant assessment criteria):-

- Confirmation of compliance with any requirements of the Minister of Defence, during such time as Designation Ref MD1 remains on the site;
- The proposed location of and design of Airport Activities;
- A Noise Management Plan which shall provide sufficient detail to show satisfaction of all district plan noise standards including (but not confined to) Rules 29.5 and 29.6 of the Whenuapai Airport Special Area rules. (Note: provision must be made for activities carried out by the Minister of Defence);
- Details of road entry arrangements and any upgrading required of feeder roads and intersections;
- The manner by which development of the Whenuapai Airport Special Area is to be staged;
- A Transport Audit and a Traffic Management Plan;
- An Infrastructure Management Plan;
- A Landscape Treatment Plan; and
- A Stormwater Management Plan.

In particular, it is recognised that the Airport and its associated activities has the opportunity to create significant adverse effects on adjacent residents from the noise of aircraft. Such effects need to be managed by appropriate performance standards, plans and resource consent processes. The approach taken through the Plan Change introduced in 2006 was to adopt the noise protections already existing in the District Plan, relating to the operations of the RNZAF airbase and the designation for defence purposes (referenced as MD1 in the District Plan). That noise management approach is based on L_{dn} 55dBA and 65dBA noise contours as illustrated in Appendix III to the District Plan Planning Maps, and the special airport noise standard NZS 6805:1992. Those controls have been in place

A41

since the District Plan was notified in 1995, and still represent the accepted approach to managing aircraft noise.

However, in addition to these pre-existing controls, the rules require comprehensive noise management planning and monitoring, and include provision for an ongoing consultation process to be set up with local communities.

The District Plan through zoning, rules and designation can contribute to consolidating the Whenuapai Airport Special Area and managing environmental effects.

Methods

- Special Area Rules
- Other City Wide and Human Environment Rules Applying
- Noise Management Plans
- Existing Designations

Environmental Results Anticipated

It is anticipated that the objectives, policies and methods of this section will achieve the following results:

- Provision for the continued safe and efficient use of the City's airport resource
- Provision for economic and social activities at the Airport including recreational and business travel, air freight and employment opportunities
- Remedying or mitigating of the adverse effects of the airport's operation on other activities
- Co-ordination and management of activities in the Whenuapai Airport Special Area and the surrounding rural zones to minimise incompatible activities, particularly in respect to activities which are sensitive to aircraft noise
- Exclusion from further development of any land severely affected by noise generated by airport operations
- Continuing development of airport building and support activities
- Managed traffic generation both to and from the airport special area
- High standards of amenity and landscaping around the edge of the Whenuapai Airport Special Area and along major roads within the Whenuapai Airport Special Area
- Containment of any hazardous substances stored within the airport zone (including fuel) in a manner which ensures that they do not have any adverse affect on ground or surface waters, or create a hazard to life

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Waitakere City District Plan Plan Change 22 Whenuapai Airport Special Area Amendments to the District Plan

RULES VOLUME 1

Amend the Rules Volume 1 as follows:-

Additions underlined, deletions in ~~strikethrough~~

Amend Rules Introduction Table B as follows

LOCAL AREA	EFFECTS ON LANDSCAPE ELEMENTS	EFFECTS ON LANDSCAPE CHARACTER
Hobsonville / Whenuapai Airbase / <u>Whenuapai</u> <u>Airport</u>	<ul style="list-style-type: none"> Loss of <u>original</u> <u>planned</u> features <u>associated with</u> <u>aircraft and associated activities</u> 	

City-Wide Rules – Definitions

Insert a Definition of Airport Activities in the City-Wide Rules – Definitions, as follows:-

Airport Activities means :-

- Activities involving aircraft using the airport (including maintenance);
- Airport Operational activities (i.e. runways, traffic control and meteorological structures, emergency services, terminal buildings, custom and quarantine facilities, aircraft refuelling facilities and aircraft hangars);
- Buildings and activities associated with the freighting of goods by air;
- Vehicle Parking and Access;
- Convenience shops servicing air travel needs, such as cafés, general refreshment stores, newspaper kiosks, ticketing agents and rental car companies, provided that no one shop may not exceed 100m² in gross floor area;
- Telecommunication facilities; and
- Dwellings for persons whose employment duties require them to live on the premises

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City Wide General Noise Standards Rule 1.8

Amend Rule 1.8 as follows:

1.8 Permitted Activities

Activities meeting the following Performance Standards are *Permitted Activities* provided the activity meets all other relevant rules of the *Plan*.

