

Date: Thursday 31 March 2022
Time: 10.00am
Venue: This meeting will be held remotely and can be viewed on the Auckland Council website
<https://councillive.aucklandcouncil.govt.nz/>

Kōmiti Whakarite Mahere / Planning Committee

OPEN MINUTE ITEM ATTACHMENTS

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Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.

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Name	City	P. Code	Country	Date	Comment
Bill Rayner	Auckland		New Zealand	2022-03-16	"Devonport is one of New Zealand's oldest communities with unique heritage, community character, and marine environment features. My Wynyard family have been here since 1853. It is promoted by Council as a major city tourist destination. Our Special Heritage Character Area was established by the Council Unitary Plan. Do not change it."
Libby Boyd			New Zealand	2022-03-16	"Heritage buildings are a link to our past which adds character and unique distinctiveness to our historic village community."
Jean Day	Auckland		New Zealand	2022-03-16	"I believe in protecting the few precious things we have left. Devonport is unique."
Donna Sheridan	Auckland		New Zealand	2022-03-16	"The reason we all chose to live in Devonport was for its beautiful historical charm"
Nigel Mark Longste	Auckland		New Zealand	2022-03-16	"This may be great for developers to remove family houses from established communities to max the earning capacity from a section, in the meantime destroy and I mean destroy a neighbours and local community culture with monstrosities. Sure build these sort of properties but do so in designed and serviced new areas so that each structure minimises the impact on each other. Just 'plonking' the largest Structure possible to fill every available inch of a section, regardless of the effect on anyone else and their established quality of life is abhorrent and shows a total lack of empathy."
Sylvia Ennm	Auckland		New Zealand	2022-03-16	"I am signing in order to object to the removal of the heritage protection in Devonport. Many of these houses have stood for over a century, they are part of New Zealand's history and a draw for tourists. The houses are well built and have adapted well to modern living. There is no reason for these houses to be removed and deserve protection."
Richard Dodds			New Zealand	2022-03-16	"Devonport is a destination with a rich architectural heritage, beautiful villas that remind us of our beginnings as a nation. Once these elements are lost, they are lost for good. This is not NIMBYism but a protection of our heritage."
Susi Burke	Auckland		New Zealand	2022-03-16	"I want to protect our heritage"
Barbara England	Auckland		New Zealand	2022-03-16	"Having lived in Devonport and nearby for a majority of my life there is nowhere else like it with the sea so close by and the beautiful buildings. It is what drew me back to this area after living in other areas of the North Shore. Do away with these buildings and you will be killing this beautiful suburb"
Carleen Baty	Brisbane	4121	Australia	2022-03-16	"I'm signing this as I use to live there as Devonport has its own uniqueness. Removing the heritage protection on properties will change the dynamics of the area. Also once the heritage protection lifted of some properties it will creep to other properties like cancer does"
Blythe Jones	Auckland	624	New Zealand	2022-03-16	"We need to protect the heritage of Devonport so future generations get to experience one of the best places to raise a family, and visitors get to enjoy a slice of magic."
Bruce Grant	Auckland		New Zealand	2022-03-16	"More than 100 years of sensible, considered town planning rules have been disregarded. Eliminating the resource consent process (height-to-boundary rules, front and side yard limits and heritage value) could irrevocably damage Auckland's historical suburbs. The Special Character Area for the Devonport peninsula must be recognised by Auckland Council."
Emma Lynskey	Auckland	1042	New Zealand	2022-03-16	"It's absurd to lose the heritage character of Devonport. It needs to be protected"
Barbara Hughes	Auckland		New Zealand	2022-03-16	"I'm signing because Devonport is unique and must retain its special Heritage Protection!"
Leonie Nutsford	auckland	1023	New Zealand	2022-03-16	"Too many of our Heritage buildings are getting destroyed ☐"
Hayley Miller	Auckland		New Zealand	2022-03-16	"The proposal completely undermines the time, effort and money we have spent restoring these beautiful and character filled villas. Yes it would be cheaper to have just knocked them down and built something new, but that is not why we choose devonport/stanley point to live in."
Savannah Story	Auckland	1010	New Zealand	2022-03-16	"Keep the heritage, keep the heritage"
Katie Martin	Auckland	622	New Zealand	2022-03-16	"This is what makes Devonport so unique and a destination to visit. Don't destroy it."
Elaine Sawyer	Devonport	624	New Zealand	2022-03-16	"The infrastructure is inadequate and it will ruin the current ambience"
Lauren McCullung	Auckland		New Zealand	2022-03-16	"Because I care deeply about keeping these spaces as they are"
Mel Templeton			New Zealand	2022-03-16	"I know we need to build more dwellings per square metre, but surely some areas should keep the heritage look and feel. This craziness is already happening around NZ, there must be a better way."
B McCutcheon	Auckland	624	New Zealand	2022-03-16	"This goes against all heritage interests"
Rene Saluz	Auckland		New Zealand	2022-03-16	"Devonport is as it has to be, just great!"
Emma Farmer	Auckland	624	New Zealand	2022-03-16	"Aucklanders needs to value our heritage"

Linda Haynes	Auckland	New Zealand	2022-03-16	"We do not want to loose our heritage that will in time show some history."
Carol Bidwell	Auckland	New Zealand	2022-03-16	"Any development should be sympathetic to the heritage character of the area and I oppose leaving this to the discretion of individual developers"
Peter A. Fitzsimons	Auckland	New Zealand	2022-03-16	"Such legislation destroys the history of New Zealanders. If they have lasted this long then they are good quality houses in an area people are prepared to pay the extra price for. It is not right that they should then have featureless out of character boxes tolsted upon them without some form of recourse. Also I live in Massey and will never be able to afford these houses but they are important to the character of New Zealanders."
Barbara Culthbert	Auckland	624 New Zealand	2022-03-16	"Pepper-potting new 3 story houses in areas of heritage housing like Devonport is not good planning, and destroys the integrity of the irreplaceable urban qualities of Auckland's heritage neighbourhoods. We are seeing more 3- storeyed development on arterial roads with direct access to bus routes, like Lake Road in Devonport. This makes good use of existing infrastructure, enables good access to community facilities and makes good use of residential housing sites that can be affordably redeveloped to accomodate more households. Heritage protections have been developed and maintained over decades to maintain distinctive character suburbs that are evidence of Auckland's historical development. It is vital to protect them, particularly when there are more efficient and effective means to achieve affordable and well planned more intensive housing."
Kimberly Graham	Auckland	New Zealand	2022-03-16	"I'm signing this because I don't want to see this delightful historical suburb go to intensification. The roading and sewerage infrastructure will not be able to handle it either."
David Downs	Auckland	624 New Zealand	2022-03-16	"Devonport should remain a heritage area"
Julie Hill	Auckland	1050 New Zealand	2022-03-16	"Historic and character filled Devonport is a destination. As a resident of Auckland whenever I had overseas visitors staying I would pop them on the ferry for a trip to Devonport. Devonport character is unique in Auckland"
Wendi Neilson	Auckland	New Zealand	2022-03-16	"To save other heritage locations in AKL as well. This also will not be what the Government wants, it will NOT be affordable housing!"
Lisa McCloskey	Auckland	New Zealand	2022-03-16	"I want to keep the heritage and beauty in our community..."
Tasha Smith	Auckland	New Zealand	2022-03-16	"I want to see our area retain is heritage and beauty"
David Laing	Auckland	New Zealand	2022-03-16	"Devonport is a place where memories are made ~ great bike rides, great beach day out, lovely walk around North head, great people, best ice creams at the Indian dairy, lovely peaceful environment and wonderful cafes. Its a beautiful location based in Auckland which is one of the last areas with beautiful heritage housing still exists and it needs to be properly protected from greedy developers operating only to make quick profits by building low quality, high intensity "cookie cut" houses. Support the petition and welcome to Devonport. Come enjoy the beautiful streets of lovely houses and our wonderful community!"
Anne Watkins	Auckland	New Zealand	2022-03-16	"Devonport is unique as a Historical town and should be kept as it is Please Auckland City Council look what you are doing putting three storied apartments everywhere with no parking."
Simone Archer	Auckland	New Zealand	2022-03-17	"This is one of the craziest ideas to come out of Council."
Hugh Cronwright	Auckland	New Zealand	2022-03-17	"This new plan will destroy the quality of life for all normal house residents."
Les Downey	Brisbane	4114 Australia	2022-03-17	"Auckland desperately needs to retain special character areas like Devonport otherwise it risks becoming just another ho hum city like so many others in the World. See one and you've seen them all. Goodbye tourism. Settling foot in Devonport is like stepping back in time and the ambience of the place and the outlook to the Harbour and City is priceless. It is a must visit place and any official involved in this proposed travesty should hang their head in shame."
Jean Rockel	Auckland	New Zealand	2022-03-17	"It's important to protect our history - it can't be put back again after these houses are demolished."
Gabrielle Harrop	North Shore	624 New Zealand	2022-03-17	"Devonport is an important historical area."
Diana Burslem	Auckland	New Zealand	2022-03-17	"I'm signing because I love Devonport as it is! It's just foolish to overbuild a special suburb with 3 storey characterless apartments: glorious views could be lost: precious trees chopped and cars parked higgledy piggledy everywhere. Save the suburb as it is!"
Maxine Somerville	Auckland	New Zealand	2022-03-17	"Devonport is beautiful as it is"
Julia Cornfield	Auckland	New Zealand	2022-03-17	"It is so short sighted to destroy heritage areas with buildings that will only give more money to developers."
vivienne wright	ca	1111 New Zealand	2022-03-17	"We must protect our beautiful historical buildings"
Madeleine Calder	Auckland	New Zealand	2022-03-17	"Our heritage houses must be protected."
Vaughan Sheldon	Auckland	New Zealand	2022-03-17	"Devonport is different from everywhere in NZ and should be left alone"

Jennifer Youard	Auckland	New Zealand	2022-03-17	"No need to ruin the precious little left of Auckland's heritage, just to cram more and more people in. Plenty of room in the rest of the country. Let it be unaffordable, creates incentive to not live here and settle in the regions."
nigel pelling	auckland	New Zealand	2022-03-17	"Devonport is a unique and highly valued Auckland destination that attracts visitors from around New Zealand and the world."
Sally Hughes	Auckland	New Zealand	2022-03-17	"Devonport is precious heritage and must be protected"
Oliver Pankhurst	Auckland	New Zealand	2022-03-17	"I can"
Mario McMillan	Auckland	New Zealand	2022-03-17	"Devonport is largely known for being the largest grouping of heritage buildings in New Zealand. It absolutely needs protecting"
Sandra Arnet	Auckland	New Zealand	2022-03-17	"I agree Council's are riding rough shod over history."
Paul Jones	Auckland	New Zealand	2022-03-17	"1. The road infrastructure does not exist on the peninsula to support such intensification. 2. The type of housing allowed under this proposal will significantly undermine the historical nature of Devonport."
Glen Bishop	Auckland	New Zealand	2022-03-17	"This is just another way for Council to increase the income it gets from Rates Please leave at least a small bit of Auckland beautiful"
Regan Kerr	Auckland	New Zealand	2022-03-17	"Historical cultural values need to be protected. Plenty of other areas in Auckland that are better suited for intensification."
Angela Redcliffe	Auckland	New Zealand	2022-03-17	"My family is born and bred in the area. When my daughters were at primary school one of their projects at school focused on the buildings of Devonport and they learnt so much about our history and the evolution of different construction types. If we lose our heritage how are we to teach future generations?"
Carol O'Toole	Auckland	New Zealand	2022-03-17	"Devonport's architecture has unique heritage value & deserves protection from pollution by out of character high rise building Once this creeps in it's gone forever"
Paul Gittins		New Zealand	2022-03-18	"This new legislation was ill considered."
Linda Haynes	Auckland	New Zealand	2022-03-18	"Too much destruction of good homes so a developer can make more money with multiple homes."
Cheryl Hill	Auckland	New Zealand	2022-03-18	"We need to retain our heritage."
Grant Henderson	Auckland	New Zealand	2022-03-18	"I object to the way single storey heritage dwellings, which are usually on small sections, will be deprived of sun and light. Auckland has ruined too much of its heritage."
Terri Walsh	Whangarei	New Zealand	2022-03-18	"DEVONPORT IS UNIQUE - THE SPECIAL CHARACTER AREAS PROTECTION MUST BE MAINTAINED AND CONTINUED!"
Kim Andrews	Auckland	New Zealand	2022-03-18	"Devonport needs to remain as a heritage zone and the old builds should never be torn down to make way for intensive housing. It's charm it's old buildings, open spaces and beaches."
Jan Franklin	WELLINGTON	New Zealand	2022-03-19	"It would irreversibly destroy Devonport and surrounding areas. A few would make a lot of money for the detriment of hundreds of beautiful irreplaceable homes. Not just houses, homes!"
Joanna Duder	Auckland	622 New Zealand	2022-03-19	"I care about the heritage future of Devonport."
Michelle Androu	Auckland	1150 New Zealand	2022-03-20	"I am signing because on every level this is a crazy idea from Auckland Council. Traffic congestion 24/7 anyone? Ongoing removal of mature trees while reducing space to replant? Further permanent degradation of the environment for future generations? Recent apartments built on Lake Road have rendered that land 98% concreted, and that is now forever. Layercake sausage flats here we come."
Ashok Kumar	Patna	India	2022-03-20	"Heritages must be protected"
Susan Smith		New Zealand	2022-03-20	"The area is unique, historic and a major tourist attraction for Auckland. These proposals will ruin the area forever more, there will be no going back if big blocks of flats blight the very roads people visit here to see. I purchased here because of the protection afforded by the conservation provisions and heritage overlay of the area as a whole and these are potentially going to be wiped out with little thought for things all Aucklanders share and value. I urge the Auckland Council to stand firm in protecting this unique area. You are representative of your ratepayers so please listen to us."
Ann Allen	Auckland	624 New Zealand	2022-03-20	"Devonport is an historically significant NZ area whose buildings, roof scape and character needs to be protected for the national benefit."
Pauline Baker	Auckland	New Zealand	2022-03-20	"I believe we need to preserve the history of this unique suburb. It's Auckland's Jewel in the Crown especially for tourism going forward. And the traffic infrastructure will not support intensification proposed."
Susan Wann	Auckland	New Zealand	2022-03-20	"The beautiful historic houses of Devonport are what make Devonport an 'Auckland treasure'. That is the reason they are protected and must remain so for future generations."

Kathryn Hansen	auckland	New Zealand	2022-03-20	"Devonport is loved and admired by many people and the old homes are precious to this part of Auckland hideous blocks of flats will eventually be slums."
Martin Bailey	Auckland	New Zealand	2022-03-20	"It is so important to retain Devonport's unique, historic character."
penny milne	Auckland	New Zealand	2022-03-20	"History can never be replaced and devonport is full of historical houses, buildings..... please keep them protectedYou won't regret it!"
Rosanne Brett	Auckland	New Zealand	2022-03-20	"Keep Devonports Heritage"
Irene Hope	Auckland	New Zealand	2022-03-20	"I find this sort of dwelling is absolutely disgraceful in a heritage area and its time something is done!"
Jenni Boys	Auckland	New Zealand	2022-03-20	"I believe Devonport needs to retain its special environment for future generations"
Debbie Stewart	Auckland	New Zealand	2022-03-20	"I value our heritage we won't ever get it back. Future generations will get to enjoy a historic village."
peta levin	Auckland	New Zealand	2022-03-21	"I've been a Devonport resident for the past 60 years and seen a marked deterioration in heritage aspects since Auckland City Council took over. Shame on you board members!"
Rosemary Buxton	Auckland	New Zealand	2022-03-21	"A special heritage area is just that - an area. It must be preserved in its entirety. Otherwise it can be watered down very quickly. These areas in New Zealand are rare and thus are all the more interesting and important for our future generations."
ANN FITZGERALD	Auckland	New Zealand	2022-03-21	"The character of Devonport is because of the history of the people who lived and built there."
Priscilla Hoek	Auckland	New Zealand	2022-03-21	"Devonport is important historically"
sandra Gould	Auckland	New Zealand	2022-03-21	"The reasons for opposing this are obvious. Devonport is a heritage area stay out!"
Olivia Cruden	Auckland	New Zealand	2022-03-21	"How barbaric to ruin a neighbourhood rich in history."
Elena Joyce		New Zealand	2022-03-21	"Cheltenham beach is a beautiful natural asset and is one of the most unique places I have visited the world over. It is magic for kids and is enjoyed by people from all over Auckland. Having something so beautiful accessible to all Aucklanders is a treasure. If this intensification happens it will completely spoil the natural beauty of the beach. At high tide the beach is very thin if you had townhouses towering over you it would not be a nature spot at all."
Sandi Morrison	Auckland	New Zealand	2022-03-21	"It's imperative to retain some areas in Auckland that are vintage, retain our heritage especially visual, design & architectural ..."
Laura Ross	Auckland	New Zealand	2022-03-21	"It's important to preserve the heritage of Devonport for historic purposes and to maintain it as a tourist destination"
Maree Sheehan		Australia	2022-03-21	"As a former resident of Devonport who grew-up in the area I would be appalled if it's Victoria houses and buildings were endangered by a change to the heritage listed law. It is a beautiful area with a unique architectural appearance that should be preserved for future generations to enjoy."
Steven Colligan	Auckland	New Zealand	2022-03-21	"I believe we need to maintain a few areas of Auckland's heritage Plus lake road is one of the most congested roads in NZ already."
John Watts	Hamilton	New Zealand	2022-03-21	"This is just money grabbing from the council. This will totally ruin Devonport."
Rebekah Bryden	Melbourne	Australia	2022-03-21	"Devonport needs to keep its character. If Auckland Council boffins allow this to go through, then it will change the appeal & feel of this Victorian seaside village. Would they give the go ahead to tear up the Auckland Museum, for something more modern or change zoning at the Domain, to allow for ugly shoebox housing units to go up, next to it? Probably not. Leave Devonport the way that it is. Those greedy developers only care about the almighty dollar and how cheaply they can build their ticky-tacky boxes for. Keep Devonport as it is."
Chris Rollins	Auckland	New Zealand	2022-03-21	"This needs to be stopped."
Julie woodruffe	Auckland	New Zealand	2022-03-21	"This should not be allowed !! It would be the ruin of a beautiful heritage area, the essence of Devonport will be lost ! Please NO !!!!"
Heather Hitchings	Auckland	New Zealand	2022-03-21	"We are not allowed to subdivide our 2.9hectares in Kumeu/Riverhead and yet the Council has permission for in-fill houses in Special Character Areas. This is ridiculous!"
Gaia Field	Auckland	New Zealand	2022-03-21	"You should be building on parts of central golf courses not historic suburbs"
Dianne hale	Auckland	New Zealand	2022-03-21	"It is important that the entire Devonport 'Special Character Area' is retained to protect the history and heritage housing of the area. When the tourists finally return to our shores Devonport is one of the places that they regularly visit to enjoy the uniqueness and heritage of the area. Allowing more density will totally destroy that uniqueness and remove all the work that previous councils have done to protect it."
Lorraine Van Schaf	Auckland	Australia	2022-03-21	"This madness of destroying heritage buildings and special character area must stop! Unacceptable! What lack of imagination .."
Vanessa Crabb	Auckland	New Zealand	2022-03-21	"Utterly inappropriate for this area."