- *New Dwellings, Minor Household Units*, schools and hospitals located within the Ldn 55 ~~and 65 dBA~~ Noise Contours as shown on the RNZAF Base / Airport Noise Control Area Map, fitted with acoustic insulation to ensure that noise does not exceed Ldn 40 dBA in any *habitable room*, classroom, ward (including single patient rooms) or operating theatre, with all doors and windows shut.
- Alterations or additions to *Dwellings, Minor Household Units*, schools and hospitals which are within the Ldn 55 dBA and 65 dBA Noise Contours as shown on the RNZAF Base / Airport Noise Control Area Map, fitted with acoustic insulation to ensure that noise does not exceed Ldn 40 dBA in any *habitable room*, classroom, ward (including single patient rooms) or operating theatre, with all doors and windows shut.

An Acoustic Design report shall be obtained from a suitably qualified Acoustic Engineer confirming that any new *building* is designed to meet the above Performance Standards.

City Wide Prohibited Activities Rule 1.0

Amend (viii) as follows:-

(viii) Any new dwelling, minor household unit, school, or hospital within the Ldn 65dBA Noise Contour as shown on the RNZAF Base/ Whenuapai Airport Special Area – noise control area map in the Maps Section.

City Wide Hazardous Facilities and Contaminated Sites Rule 1

Amend Consent Status Matrix as follows:

Human Environment		Effects Ratio for Permitted Activities	Effects Ratio for Controlled and Limited Discretionary Activities	Effects Ratio for Discretionary Activities
Working, Balefill Special Area, Quarry Special Area, <u>Whenuapai Airport Special Area</u>	Within 30m of Living Environment <u>or Rural Villages Environment</u>	≤ 0.05	0.05-0.5	≥ 0.5
	Lincoln Working Environment, Balefill Special Area, Quarry Special Area, <u>Whenuapai Airport Special Area</u>	≤ 0.75	0.75- 2	≥ 2
	Other	≤ 1.0	1 - 2	≥ 2

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Waitakere City District Plan Plan Change 22 Whenuapai Airport Special Area Amendments to the District Plan

RULES VOLUME 2

Amend the Rules Volume 2 as follows:-

Additions underlined, deletions in ~~strike through~~

Special Areas

Contents

Insert the following:

Rule 29 Whenuapai Airport Special Area

Rule 1 General

Rule 1.2 Special Area Definitions

Insert the following:

"Airport Activities" means:-

- Activities involving aircraft using the airport (including maintenance);
- Airport Operational Activities (i.e. runways, traffic control and meteorological structures, emergency services, terminal buildings, custom and quarantine facilities, aircraft refuelling facilities and aircraft hangars);
- Buildings and activities associated with the freighting of goods by air;
- Vehicle Parking and Access;
- Convenience shops servicing air travel needs, such as cafés, general refreshment stores, newspaper kiosks, ticketing agents and rental car companies, provided that no one shop may not exceed 100m² in gross floor area;
- Telecommunication facilities; and
- Dwellings for persons whose employment duties require them to live on the premises

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Insert a New Special Area Rule as follows:

Rule 29	WHENUAPAI AIRPORT SPECIAL AREA
<p><u>RULES</u></p> <p><u>29.0 General</u></p> <p>(a) <u>The following rules shall apply to Any Activity, Temporary Activities, and any subdivision on land situated in the Whenuapai Airport Special Area.</u></p> <p>(b) <u>Where there is any conflict between the following rules and other rules in the Plan, the following rules shall prevail.</u></p> <p><u>29.1 Permitted Activities</u></p> <p><u>The following are Permitted Activities:-</u></p> <p>(a) <u>Grazing</u></p> <p>(b) <u>Any activity which is a Permitted Activity in the Countryside Environment, provided that there is no operating airport anywhere within the Whenuapai Airport Special Area</u></p> <p><u>29.2 Controlled Activities</u></p> <p><u>The following are Controlled Activities:-</u></p> <p>(a) <u>Any activity and any subdivision that is a Controlled Activity in the Countryside Environment, provided that there is no operating airport anywhere within the Whenuapai Airport Special Area</u></p> <p><u>Assessment of Controlled Activity applications will be limited to the relevant matters specified in the Controlled Activity rules of the Countryside Environment.</u></p>	<p><u>ASSESSMENT CRITERIA</u></p> <p><u>General Criteria</u></p> <p>29(a) <u>The extent to which any proposed Comprehensive Development Plan or amendment to an approved Comprehensive Development Plan is consistent with maintaining the integrity of Defence Purpose activities at the RNZAF Base, Auckland, in accordance with Designation Ref MD1.</u></p> <p>29(b) <u>The extent to which any proposed Comprehensive Development Plan has been prepared in accordance with a consultative process that includes the local community and other parties that may be affected by activities made possible by the Comprehensive Development Plan.</u></p> <p>29(c) <u>The extent to which any proposed development and buildings are consistent with an approved Airport Comprehensive Development Plan.</u></p> <p>29(d) <u>The extent to which a landscape treatment and a building design theme is established through design guidelines and other appropriate means which will achieve:-</u></p> <p>(i) <u>a character and appearance that will ensure a high standard of amenity values and avoid conflicts between activities within the Whenuapai Airport Special Area and neighbouring land</u></p> <p>(ii) <u>an appearance that respects and complements existing buildings, including heritage</u></p>

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29.3 Limited Discretionary Activities

The following are Limited Discretionary Activities:-

- (a) Any activity and any subdivision that is a Limited Discretionary Activity in the Countryside Environment, provided that there is no operating airport anywhere within the Whenuapai Airport Special Area
- (b) Any Airport Activity, including any building or addition to a building, which is in accordance with an approved Airport Comprehensive Development Plan.
- (c) Any subdivision that is in accordance with an approved Airport Comprehensive Development Plan.

Assessment of Limited Discretionary Activity applications under Rule 29.3(a) will be limited to the relevant matters specified in the Limited Discretionary Activity rules of the Countryside Environment.

Assessment of Limited Discretionary Activity applications under Rule 29.3(b) and (c) will be limited to the relevant matters specified in an approved Airport Comprehensive Development Plan.

29.4 Performance Standards Relating to Permitted Activities, Controlled Activities and Limited Discretionary Activities

In respect of Rules 29.1(b), 29.2 and 29.3(a), Rules 1 – 13 of the Countryside Environment Rules shall apply where relevant.

In respect of Rules 29.3(b) and (c) the performance standards will be as prescribed in an Airport Comprehensive Development Plan as approved pursuant to Rule 29.5 (b)

- (iii) buildings a consistent and attractive roadscape character and site entries.

29(e) The extent to which activities, buildings, driveways, carparking and other development are of a size, location, scale and design that will accommodate proposed activities.

29(f) The extent to which the scale of buildings, security fencing and any other structures create adverse effects on neighbourhood character, landscape character and amenity values.

29(g) The extent to which the scale, design location and (where relevant) height of buildings carparking, loading spaces and driveways dominate or intrude into the privacy of adjoining sites.

29(h) The extent to which outdoor storage detracts from the visual amenity enjoyed by residents of adjoining sites.

29(i) The extent to which areas of open space and planting are used to offset the visual effects of additional building coverage.

- 29(i) The extent to which signs are:-
- (i) visually appropriate to the neighbourhood character;
 - (ii) of a height which avoids the sign dominating the neighbourhood and nearby structures; and
 - (iii) do not create a situation hazardous to the safe movement of traffic.