Liz Fleming	Auckland	New Zealand	2022-03-21	"We should preserve our historical areas please!"
Jacqueline Hender	Auckland	New Zealand	2022-03-21	"It's important to keep the character of Devonport."
Joyce Kennedy	Auckland	New Zealand	2022-03-21	"It will ruin the beautiful, historic, unique character of this beautiful area of New Zealand."
Simone Freundlich	Auckland	New Zealand	2022-03-21	"Devonport is a heritage area and must be protected!"
Bronwyn Menhinick	Auckland	New Zealand	2022-03-21	"I have lived in Devonport all my life because of the special character of the area one that remains unspoiled by poorly designed reckless development of multi story properties. To lose the special character of the area would be a significant loss to our city as it would for all other areas under threat."
Nick seaton	auckland	New Zealand	2022-03-22	"I hate infill housing. Devonport should stay as it was intended"
robyn north	Auckland	New Zealand	2022-03-22	"The heritage character of Devonport makes it a unique area that should be preserved as a national treasure for New Zealanders"
Nicki Brady	Auckland	1148 New Zealand	2022-03-22	"Leave the character of Devonport alone - there is no point intensifying an area which doesn't have the infrastructure support it anyway. Enough is enough."
Colette McNeill	Stanley	Australia	2022-03-22	"I believe that heritage buildings should be protected"
Sue Brown	Christchurch	New Zealand	2022-03-23	"Olivia is not a good roll model, not someone I would like to see teaching in our schools... not a good way to influence people and make friends..."
Anna Thomas	Auckland	New Zealand	2022-03-23	"Devonport's heritage must be protected. Apart from the aesthetic impact, the peninsula simply does not have the infrastructure for intensification."
Colin Swager	Auckland	New Zealand	2022-03-23	"We live here because of the beauty and tranquility of the environment. We love the beautifully renovated villas and bungalows."
Douglas Brown	Auckland	New Zealand	2022-03-24	"Lake Rd can't cope now with the existing and proposed housing. Further intensification is Lunacy. Why don't the local labor acolytes on council focus on getting the greenfield site at untec built instead ???"
Susie Mitchell		New Zealand	2022-03-24	"I want to protect the heritage homes on Cheltenham beach"
samuel welsh	chiba,tokyo, japan	US	2022-03-24	"Devonport is home and council is unwelcome to interfere in Devonport"
Linda Aylward	Auckland	New Zealand	2022-03-24	"I don't want to see the special character of Devonport destroyed."
N S Bailey		New Zealand	2022-03-25	"We must protect our heritage and not give in to ugly development"
Anna Alvsdottir	Sydney	Australia	2022-03-26	"This design is shockingly ugly and insensitive to its surrounds as well as density. Greedy."
Mark Sagar		New Zealand	2022-03-26	"This will destroy the charm and character of one of the most historic parts of Auckland. It will add large amounts of congestion to lake road, overstress the aging wastewater systems and other infrastructure to mention just a couple of follow on effects. How can a council justify expensive rates when they are making a place worse for locals and visitors?"
Lea Walley	Auckland	New Zealand	2022-03-26	"Let it be. No thanks."
Karen Rogers	Auckland	7700 New Zealand	2022-03-26	"Council need to reevaluate their thinking. High density dwellings are making Auckland look ugly and are putting too much pressure on the roads and infrastructure. Auckland is already too built up. Looks ugly has lost its character."
Vicky maples	Auckland	New Zealand	2022-03-26	"I feel that the Auckland Council has lost sight of how to build a city people want to live in. What is the point of employing so many town planners if there is no vision."
Kim Bratton	Auckland	New Zealand	2022-03-27	"The historical significance of Devonport and its unique character are special and need to be protected. It is important for the next generation and beyond to have. It also is a great tourist destination. These benefits outweigh housing intensification."
Philip Vermeulen		New Zealand	2022-03-27	"New Zealand is a very young country and therefore has only a limited number of heritage places such as Devonport. It is extremely short-sighted to destroy the beautiful Devonport. As a European migrant, I know how important for the people of Europe and the world it is to protect the heritage of cities such as Prague, Rome, Bruges, Venice, Vienna, etc.. Millions of people visit these places because they connect us with history and with humanity itself. Without such places, the world would be less liveable. Imagine some short-sighted council would have decided in those cities decades ago that because they needed more houses they could destroy the historical existing buildings. What will Auckland show 100 years from now to tourists? Some ugly three-story terraced houses? There are many places in Auckland where new houses can be built, but people use good judgement and look further into the future. Don't destroy Devonport. How a place looks like is determined by the whole surrounding environment, so protect it!"

Philip Vermeulen		New Zealand	2022-03-27	"New Zealand is a very young country and therefore has only a limited number of heritage places such as Devonport. It is extremely short-sighted to destroy the beautiful Devonport. As a European migrant I know how important for the people of Europe and the world it is to protect the heritage of cities such as Prague, Rome, Bruges, Vienna, etc.. Millions of people visit these places because they connect us with history and with humanity itself. Without such places, the world would be less livable. Imagine some short-sighted council would have decided in those cities decades ago that because they needed more houses they could destroy the historical existing buildings. What will Auckland show 100 years from now to tourists? Some ugly three-story terraced houses? There are many places in Auckland where new houses can be built, but people use good judgement and look further into the future. Don't destroy Devonport. How a place looks like is determined by the whole surrounding environment, so protect De"
Gina Lensen	Auckland	New Zealand	2022-03-27	"Really? Just really?"
Jo Blair	Auckland	New Zealand	2022-03-27	"Devonport is a heritage suburb, with a strong Victoria homes and should be protected for future generations"
Kate Stanton	Auckland	New Zealand	2022-03-28	"Auckland's historical connections have led to who we are now, and need to be respected and treasured."
Morgan Nieldinger		New Zealand	2022-03-28	"lets keep Devonport's unique charm alive"
Morgan Nieldinger		New Zealand	2022-03-28	"let's keep Devonport's unique charm alive!"
Trish Jenner	Auckland	622 New Zealand	2022-03-28	"Devonport is an important visitor destination just because it is the way it is. It is almost unbelievable that one of the best beaches in Auckland with numerous heritage areas is not judged fitting for protection. Based on judgement via Google street view. Inept act of vandalism"
Ian Ryder	Greenhithe	New Zealand	2022-03-28	"I want to keep the character of Devonport as it is. Any changes need to be respectful of the neighbours and the community."
Jocelyn Besier		New Zealand	2022-03-29	"Devonport should remain Heritage site... Leave it alone..."
John Gibb	Devonport	New Zealand	2022-03-29	"I'm signing because I want to preserve Devonport's Heritage from this kind of intensification particularly in the areas proposed. I also question whether our infrastructure would support this proposal."
Sandra Russell	Devonport	624 New Zealand	2022-03-29	"I want to preserve the unique heritage of Devonport"
Barbara Bradbury	Auckland	624 New Zealand	2022-03-29	"We need to front up and preserve our precious history as much as we can."
Keith Humphreys	Christchurch	New Zealand	2022-03-29	"I'm signing because as a retired Architectural designer specialising in villas and bungalows, I am utterly horrified at the large number of these monstrosities currently under construction around the city which destroy the environment of the neighbouring properties through loss of privacy, sunlight and value. To even contemplate allowing such buildings to be allowed in a heritage area such as Devonport is CRIMINAL!"
Jo Harlick	Auckland	New Zealand	2022-03-29	"I don't support decolonisation!"
Colin MacArthur	Auckland	New Zealand	2022-03-29	"I'm proud of our local heritage and character and want to protect it."



Chlöe Swarbrick
Green Party Auckland Central MP

Cr Chris Darby, Auckland Council Planning Committee Chair

CC Cath Handley, Waiheke Local Board Chair

Izzy Fordham, Aotea Great Barrier Local Board Chair

Kim Whitaker, Quiet Sky Waiheke

30th March 2022

RE: Helipads and Helicopter Matters

Kia ora Councillor Darby,

I appreciate that Planning Committee has an unprecedented scale of work programme at the 31st March 2022 meeting, so you have used your prerogative as Chair under Standing Order 7.7.3 to reduce time for public input. As such, I write with supporting evidence on this item of business because it is of such importance to my constituents within Auckland Central, particularly on Waiheke and Aotea Great Barrier.

The contents of this submission seek to give background to the patch-work of inefficient regulations and laws that have enabled, in the words of Waiheke Local Board Chair Cath Handley, "Not [just] uncontrolled, [but] out of control airspace." While there's a lot to do in Parliament to fix this, particularly with the Civil Aviation Act 1990 and Resource Management Act 1991, **I respectfully request Auckland Councillors use the powers afforded to them to stop the record-pace, record-number of Resource Consents granted for private helipads. This means making helipads a non-complying or prohibited activity in residential and conservation areas.**

This request sits squarely within Auckland Council's remit to interpret the RMA in the process it undertakes to grant Resource Consents. While this would not, obviously, satisfy the petition request of Aotea Great Barrier residents for a moratorium on helipad consents, it is the closest possible tool at Council's disposal. A simple, immediate starting point would be to require public notification of these consents on the Hauraki Islands.



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www.greens.org.nz



Chlöe Swarbrick
Green Party Auckland Central MP

I. The issue

Auckland Central is swarming with private helipads.