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29.5 Discretionary Activities

The following are Discretionary Activities:-

(a) Any activity and any subdivision that is a Discretionary Activity in the Countryside Environment, provided that there is no operating airport anywhere within the Whenuapai Airport Special Area

(b) An Airport Comprehensive Development Plan (ACDP) which provides for the whole of the Whenuapai Airport Special Area and includes:-

- (i) Confirmation of compliance with any requirements of the Minister of Defence, during such time as Designation Ref MD1 remains on the Whenuapai Airport Special Area;
- (ii) The proposed location of and design of all Airport Activities, including runways, taxiways, aircraft/engine testing areas and associated structures, navigation structures (including lighting), buildings, loading and storage areas, carparking and roading/ access driveways, (Note: it is expected that the location of these activities will be exact. Matters of design may be conceptual but shall include details of maximum height and building coverage and minimum yard setbacks. Height restrictions on buildings, structures and vegetation shall not exceed a height which intrudes into any airport height restrictions – see Appendix II of the planning maps); and
- (iii) A Noise Management Plan covering the matters specified in Rule 29.6, Assessment Criteria 29 (k) and (l), and any other relevant matters pursuant to s104 of the Act.

Noise Criteria

29(k) The extent to which any development provides a standard of aural amenity in respect of neighbouring areas, that meets relevant New Zealand noise standards (such as 6805:1992 or its most recent amendment), the City-Wide rules (General Noise Standards) and Rule 8.1 of the Working Environment rules.

29(l) The extent to which a Noise Management Plan adequately addresses the following matters:-

- (i) a statement of noise management objectives and policies;
- (ii) a statement specifying the aircraft types utilising the site, the maximum number of aircraft movements and the times within which aircraft movements (by aircraft type) may occur;
- (iii) the means by which aircraft are to be controlled to meet the noise standards specified in Rule 29.6 (this may include limitations on aircraft type, aircraft movements, and times within which flights may occur, including, where necessary, curfews on aircraft movements) Note: the Noise Management Plan must take account of any operations of defence aircraft, such activities to be included in any noise assessments made;
- (iv) the means by which aircraft are to be controlled to meet any further appropriate noise standards arising from the application of relevant standards or that may be agreed through community consultation
- (v) the means by which aircraft engine testing is to be managed (this may include limitations on location and

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<p>(iv) <u>Details of road entry arrangements and any upgrading required of feeder roads and intersections. (Note : feeder roads include Brighams Creek Road and Trig Road; intersections include all intersections with those roads);</u></p> <p>(v) <u>The manner by which development of the <i>Whenuapai Airport Special Area</i> is to be staged and the means of managing any vacant land during the staging process;</u></p> <p>(vi) <u>A "Transport Audit" that shall assess the effects of the proposal on the regional transport network and an "Traffic Management Plan" that shall include provision to be made for motor vehicle, cycle and pedestrian facilities within the <i>site</i> and traffic management requirements generated by use of the <i>site</i> on roads giving access to the <i>site</i>;</u></p> <p>(vii) <u>A "Stormwater Management Plan" that addresses the means by which stormwater is to be collected and treated;</u></p> <p>(viii) <u>An "Infrastructure Management Plan" that shall address provision to be made for wastewater disposal, water supply, power supply and telecommunications supply;</u></p> <p>(ix) <u>A <i>Landscape Treatment Plan</i> that shall include proposals for mitigating adverse effects arising from new buildings, security fences and other structures.</u></p> <p><u>(c) Amendments to an approved Airport Comprehensive Development Plan.</u></p> <p><u><i>Discretionary Activity</i> applications will be assessed, as relevant, in accordance with assessment criteria 29(a) – 29(ab) and any other relevant matter under section 104 of the Act.</u></p>	<p><u>times with which engine testing may occur, and any mitigation provisions such as shielding);</u></p> <p>(vi) <u>details of methods and process for monitoring and reporting compliance with the District Plan rules and Noise Management Plan;</u></p> <p>(vii) <u>procedures for recording and monitoring complaints;</u></p> <p>(viii) <u>dispute resolution procedures.</u></p> <p><u>Transportation Criteria</u></p> <p><u>29(m) The extent to which <i>development</i> and <i>airport</i> management processes have been designed to integrate the airport with roads, intersections and transport systems, including provision for public transport. (Note, it is expected that in the development of a Comprehensive Development Plan there will be consultation with the Auckland Regional Council, the Auckland Regional Transport Authority and Transit New Zealand).</u></p> <p><u>29(n) The extent to which traffic generation from proposed <i>activities</i> creates adverse effects on:</u></p> <p>(i) <u>The capacity of roads giving access to the <i>site</i>;</u></p> <p>(ii) <u>The safety of road users including cyclists and pedestrians; and</u></p> <p>(iii) <u>neighbourhood character.</u></p> <p><u>29(o) The extent to which <i>carparking</i> accommodates the expected demands of an activity, having regard to the relative locations of the activity and the <i>carparking</i> serving that activity, the possible joint use of <i>carparking</i> and public transport facilities.</u></p> <p><u>29(p) The extent to which <i>carparking</i> areas are secure, well lit and conveniently accessible.</u></p> <p style="font-size: 2em; font-weight: bold; color: red;">A49</p>
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29.6 Aircraft Noise