Waiheke Island is home to nearly 50 private helipads. Recently, the first of five helipad resource consent applications on Aotea Great Barrier Island was granted. There have been a number of private helipad applications, some granted, in Freemans', Herne and St Mary's Bays.

Auckland Council does not currently publicly notify consents on the Hauraki Islands. That has meant a number of instances where communities have themselves had to somehow discover these consent applications, then seek to fight them on a case-by-case basis. Communities have seen some success in these individual battles, such as with Waiheke's Obsidian Vineyard application and on the city side, at a private residence in Heme Bay's Sentinel Beach.

This is not only incredibly inefficient, inaccessible and expensive, but unfair. Why are communities required to become detectives to learn about potential permanent changes to the state of their shared airspace, then mobilise and fundraise to defend their shared interests? The rules, evidently, are not working.

The current process is not only anti-democratic, but it is one that entrenches inequality (particularly transport inequality), high carbon emissions, biodiversity disruption, noise and air pollution.

I note Auckland Council has also committed to a 64% reduction in transport emissions by 2030. It's yet unclear whether Council is counting inner-city trips by helicopter in this emissions calculation, but it is clear that aviation fuel burning produces substantially more CO₂ to move far less people than a ferry (fleets of which Auckland Council's own Climate Targeted Rate seeks to decarbonise), bus or even private car.

II. The solution: Legislative

The two key pieces of legislation related to this issue are the Civil Aviation Act 1990 (CAA) and Resource Management Act 1991 (RMA).



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Chlöe Swarbrick
Green Party Auckland Central MP

Item 5.1

The RMA dictates the framework and discretion territorial authorities have in granting Resource Consents. As the Planning Committee well knows, the Government is working to replace this law with three new pieces of legislation:

1. Natural and Built Environments Act; and
2. Strategic Planning Act; and
3. Climate Adaptation Act.

While these reforms present an opportunity to address this issue, they are not all guaranteed to be completed and passed by the end of this Parliamentary term. This means we must find far more immediate opportunities to address the growing issue.

The CAA governs use of airspace and the ability to grant special use (that is, restrictions on use of) airspaces. It is primarily focused on facilitating commercial operations – namely, airports – and ensuring health and safety. The Act does not really fathom the issue we're dealing with in the explosion of helicopter usage in the city and Hauraki Islands. That said, it does presently enable restriction in access to and monitoring of airspace, an application for which Quiet Sky Waiheke has in front of the Civil Aviation Authority, which Waiheke Local Board and myself as Local MP have supported. Representatives of the Authority are expected to visit Waiheke in the not too distant future to discuss this proposal.

Special use airspaces, while important, grapple with a problem that would not be at such crisis point were helipads not being consented to the record levels they are.

I request that Auckland Council supports the application for this special use airspace for Waiheke, but also goes further in supporting extension to Aotea Great Barrier and considers application for one in Auckland city mainland given the encroachment there.

It's worth noting a Bill seeking to update the CAA, known as the Civil Aviation Bill, is currently in front of Transport and Infrastructure Select Committee. This Bill proposes to remove the ability for 'public interest' to be considered in the ability to grant special use airspaces, which myself and Hon. Eugenie Sage have been corresponding with Minister Wood and members of the Committee to change.

Attachment A



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Chlöe Swarbrick
Green Party Auckland Central MP

Unfortunately, public submissions for that Bill have closed, but not before we received compelling evidence in submissions from the Waiheke Local Board and Quiet Sky Waiheke, which I hope helps to progress the case for reinstating the 'public interest' in potential to grant special use airspaces.

III. The solution: Regulatory

In absence of a silver bullet in our legislative artillery, it is crucial that we deploy whatever tools available to us at every level of Government to stop the proliferation of this issue.

This is why it is critical that Auckland Council uses its discretion to provide for meaningful public engagement on resource consent applications for private helipads. As evidenced by the petition from Aotea Great Barrier residents, the expressed wishes of mana whenua and the organising and mobilising of substantive community organisations, like Quiet Sky Waiheke, our communities will do the work in slowing the tide of these helipads where Council believes it does not have power to do so.

Council is the master of its own destiny to amend processes, within legislative parameters, where it wishes to.

I suggest Auckland Council consider making urgent change to the Auckland Unitary Plan and Hauraki Islands section of the District Plan to make helipads in residential and conservation areas a non-complying or prohibited activity. They must, at the very least, be notified.

Stronger plan rules are the most effective way of regulating the proliferation of helipads and enabling Council to adequately consider the adverse effects of new helipads as a land use. Council should do this before a more comprehensive review of the Plan because the impacts of new helipads on amenity values, greenhouse emissions, and noise associated with their proliferation were not anticipated when the Plan was developed. The proliferation of these helipads on an ad hoc basis is not consistent with efficient, strategically located infrastructure and raises potential safety issues too.

I remain available and very keen to work with the Planning Committee and Councillors to ensure we resolve this problem with long-term solutions at every level of Government. Please do not hesitate to reach out if I can be of service in your endeavours.



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Chlöe Swarbrick
Green Party Auckland Central MP

Ngā mihi,

A handwritten signature in black ink, appearing to read 'Chlöe Swarbrick', with a long horizontal flourish underneath.

Chlöe Swarbrick
Member for Auckland Central

Green

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Presentation to: Auckland Council Planning Committee – March 2022

From: Orakei Local Board (T. Churton presenting)



NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT 2020 - IMPLEMENTING THE INTENSIFICATION PROVISIONS – RETAINING SPECIAL CHARACTER AS QUALIFYING MATTER

1. The Heritage Unit's assessment activity results are useful to ensure high quality SCA is retained in walkable catchments. But it must not be used to suggest that any low or medium SCA outside a walkable catchment should be removed.
 - a. This is NOT called for by the new law, and it is not a necessary thing for the Planning Committee to require in order to fulfil the new law and NPS requirements.
 - b. In short, our city areas with SCA outside walkable catchment areas should be retained regardless of any 'quality' rating they have received for the reasons set out in 3 below. Only 3.61% of all the city's residential land has a SCA.
 - c. Areas of medium or lower SCA within some walkable catchments should still be retained along with high quality assessed SCA as qualifying matter for other reasons.

Source: Noel Reardon confirmation - Noel's team formed a criterion using a benchmark for high quality based on the 'collective' of individual sites (i.e., if 75% of a street's individual properties had high character scoring a 5 or 6)

Source: Hansard – notes of Select Committee Ministers confirm Council retains the discretion to retain special character areas:

Nicola Willis (Nat)

We also listened intently to local authorities who said that they needed to **maintain some discretion so that they could exclude areas from intense housing** development that were not properly suited to it—areas, for example, that were subject to natural hazards, areas that had particular historic heritage, areas which would not be able to support the level of housing that this bill implies. So we tidied up the qualifying matters section of this bill to ensure that local authorities were able to carry over assessments formed during previous planning processes.

Eugenie Sage (Green)

But it is on those matters that there were changes to the bill to provide a little bit more flexibility for councils **to ensure that medium density happens in more suitable—well, doesn't happen in unsuitable areas.**

Simon Watts (Nat)

An issue that was raised a lot in my electorate was around the exclusions around particularly heritage zoning. If any of you have been to the beautiful Devonport Peninsula on the North Shore, it is a stunning location. I'm slightly biased, but it is a lovely part of our city, and I'm glad to see that a number of the considerations around special character zones—that **the council will be able to ensure that those protections remain.** And that's really important, not only for heritage but also for environmental aspects and other risk considerations.

Presentation to: Auckland Council Planning Committee – March 2022

From: Orakei Local Board (T. Churton presenting)



2. What the Council planning committee can and should do is resolve that special character generally (as opposed to high quality SC) should be a qualifying matter.
 - a. Our Council data allows that to be considered. See OLB submission to this committee in November 2021 – Appendix A sourcing key data.
 - b. Retaining SCA generally as it currently is under the UP helps recognise:
 - i. the inter-generational amenity of retained character
 - ii. local economic value of different suburban characters and cultures
 - iii. And does not impede housing supply measures in non SCA areas
3. The Planning Committee's **best precautionary approach** would therefore be to (a) make all SCA as currently stated in the UP 'qualifying matter' now; and then (b) agree to assess any areas of SCA that are currently assessed as low SCA or not even of any SC, as part of the s35 RMA review of the UP which is required 2025/26.

This is most prudent because:

- a. Government did not have design advice in pulling together the new law and NPS intensification settings. https://www.nbr.co.nz/story/govt-took-no-advice-intensification-law?utm_medium=email&utm_source=Heads%20Up
- b. There are foreseeable unintended consequences of implementing SCA assessments to help remove underlying SHZ zoned land or change any other zoned land when there is a lack of design standards ab initio
- c. Enabling a uniform medium density one size fits all approach across all Auckland is likely to produce poorer long-term quality outcomes for all Aucklanders because of what could be built next to them

.....
Scott Milne – Chair, OLB

.....
Troy Churton – Planning portfolio lead – OLB

Presentation to: Auckland Council Planning Committee – March 2022

From: Orakei Local Board (T. Churton presenting)



APPENDIX A

OPPOSITION to The Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill

Government says - “The Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill is designed to improve housing supply in New Zealand’s five largest cities by speeding up implementation of the National Policy Statement on Urban Development (NPS-UD) and enabling more medium density homes”.
(source: Government fact sheet 19/10/21)

Orakei Local Board says - “This Bill is not fit for purpose. It is unnecessary and the negative impacts of it grossly outweigh the positive. The Government should focus separately on providing infrastructure funding support instead of housing density planning.”

1. The AUP already delivers sufficient supply of housing for short, medium, and long term, including provisions for housing in centre and fringe areas.

- Plan-enabled housing capacity – (supply under current AUP settings) - clearly meets the forecast demand of approximately 320,000 over the next 30 years, and could meet higher demand:
 - i. At least 909k net redevelopment opportunities exist now
 - ii. 840k ~ 1.4m redevelopments are considered commercially feasible
 - iii. 300k ~ 320k are expected to be realised over the next 30 years.
 - iv. Projections allow for 15-20% greater demand possibilities: Projected short-term demand (2020-2023) 45,000 / projected medium demand (2024-2031) 98,000 / projected long-term demand (2032-2051) 239,000

(Source: NPS Policy Statement on Urban development- Jacques Victor – GM Auckland Plan Strategy & Research presentation to Planning Committee, 26 May, and 2 June 2021)

2. The NPS UD coupled with the new Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill (the Bill) will not improve affordability by increasing supply.

- Are the prices of new dwellings actually affordable to target/specific population groups (e.g., intermediate market households / first home buyers)?
No, suppliers deliver dwellings based on maximum profitability
- Does sufficient feasible capacity actually translate into better affordability for households?
No, Intermediate Housing Market are outbid from the competitive market
- Does affordability improve because of new dwellings entering the market, greater land release, or development opportunities?
No, affordability is also affected by income or access to affordable houses

(Source: NPS Policy Statement on Urban development- Jacques Victor – GM Auckland Plan Strategy & Research presentation to Planning Committee, 26 May, and 2 June 2021)

3. Special Character Residential Areas (SCAR) in Orakei (and across Auckland) must be kept because they do not impede local housing capacity or regional housing capacity*, and they add to the area’s amenity, inter-generational amenity, and economic attraction.

Presentation to: Auckland Council Planning Committee – March 2022

From: Orakei Local Board (T. Churton presenting)



- 90.33% of Orakei's residential land is THAB, MHU and MHS. Of all the single house zoned land in Auckland, only 2.13% is within Orakei. Orakei already provides well for greater density and height to meet short-, medium- and long-term supply (by contrast all Auckland THAB MHU and MHS is at 67%).
- Almost all SCAR in Orakei is outside MHS, MHU and THAB zones. Only 3.61% of residential land Auckland-wide has SCAR. Ensuring SCAR is qualifying matter will not impede capacity.
- Developers are already achieving three storeys in MHS zones within the 8/9m height standard. They often dig into the ground and use flat roof types.
- MHU and THAB zones account for almost 27% of all Orakei residential land by contrast to around 20% for Auckland as a whole. Orakei already provides well for three storeys or more.
- MHU and MHS zones account for almost 85% of all Orakei residential land (OLB) and up to three dwellings are permitted. (see map attached)

Regarding delivery of housing supply through 'density', the MDRS proposed by the Bill will not achieve its purpose any better. The Bill only achieves more permissive MDRS standards that enable development without consent, which might otherwise have required consent under the AUP (by contrast, 60% for all Auckland).

(*Source: Auckland Council Unitary Plan Base zone layer – data extract July 2021 – RIMU: Research and Evaluation Unit – Chad Hu, Senior Spatial Analyst)

4. To get a 'well-functioning urban environment' as required by the NPS UD, we need a more design-led approach to development than the proposed new Medium Density Residential Standards (MDRS) in the Bill. Consenting is a critical component for ensuring design and amenity outcomes.

- Developer flexibility should not be promoted over community certainty for amenity outcomes.
- Applying the Bill's MDRS across all MHUrb, MHSuburban and Single House zoned areas is an indiscriminate 'one-size fits all' approach, is counter to the revised NPS-UD policy direction and makes a nonsense of it.
- The proposed capacity enabled by the MDRS is similar to what can be achieved under the current AUP rules (for example, 3 dwellings per site in MHS and MHU).
 - i. Changes to several key activities are indiscriminate – such as height to boundary from 3m to 6m as becoming permitted – meaning significant negative effects on urban development citywide that outweigh any capacity benefit.
 - ii. For example - Daylight, height to boundary (north south): This is an example of the difference that could/should be applied for northern and southern boundaries. The proposed 6m and 60 degrees might be acceptable for some northern boundaries in some locations but not all, and certainly not for MHS and SHZ areas or SCAR areas.
- The Bill's modification of policy 3 (d) of the NPS-UD (copied - italics below) might be appropriate, only because the greater development intensity is (at least) focused on centres throughout a city. The Council and community ('we') can make appropriate zoning and development control provisions when giving effect to this revised policy.
 - We can do that in line with the NPS-UD's focus on 'well-functioning urban environments' to ensure special character areas are qualifying matters without impeding housing supply, and ensure our city still derives broader economic benefits that come from managed character environments.
 - Retaining consenting process ensures design-led outcomes from medium density development.

Presentation to: Auckland Council Planning Committee – March 2022

From: Orakei Local Board (T. Churton presenting)



The Bill's revised NPS-UD policy 3 (d) is: "within and adjacent to neighbourhood centre zones, local centre zones, and town centre zones (or equivalent), building heights and density of urban form commensurate with the level of commercial activities and community centres"

Presented: 4th November 2021

On behalf of the Orakei Local Board

HELICOPTERS

Waitematā Local Board Submission March 2022

Advocating for Greater Restrictions on Private Helicopter Movements in Mid
and High Density Residential Urban and Suburban Areas

**Our submission refers to private helicopter movements only, not emergency
services**

Context

Wellbeing Impact

- Helicopter pads in built up suburbs are an area of huge concern for residents. Helicopters are noisy, cause vibration and wind and make nearby residents feel intruded upon.
- The urban coastline is a place of recreation for young and old swimmers, kayakers, sunbathers, walkers, nature-lovers and kite surfers whose enjoyment is impacted by helicopter movements, and cause safety risks. Kite surfers are simply not allowed to practice their sport in a helicopter flightpath. Helicopters affect amenity of space.
- Helicopters impact on the wellbeing of many wild species that inhabit our coastlines, through noise, air disruption, and the removal of trees to enable flight paths.

Climate impact

- Auckland is a C40 city with a Climate Plan, and a commitment to halve emissions by 2030. The focus is mainly on mode shift.
- A helicopter travels 5.5km per litre of fuel.
- A hatchback gets you 25km/l (source: Financial Express)
- Helicopters travel at higher speeds encouraging longer journeys to be taken.
- Most users hire helicopters like taxis, so the journey from and to the pilot's airbase must be added, more than doubling the journey. Fuel use then is at least 10x that of a modest car, more than 5x more than an SUV.

<https://www.financialexpress.com/auto/car-news/airplane-vs-helicopter-vs-super-car-vs-hatchback-vs-motorcycle-fuel-efficiency-economy-comparison-mileage-aral-range/#~:text=Now%3D0 converting%20helicopter fuel%20efficiency,to%20be%20around%2015.5%20kpl>

Consenting helicopters cannot be contrary to existing plans

The Auckland Unitary Plan does not set specific conditions for helicopters.

Such “non-complying” issues are then left to the council’s discretion.

The RMA 104D states the council may consent “non-complying” activities if:

- the adverse effects on the environment are minor
- the activity is not contrary to any **existing or proposed plans**.

Attachment A
Item 6.2

How are we approving that helicopter consents align to objectives of the Unitary Plan?

The Unitary Plan currently requires:

- to **maintain and enhance the quality of the environment**
- to **control the emission of noise and to mitigate the effects of noise**
- to maintain and enhance amenity values.

What criteria is currently used to decide if the adverse effects from helicopters are “minor” and not contrary to the AUP objectives?

We risk undesirable outcomes without clear and strong consent criteria and objectives

The non-complying activity status can be useful for situations where it is intended that consents only be granted in exceptional circumstances (for example in managing cumulative adverse effects on a resource that is at, or close to, capacity). However, using the non-complying activity status in this way requires clear, strong, objectives and policies to be included in plans. Without such clear, strong, objectives and policies, there is a risk that the threshold to meet the second test above (that of s104D(1)(b)) may be set too low, inadvertently allowing consents to be granted where it may not otherwise have been desirable to do so.

Source: Quality Planning

<https://www.qualityplanning.org.nz/index.php/node/611#:~:text=A%20prohibited%20activity%20is%20one,a%20consent%20cannot%20be%20granted.>

Good practice could include...

In writing non-complying activities it is good practice to:

- state what activities are regarded as non-complying, and where in the district or region the non-complying activity status is to apply
- clearly state any restrictions, conditions and permissions that need to be complied with for the activity to be a non-complying activity
- state clearly when an application for a non-complying activity will be notified
- state clearly when an application will not be notified or limited notified
- ensure that objectives and policies provide clear, strong, guidance to guide decision-makers on the desired outcome and means to achieve that outcome when considering non-complying consent applications.

Source: Quality Planning (ref previous slide)

Concern over current discretionary approach

- Officers handle operational matters on a case by case basis. A consistent approach is needed.
Clear direction is recommended.
- Higher level policy direction is set by those in governance positions.
- Greater weight should be given to existing plans including the MSB's Schedule of Issues and Significance, the Climate Plan, Biodiversity Strategy (ref p.12 – “all parts of the landscape have a part to play), and Governing Body Resolutions. Consideration of the annual budget will be relevant, particularly where the activity is inconsistent with the objective of a targeted rate.
- Local Board Plans and resolutions give direction at a local policy level.
- Consideration should include adverse effects on the public and cumulative effects
- How high is the threshold for a consent to be declined based on the “minor” adverse effects?