(a) Aircraft operations allowed by an approved Airport Comprehensive Development Plan shall not exceed a Day/ Night (L_{dn}) level of:-

- (i) 65dBA outside the Airnoise Boundary (L_{dn} 65dBA Contour) shown on the Noise Control Area Map (Appendix III to the planning maps); and
- (ii) 55dBA outside the Outer Control Boundary (L_{dn} 55dBA Contour) shown on the Noise Control Area Map (Appendix III to the Planning Maps).

(b) For the purpose of this control, noise will be measured in accordance with NZS 6805:1992 and calculated, as stated in NZS 6805:1992, using FAA Integrated Noise Model (INM) and records of actual aircraft operations and calculated as a 90 day rolling logarithmic average. Provided that aircraft operations exceeding the above may be permitted in the Noise Management Plan by:-

- (a) aircraft landing or taking off in an emergency;
- (b) emergency flights required to rescue person from life threatening situations or to transport patients, human organs or medical personnel in medical emergency;
- (c) aircraft using the airport due to unforeseen circumstances (including, but not limited to adverse weather conditions) as an essential alternative to landing at another scheduled airport;
- (d) flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 1983;
- (e) aircraft undertaking fire fighting duties.

29(q) The extent to which activities provide for on site loading facilities for transport vehicles, service vehicles and rubbish collection vehicles.

Infrastructure Criteria

29(r) The extent to which the infrastructure provided to serve any new development complies with the Waitakere City Council Code of Practice or an equivalent recognised public standard.

29(s) The extent to which the Stormwater Management Plan meets the recommendations or conditions of any relevant Integrated Catchment Management Plan

29(t) The extent to which stormwater management features such as rain gardens, swales and permeable paving are utilised to ensure avoidance of adverse effects that are more than minor on groundwater, streamwater and harbour waters.

29(u) The extent to which an integrated approach to stormwater management is adopted for stormwater mitigation, with the emphasis being in the first instance on the reduction of stormwater generated from sites through reuse of stormwater and increase in permeable areas, including decompaction of soils following earthworks. (Note: facilities such as wetlands and treatment ponds and any other activity that may attract birds shall be avoided).

29(v) The extent to which stormwater retention and treatment facilities are designed to retain in stream ecological values.

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(c) The airport operator shall annually provide to the Council's Manager, Resource Consents the result of calculations performed by an accredited acoustic consultant based upon monitored aircraft movements for the preceding year and the known noise characteristics of those aircraft. The calculations shall be in accordance with the Noise Management Plan required by Rule 29.5(b) of these rules.

29.7 Other Rules Applying

The following rules of the Plan shall apply to Any Activity and any subdivision

(a) In respect of any Airport Activity or subdivision authorised by a Airport Comprehensive Development Plan approved pursuant to Rule 29.5(b)

- All relevant City-Wide Rules
- All relevant Natural Areas Rules
- Countryside Environment Rule 3 Yards
- Working Environment Rule 6 Air Discharges
- Working Environment Rule 8 Noise
- Working Environment Rule 9 Parking, Loading and Driveway Access
- Working Environment Rule 10 Odour, Glare and Vibration
- Working Environment Rule 11 Signs
- Working Environment Rule 12 Infrastructure
- Subdivisions Rule 1 and 2 General

(b) In respect of Any Activity or any subdivision where there is no operating airport anywhere within the Whenuapai Airport Special Area, all rules in this plan relating to the Countryside Environment shall apply.