Case Law Suggests Council's Laissez-Faire Approach is Inadequate

Kawau Island Action Incorporated Society

V

Auckland Council

and

Rod & Patricia Duke

18-19 October 2018

CIV-2018-404-152 [2018] NZHC 3306

Judgement of Gordon J.

[215] I consider that the errors I have identified meant that the Council reached the notification decision based on insufficient relevant information and, in some instances, took into account irrelevant matters:

- (a) There was a failure to consider the amenity value of recreational users of the beach and in particular, their safety;
- (b) There was a failure to consider the differences in the rights under the original coastal permit;
- (c) In its assessment of noise effects, the Council took into account mitigation reasons that did not exclude adverse effects, failed to take into account that the term “effect” includes temporary effects, and failed to consider the effect of noise from the proposal on members of the public; and
- (d) The Council erred in determining there were no special circumstances.

<https://forms.justice.govt.nz/search/Documents/pdf/jdo/e0/alfresco/service/api/node/content/workspace/SpacesStore/bff5ccd8-2213-4afd-bd77-22aa51d34d74/bff5ccd8-2213-4afd-bd77-22aa51d34d74.pdf>

Are helicopter applications currently declined?

- Staff advice is that it is too difficult to establish that private helicopter movements are never appropriate.
- We wonder, under what circumstances *is* a resource consent appropriate that grants the right to make regular helicopter movements in perpetuity in intensifying residential areas?
- We are concerned that the consent process does not consider how very opposed people are to private helicopter movements in urban areas. Residents who have been affected make their views clear to elected members.
 - A residents meeting I attended, of 100 people, 99 were opposed. The last hoped to have his own pad. I have fielded scores of considered emails over a proposed helipad.
- We wonder how much consultation has been instigated by council to find out what the impact of regular helicopter movements are on nearby residents and beach users?
- We wonder why so few consents are publicly notified?

What we recommend

- a review of the complaints process. We are told it is onerous and that many see no point bothering to complain as nothing happens when you do.
- that further data is collected to assess whether the current “non-complying” activity status of private helicopter use is appropriate, or being managed appropriately, in all residential zones, and that this data collection includes talking to residents in affected areas. Residents are not “pressure groups” – they are us.
- clearer guidance for planners, including when to notify and that this guidance be shared with elected members and the public. This will speed-up processing in the resource consents department and save time and resources from all parties.
- enable the efficient delivery of the outcomes desired, which might be...
 - *a habitat that supports well-functioning human beings, who need access to calm outdoor space to connect to nature and each other and the right to the quiet enjoyment of their homes.*

The NPS UD and the RMA (Enabling Housing Supply) Act both refer to the “well-functioning” city.



Private helipads - Aotea


Aotea / Great Barrier Local Board

31 March 2022

Concerns


- There has been a recent increase in private helipad consent applications on Aotea.
- They are all situated within a 7km radius of the Claris airfield which has capacity and accessibility for private aircrafts.
- Right now it's only a few private helipads however Waiheke's situation has shown us a possible future scenario.
- We are concerned by the cumulative effect of private, non-essential helicopter flights on the island's amenity values, biodiversity, climate and limited monitoring and compliance.
- The community is concerned and has sent letters, emails and a petition.
- We want to be proactive and future thinking





Mana whenua

- Charles Nepia (Kaiwhakahaere, Ngāti Rehua Ngātiwai ki Aotea Trust) noted the planning permissions for helipads showed *little consideration for our intrinsic values or need to safeguard our whenua and moana*.
- Mana whenua have requested a suspension on private helipad consent applications on Aotea to allow the planning process to factor in mana whenua's Kaitiaki role, management of compliance and wider concerns.
- At least two of the current applications proposed are within areas of well-known archaeological and waahi tapu sites.
- It is of concern that there are currently no archaeological sites, or sites of significance to mana whenua, scheduled in the Auckland Unitary Plan or HGI Plan on Aotea / Great Barrier Island.
- We addressed the Committee on 1 July 2021 regarding this legacy issue of data gaps. It is understood that this is being tackled and we seek urgency in this matter.



Possible solutions

1. An immediate review of the Hauraki Gulf Islands District Plan (HGI Plan) to enable full public notification of all private helipad consents, investigation into the cumulative effects of private helicopter movements, and recognition of the lack of enforcement/monitoring.
2. The current HGI plan enables an assessment of cumulative effects due to consent activity status and noise standards. Therefore, we'd like all private helipad resource consents applications to be fully notified under consideration of special circumstances under section 95A (4) of the RMA while the HGI Plan is under review.
3. The HGI Plan originally allowed helipads due to limited aircraft infrastructure, however, alongside mana whenua, we believe the existing Claris and Okiwi airfields offer sufficient accessibility and capacity for emergency, commercial and private helicopters. The airfields are within the framework of the NZCAA with approved flight paths, existing compliance monitoring and biosecurity practices.



Private helipads - Aotea

1. In the last seven months there have been five private helipad consent applications received. Four were in the last four months and all along the same road (Greenside Road). The fifth application was for two private helipads on the same property along Gray Road.
2. All the above applications for helipads are situated within a 7km radius of the Claris airfield which has capacity and accessibility for private aircrafts.
3. We have concerns with the cumulative effect of private, non-essential helicopter flights relating to ecological, sociological and climate change impacts.
4. Aotea is a precious ecological sanctuary within the Hauraki Gulf Marine Park. A surge in private helipad landings will change the amenity value of the area from quiet and peaceful to loud and active.
5. Monitoring and compliance is also a concern for Aotea being a remote island with limited compliance officers in residence and the Waiheke experience has shown limited proactive reporting from consent holders and follow-up by compliance staff.
6. At least two of the current applications proposed are within areas of well-known archaeological and waahi tapu sites.
7. Charles Nepia (Kaiwhakahaere, Ngāti Rehua Ngātiwai ki Aotea Trust) noted the planning permissions for helipads showed *little consideration for our intrinsic values or need to safeguard our whenua and moana*.
8. Mana whenua have requested a suspension on private helipad consent applications on Aotea to allow the planning process to factor in mana whenua's Kaitiaki role, management of compliance and wider concerns.
9. A Notice of Motion (NoM) was placed on the Aotea / Great Barrier Local Board meeting agenda held on 22 March 2022. *For further information please follow the [link](#) to the NoM which is on page 41 of the agenda, and here is the [link](#) to the minutes of the meeting.*
10. The board is requesting an immediate review of the Hauraki Gulf Islands District Plan (HGI Plan) to enable full public notification of all private helipad consents, investigation into the cumulative effects of private helicopter movements, and recognition of the lack of enforcement/monitoring.
11. While the HGI Plan is under review the board would like to enable all private helipad resource consents applications to be fully notified under consideration of special circumstances under section 95A (4) of the RMA.

12. The local board presented to Planning Committee on 1 July 2020 in regard to addressing the significant gaps in relation to protecting sites and places of significance to mana whenua. It's understood this is being addressed and would like it to proceed with some urgency.
13. The HGI Plan originally allowed helipads due to limited aircraft infrastructure, however, alongside mana whenua, we believe the existing Claris and Okiwi airfields offer sufficient accessibility and capacity for emergency, commercial and private helicopters. The airfields are within the framework of the NZCAA with approved flight paths, existing compliance monitoring and biosecurity practices.
14. Aotea acknowledges Waiheke and Waitematā Local Boards as there are a number of shared concerns and interests, however the amenity values for each area are different and unique which suggests separate responses to the issues may be required

Links to further information:

- i. Community Helipad petition – dated 18 March 2022 (page 2 at this [link](#))
- ii. Environmental Defence Society letter – dated 13 March 2022 (Page 33 at this [link](#))
- iii. Destination Great Barrier Island letter – dated 28 February 2022 (page 47 at this [link](#))
- iv. Charles Nepia, Kaiwhakahaere, Ngāti Rehua Ngātiwai ki Aotea Trust, email – dated 21 February 2022 (page 48 at this [link](#))

PLANNING COMMITTEE PRESENTATION 31ST MARCH 2022 – Helicopter Activity

Kia Ora Chair Darby, Mayor Phil, Councillors, Independent Maori Statutory Board Members and Staff

Firstly, an apology. For some reason, the draft version of our NOM appeared on your Agenda and did not include the attachments. Hopefully you were able to access them through the links provide in the pre-reading. For your convenience, we have tabled the finalised NoM and attachments today along with this speech.

Slide 2 please Kalinda

Thank you for the opportunity to inform you of a new issue that has come to Aotea Great Barrier Island and one of concern to us about the potential implications for the future and wellbeing of the island. I am here with the support of my board and community, our mana whenua, our tourism group, a petition of 600 plus signatures, our Auckland Central MP Chloe Swarbrick and the added recommendation of the Environmental Defence Society.

You will have read our Notice of Motion and relative documents and I am happy to answer any questions you may have but first a bit more insight.

Aotea is at the opposite end of the private helipad spectrum to Waiheke and even Waitemata. What we are trying to achieve is to prevent the proliferation of private helipads developing on Aotea – we have watched, and we have learnt, and we can see the potential outcome unless we do something now.

To our knowledge, up until September last year we had never received any Resource Consent Applications for Private Helipads. In September, the board was notified of an application at 320 Gray Road, but this one application was for two private helipads on the same site, approximately 300m apart. This consent was subsequently granted and for both pads.

Then in November a request came through for a private helipad at 101 Greenside Road Medlands, followed by another in December in the same road at number 71, and another in January this year in the same road at number 21 and finally another in February in the same road at number 61. As you can see, pretty much all next to each other! Greenside Road is approximately 500m in length. To date, the site at 101 Greenside Road has been granted, the rest pending process.

With all five applications received, the board had asked that each one be fully/publicly notified, all five times this has been declined.

If I focus on the Gray Road site with the two helipads, one of the closest neighbours at number 300, is only 158 metres away from the southernmost helipad, and it was deemed in the decision document: *"as there are no physical works to be undertaken on site and compliance with the relative noise limits can be achieved, overall, it is considered to be less than minor adverse effects upon any owners or occupiers of 300 Gray Road.* In other words, not considered an affected party.

All the applications show proposed flight paths, mainly approaching from the sea, but nowhere could we find any comment from CAA. There seemed to be no consideration of the

ever-changing flight paths of commercial airlines that service the island. For example, today Barrier Air have seven flights coming to the island and seven flights departing. Their flight paths can change at a drop of a hat. They are weather dependent and there's occasions when they must totally alter their approach or departure. Surely, this aspect needs consideration in the consenting process to see if there is any co-relation.

Slide 3 please Kalinda

I have read the report in your Agenda and acknowledge the work that staff have done to date, but we need to do more. As the current process stands, under the *ACDP:HGI*, Aotea has no protection – we are vulnerable. The process favours the applicant. It fails to genuinely take into account the wider impacts. It deals only with the applicant and their application and quote from Planner Brad Allen re 320 Gray Road " *The ACDP:HGI provides for helipad activity, both for tourism and private use. The consent and its effects are not outside of that anticipated by the planning framework in this regard. Council must assess the application put forward by the applicant, in this case it did involve two helipads on one site.* So, both private helipad sites were granted to 320 Gray Road. Where is the faith and trust in the process that due diligence is happening? Why does the process show little consideration for the intrinsic values or need to safeguard our whenua and moana? This needs to change as we believe currently it is leading to unintended outcomes.

The issue lies with current consenting process as permitted by the *ACDP:HGI* for private helipad consents. In the year 2022 and in the spirit of *Te Tiriti o Waitangi*, surely we must put greater emphasis on those wider issues: the issues of respect for our waahi tapu areas, respect for our amenity values, respect for the cumulative effects, respect for each other and we must ensure that these are incorporated in documents as we move forward.

Slide 4 please Kalinda

In closing, the only solution for Aotea and if the truth be known the Hauraki Gulf Islands, is a Plan Change. The Agenda Report asks for 6 months in which to gain evidence to analyse flight log information from consent holders. With all due respect that is no good for Aotea. What evidence will the team be asking of us? We have no historical flight log information as we only have two consents recently granted and surely decisions cannot be made on that information alone.

The Environmental Defence Society recommends a Plan Change and it should be factored into council's work program on an urgent basis. We support this rationale. Recently, Council managed a Plan Change around the issue of consents for Water Tank installation – it can be done.

We urge the Planning Committee to actively consider a Plan Change. We are proactively seeking your help to help us avoid a pending situation. Waiting another 6 months allows for last attempt applications and even then we are not necessarily guaranteed a one, that will only happen if it's deemed appropriate as per the findings of the monitoring consents work.

Can we not call for a halt or holding pen of applications until the current work is completed?

Heed the words of our mana whenua as they speak for us all: *We are simply not confident that permission to operate private helipads on Aotea or regulations and planning guidelines*

governing these activities and land use has had adequate input by iwi/hapu nor full consideration of the long impact of these planning decisions on our whenua and moana in the future.

It can be done. Aotea holds a special place in the Hauraki Gulf and Tamaki Makaurau we need to act and act now. We need to think about all other islands in the Gulf they too need your protection. Be bold and be brave – waiting until the full plan review in 2026 is incomprehensible.

I thank you for your time.

Documents tabled by Aotea / Great Barrier Local Board at the Planning Committee meeting 31 October 2022

1. Notice of Motion – Helipads

The draft version of the notice of motion was published in the Planning Committee agenda. Therefore the board would like to table the final version of the notice of motion as published on the Aotea / Great Barrier Local Board business meeting agenda on 22 March 2022 which includes the two attachments from Destination Great Barrier Island and Charles Nepia (Kaiwhakahaere, Ngāti Rehua Ngātiwai ki Aotea Trust).

2. Environmental Defence Society letter

This letter was received by the board on 17 March 2022 and tabled at their business meeting.

3. Aotea / Great Barrier Local Board business meeting minutes 22 March 2022 - page 5 only for item #14

The resolution for the Notice of Motion – Helipads included a couple of changes for the recommendations in the notice itself. The word 'private' was included to any reference to helicopters (to emphasis the concern is around private helicopters) and a resolution e) was added acknowledging both Waiheke and Waitematā Local Board private helicopter concerns.

Notice of Motion – Helipad consents

In accordance with Standing Order 2.5.1, please consider the following Notice of Motion placed on the agenda for the Aotea / Great Barrier Local Board meeting being held on 22 March 2022.

Recommendation/s

That the Aotea / Great Barrier Local Board:

- a) receive the Notice of Motion including all attachments
- b) request the Chief Planning Officer to initiate an immediate review of the Hauraki Gulf Islands District Plan (HGI Plan) to enable full public notification of all helipad consents, investigation into the cumulative effects of helicopter movements, and recognition of the lack of enforcement/monitoring.
- c) request the Chief Planning Officer and/or Director Regulatory Services to enable all helipad resource consents applications be fully notified under consideration of special circumstances under section 95A (4) of the RMA while the HGI Plan is under review.
- d) request the Chief Planning Officer to urgently address the significant gaps in relation to protecting sites and places of significance to mana whenua.

Context

Situation

1. The Aotea / Great Barrier Island community is greatly concerned about the recent increase in helipad consent applications on the island.
2. In the last seven months there have been five helipad consent applications received. Four were in the last four months and all along the same road (Greenside Road). The fifth application was for two helipads on the same property along Gray Road.
 - a) 320 Gray Road: 2 x helipads on the same site. Application was filed September '21 and granted in December '21.
 - b) 101 Greenside Road – 1x helipad. Application was filed November '21 and granted February '22.
 - c) 71 Greenside Road – 1x helipad. Application was filed December '21.
 - d) 21 Greenside Road – 1x helipad. Application was filed in January '22.
 - e) 61 Greenside Road – 1x helipad. Application was filed in February '22.
3. All the above applications for helipads are situated within a 7km radius of the Claris airfield which has capacity and accessibility for private aircrafts.
4. We don't have many helipads nor helipad applications currently on island but if the above trend continues then there could be a significant problem. This has been foreseen by the Aotea community who have developed a petition and the local tourism community group (refer attachments i and ii).

Concerns

5. We have grave concerns with the cumulative effect of private, non-essential helicopter flights. These concerns relate to ecological impacts on our local biodiversity, the high carbon impact on our climate, and the sociological impacts on our island community.
6. Aotea is a precious ecological sanctuary within the Hauraki Gulf Marine Park. Over 60 per cent of the island is Department of Conservation estate. Rotary aircraft typically fly low to the earth with high levels of noise and air turbidity. Our local biodiversity, for example seabirds, may be impacted by an increased number of private helicopters about the island.
7. Greenside Road is part of the Medlands wetland and dune ecosystem on the eastern side of Aotea/Great Barrier Island. This area provides excellent habitat for native wetland birds such as spotless crane, Pateke and New Zealand dotterel. It is unknown how increased helicopter activity will affect this ecosystem.
8. Auckland Council's Te Tāruke-ā-Tāwhiri: Auckland's Climate Action Framework has a core goal to reduce our greenhouse gas emissions by 50 per cent by 2030 and achieve net zero emissions by 2050. Climate change needs to be considered as there is potential for increased carbon emissions with more private helicopter travel to the island.
9. Aotea / Great Barrier Island is a remote and unique island. People who live and visit the island come to experience a different pace and way of life. A surge in helipad landings will change the amenity value of the area from quiet and peaceful to loud and active. The island's amenity value needs to be protected in the face of increasing urbanisation.
10. Monitoring and compliance is also a concern for Aotea being a remote island with limited compliance officers in residence and the Waiheke experience has shown limited proactive reporting from consent holders.
11. The local board had requested all resource consents be fully notified due to the above concerns regarding proximity to residential properties in area, impacts of cumulative effects on environment such as noise and disturbance for recreationists, birdlife and other biodiversity. While it's acknowledged that some applications had letters of support from neighbouring residents none of the applications were considered for notification.

Mana whenua

12. The local board also requested all applications be referred to Ngāti Rehua Ngātiwai ki Aotea for an up-to-date Cultural Values Assessment as at least two of the current applications proposed are within areas of well-known archaeological and waahi tapu sites.
13. It is of concern that there are currently no archaeological sites, or sites of significance to mana whenua, scheduled in the Auckland Unitary Plan or HGI Plan on Aotea / Great Barrier



Island. Even though these sites of significance are not scheduled they should not be neglected through the process.

14. The local board presented to the Planning Committee on 1 July 2021 regarding protecting sites and places of archaeological and cultural significance on the island. It's understood that council is seeking to address this legacy issue of data gaps and we request urgency in this matter.
15. Charles Nepia (Kaiwhakahaere, Ngāti Rehua Ngātiwai ki Aotea Trust) noted the planning permissions for helipads showed *little consideration for our intrinsic values or need to safeguard our whenua and moana* (refer attachment iii).
16. Mana whenua have requested a suspension on private helipad consent applications on Aotea to allow the planning process to factor in mana whenua's Kaitiaki role, management of compliance and wider concerns.