29.8 Non-Complying Activities

Any Activity which is not a Permitted Activity or a Controlled Activity or a Limited Discretionary Activity or a Discretionary Activity under the above rules, or does not meet the standards in

29(w) The extent to which infrastructure for stormwater, wastewater and water supply are designed to ensure techniques are used to minimise water use and generation.

29(x) The extent to which the infrastructure provided to serve any new development models a range of different methods to achieve sustainability, with a particular emphasis on the efficient use and natural treatment of water systems.

29(y) The extent to which earthworks and other site works are undertaken in such a way as to avoid adverse effects on watercourses, areas of ecological values and neighbouring properties arising from changes in landform and the generation of sediments.

Other Criteria

29(z) The extent to which there has been consultation with the Auckland Regional Council regarding the co-ordination of consent requirements, in order to ensure comprehensive planning of all required development is achieved.

29(aa) The extent to which all relevant assessment criteria under the "Other Rules Applying" are addressed in any resource consent.

29(ab) The extent to which more than minor adverse effects can be adequately avoided, remedied, mitigated or offset through provision of works and services on or off the site and/or through payment on or off site and/or through payment or provision of a

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Rule 29.7 shall be deemed to contravene a rule in the Plan and be a non-complying activity.

NOTES

1. Nothing in these rules shall affect the rights of the Minister of Defence to carry out activities pursuant to Designation Ref MD1.
2. If an activity is not controlled or restricted in any way by any part of the Plan it is permitted, but may require consents under other legislation/ plans.
3. Activities must comply with all other relevant rules of the Plan or be the subject of a resource consent. Check all other rules in this Human Environment and also the Natural Area Rules, the City-Wide Rules and, where relevant, the Subdivision Rules.
4. Words in italics are defined - see the Definitions part of the City-Wide Rules.
5. Words in bold are explained - see the Explanations part of the Introduction to the Rules.
6. The Council may have a guideline to help interpret this rule - check at the Council Offices.
7. For resource consents see the Information Requirements in the City-Wide Rules.

financial contribution, including an upgrading contribution.

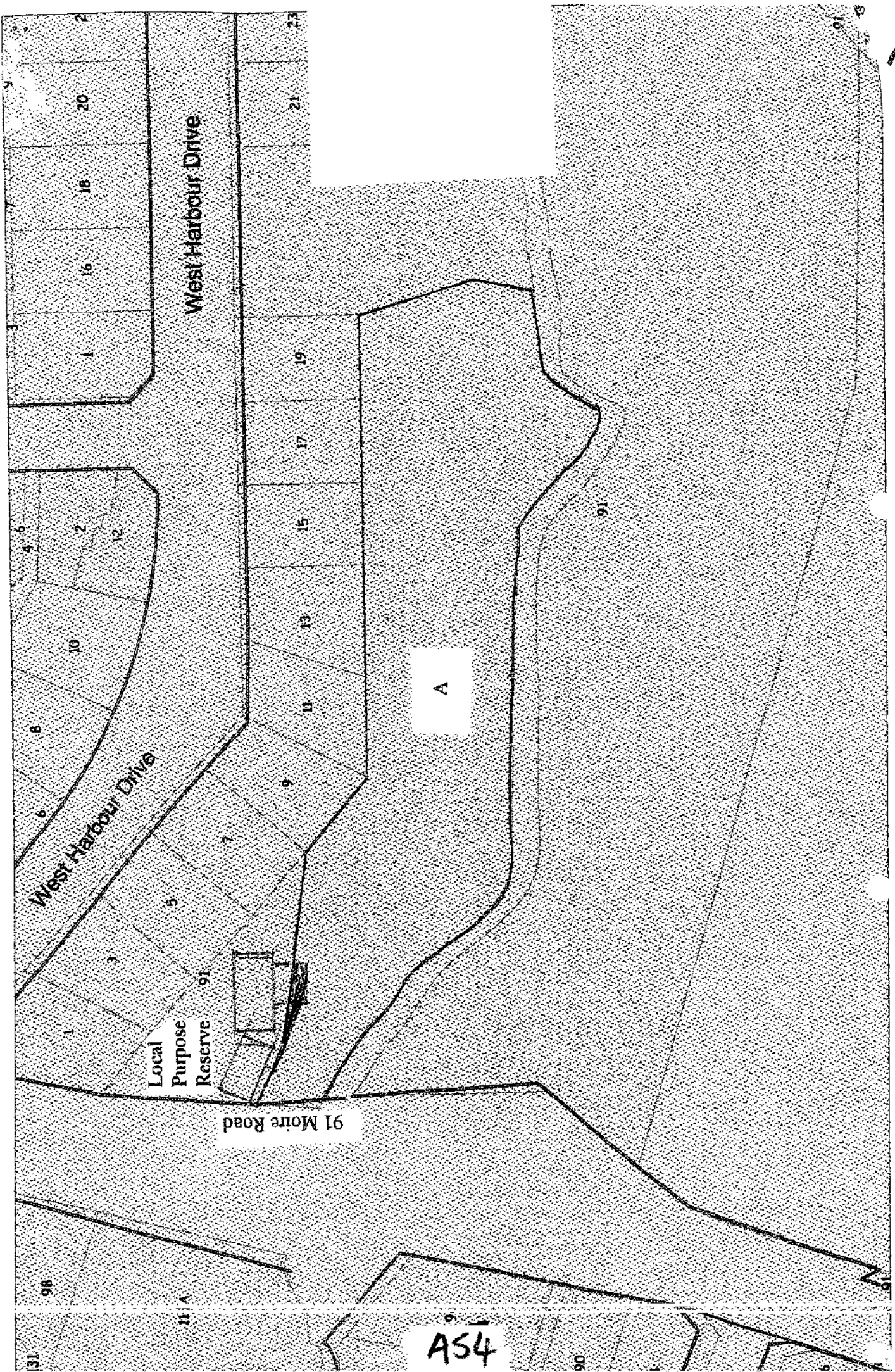
Note: See also Policies: 1.1, 1.3, 1.5, 1.7, 1.8, 1.9, 1.10, 1.11, 1.12, 1.13, 1.14, 2.1, 2.5, 2.12, 2.13, 2.15, 3.3, 3.4, 4.1, 4.3, 4.4 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 8.1, 8.2, 8.3, 8.4, 8.5, 8.7, 8.9, 10.1, 10.2, 10.3, 10.4, 10.5, 10.6, 10.7, 10.8, 10.9, 10.10, 10.11, 10.12, 10.13, 10.14, 10.15, 10.16, 10.17, 10.18, 10.19, 10.20, 10.22, 10.23, 10.24, 10.25, 10.27, 11.1, 11.2, 11.3, 11.5, 11.6, 11.7, 11.8, 11.10, 11.11, 11.12, 11.13, 11.14, 11.17, 11.18, 11.23, 11.27, 11.28, 11.32, 11.35, 11.52, 11.53, 11.54, 11.55, 11.56, 11.57, 11.58, 12.1, 12.2, 12.3, 12.4, 12.5, 12.6, 12.7, 12.8.
(Policy Section of the Waitakere District Plan)

RESOURCE CONSENT CONDITIONS

In granting a resource consent Council may impose conditions. Conditions may include any one or more of the following matters:

- Requiring alterations to design and/or location
- Requiring the provision of a landscape treatment plan and implementation of that plan within a given time
- Limiting the scale of activities and other development
- The imposition of a bond to ensure satisfaction of conditions of consent
- Requiring an acoustic consultant report to confirm required noise standards will be met
- Requiring a monitoring programme for the measurement of noise in accordance with the Noise Management Plan
- Requiring formal and/or informal consultation on an ongoing basis with local communities
- Requiring financial contributions in accordance with the Plan
- Requiring onsite or offsite works and services to avoid, remedy, mitigate or offset adverse effects

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West Harbour Drive

West Harbour Drive

Local Purpose Reserve 91

91 Moire Road

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