Solution

17. The current HGI plan enables an assessment of cumulative effects due to consent activity status and noise standards. Therefore, we'd like full notification for all helipad consents while an investigation is held into the cumulative effects of helicopter movements.
18. The HGI Plan originally allowed helipads due to limited aircraft infrastructure, however, alongside mana whenua, we believe the existing Claris and Okiwi airfields offer sufficient accessibility and capacity for emergency, commercial and private helicopters. The airfields are within the framework of the NZCAA with approved flight paths, existing compliance monitoring and biosecurity practices.

Signatories:

Mover	 Izzy Fordham, Aotea/ Great Barrier Local Board Chairperson
Seconder	 Valmaine Toki, Aotea / Great Barrier Local Board Member

Attachments:

- i. Community Helipad petition – *to be tabled at the business meeting*
- ii. Destination Great Barrier Island letter – dated 28 February 2020
- iii. Charles Nepia (Kaiwhakahaere, Ngāti Rehua Ngātiwai ki Aotea Trust) email – dated 21 February 2020



28 February 2022

To whom it may concern,

I am emailing on behalf of the Destination Great Barrier Island (DGBI) trust board. DGBI is the representative organization for the development of sustainable tourism on the island. We have been made aware from the recent articles of the increased number of applications for private helicopter landing pads on Aotea Great Barrier Island. We would like to raise our concerns as a community group.

An increase in the number of helicopters coming to and from the island and landing at private properties other than for emergency reasons, does not align with our vision for the sustainable future of tourism on the island.

Not only does increased private helicopter use directly contradict our goals of reducing the island's carbon emissions, but the island is a dark sky sanctuary and we take the conservation of our skies very seriously. Conserving our skies is as important as the conservation of our land and seas. We do not wish for noisy and busy skies over the island.

Given the situation on Waiheke, we fear that the same scenario and number of private helipads will escalate here on Aotea. This appears to be a matter that was unforeseen and not covered well in the current District Plan, and so we believe that adequate public consultation has not yet occurred.

In line with Ngāti Rehua Ngātiwai ki Aotea trust board, we would like to request that all helipad applications be suspended until a strategy for approving and managing the helipads is agreed. We would also like to see a review of recently granted consents for helipads.

Kind regards,

Derek Bell

DGBI Chair
chair@dgbi.co.nz

On behalf of Destination Great Barrier Island

Item 6.3

Attachment B

Email from Ngāti Rehua Ngātiwai ki Aotea Trust to Auckland Council sent on Monday 21 February 2020

Subject: 22 02 21 Land Use Consents - Helipads on Aotea

In recent months we have noticed an influx of applications for the approval or land use permitting of helipads on residential properties located on Aotea. As we have reviewed these applications, we note there are planning permissions or rules that allow these to proceed within strict compliance criteria and ongoing performance, but little consideration for our intrinsic values or need to safeguard our whenua and moana. As a Hapu we have been concerned as to the pattern that is being established and we also note that past experience with some of these same properties have been fraught with ongoing concerns relating to recognition and protection of waahi tapu and our taonga even when stipulated compliance was a requirement of the consent(s). This previous experience has left us with underlying concerns that there does not seem to be sufficient attention paid to our mandate as Kaitiaki to protect these sacred sites and there are obviously gaps in the process to ensure these are appropriately addressed and conditions complied with.

We are currently discussing the overall impact of helipads as a wider issue on our whenua, moana and people and it would be irresponsible of us to simply consider each application and site individually without a broader consultation and agreement on the permitting strategy and bylaws for use of helicopters/helipads generally as it relates to Aotea and the Hauraki Gulf. We believe there are some significant gaps in the understanding of what is important to us and there is a pressing need to reconcile these matters to be better aligned between Ngāti Rehua Ngātiwai ki Aotea and Auckland Council.

In principle, we are satisfied with provisions that allow for approved emergency services to operate for the benefit of people's health and wellbeing (ie. Westpac Rescue Helicopter), as well as the approved airspace and flight path management that is already undertaken at airfields within the framework of the NZCAA and their accompanying rule parts. We believe that the existing airfield's (Okiwi and Claris) offer sufficient accessibility for fixed wing and rotary aircraft already for both commercial and general aviation, where compliance can be well maintained and monitored.

We are simply not confident that permission to operate private helipads on Aotea or regulations and planning guidelines governing these activities and land use has had adequate input by iwi/hapu nor full consideration of the long-term impact of these planning decisions on our whenua and moana in the future.

Therefore, we request that Auckland Council immediately suspends current consideration of all private helipad applications on Aotea until such time as an agreed strategy is confirmed for planning process for such activities and the management of compliance for existing sites already permitted. We do note that under current planning rules, there is limited requirement for permission, notification, or consent of Tangata Whenua, however, in the instance of at least two of these applications, these activities (helipad and flight paths) are proposed within areas of well known archaeological and waahi tapu sites for our Hapu and we believe that Auckland Council planning has not adequately factored in our wider concerns and our role as Kaitiaki in the protection and management of these locations.

We also request that you escalate our concerns to ensure that we can discuss these issues together in the spirit of kotahitanga in which this view is shared. I'm available to meet as needed and talk through next steps accordingly.

We have also made our views known to the Local Board and will be seeking to actively engage with our Aotea partners on this issue accordingly

Ngā mihi,
Charles Nepia
Kaiwhakahaere (General Manager)
Ngāti Rehua Ngātiwai ki Aotea Trust



17 March 2022

Phil Goff CNZM
Mayor
Auckland Council

Chris Darby
Chair
Planning Committee
Auckland Council

By email

Kia ora Phil and Chris

HELIPAD ACTIVITY ON AOTEA / GREAT BARRIER ISLAND

We write to you regarding the proliferation of resource consent applications for helipads on Aotea/ Great Barrier Island.

The issue of increased helicopter activity on the Hauraki Gulf Islands has been the topic of significant public interest generally, and more recently this has focused on the use of helicopters (through the consenting of private helipads) on Aotea.

The Hauraki Gulf Islands District Plan recognises that transport options for the Islands are limited, and that air travel can provide greater convenience and accessibility, and specifically provides a planning framework to enable this to occur. The planning context is therefore different to the rest of the Auckland region. However, EDS is concerned that the lenient plan rules that provide for helicopter activity are resulting in unintended consequences.

There are two airports on Aotea, with regular commercial flights departing from both. Claris airport is merely minutes from the private residences where helipads are currently being applied for, or have been granted. Convenient access is therefore provided for helicopter landings there along with fixed wing aircraft, and the provision of private helipads is, in essence, providing super- convenience for the applicants at the cost of the amenity values of the island.¹

The restricted discretionary pathway for helipad consents also significantly restricts the ability of decision-makers to take into account the wider context of the island and its values. Discretion is limited to the visual effects of any earthworks or retaining structures, or the noise effects. Noise effects, if compliant with the noise limits, are also not considered to adversely effect amenity values. This is on the basis that the noise limits have been set at a level that can still provide reasonable levels of residential amenity.² Given that amenity values are those primarily in contention with helicopter use, this presents difficulty not only for restricted discretionary activities but also those assessed as full discretionary.

EDS is concerned that the rules as currently drafted will provide for a significant increase in helicopter activity on Aotea. Cumulative effects are able to be considered as an assessment criteria however,

¹ See Resource Management Strategy 13.4.3: "Private helipads and airstrips may also be necessary in some remote locations where access cannot easily be obtained by conventional means. However, the Plan restricts helipads in areas that are easily accessible by more conventional means of transport, and where there is the potential to adversely affect amenity values"

² Richard Blakely (Blakely Scott Planning Ltd) memorandum dated 3 April 2013, prepared for Auckland Council.

PO Box 91736, Victoria Street West, Auckland 1142, New Zealand
Phone 09 302 2972 • Email manager@eds.org.nz • www.eds.org.nz

using neighbouring Waiheke Island as a comparator, it appears that significant numbers of helipads can be consented before the noise threshold is met.³

Aotea is a place high in natural character, wildness and serenity. It is a remote, rural island with scattered settlements that are largely isolated from one another. These are the characteristics that make Aotea special, and are values that are not conducive with the constant buzzing of helicopters.

To ensure the protection of Aotea's special characteristics, EDS seeks that the plan provisions relating to air travel are urgently reviewed and a plan change with immediate legal effect notified. The plan framework should enable a broader assessment of adverse effects, and the assumption that compliance with the noise limits provides for residential amenity values should be reconsidered.

We understand that Auckland Council planners are very preoccupied with urban priorities at present. Aotea may be remote but you have been charged with protecting it. We do not consider the plan change we propose to be especially onerous and should be factored into council's work program on an urgent basis.

Delaying consideration of this issue cannot wait until the full plan review in 2026.

Ngā mihi nui



Gary Taylor CNZM QSO
Chief Executive
Environmental Defence Society

³ We are told this is also impacted by mitigating conditions such as flight paths, number of flights per day etc

Aotea / Great Barrier Local Board
22 March 2022



13 Local Ward Area Councillor's Update

Resolution number GBI/2022/24

MOVED by Chairperson I Fordham, seconded by Member P O'Shea:

That the Aotea / Great Barrier Local Board:

- a) receive the verbal and written report update from the Waitematā and Gulf Ward Councillor, Pippa Coom.

CARRIED

14 Notice of Motion - Chairperson Izzy Fordham - Helipad consents

The community private helipad petition and Environmental Defence Society letter was tabled. A copy of the tabled documents have been placed on the official minutes and are available on the Auckland Council website as a minutes attachment.

Note: changes to the original recommendation with inclusion of new clause e).

Resolution number GBI/2022/25

MOVED by Chairperson I Fordham, seconded by Member V Toki:

That the Aotea / Great Barrier Local Board:

- a) receive the Notice of Motion including all attached supporting information and tabled petition and Environmental Defence Society letter.
- b) request the Chief Planning Officer to initiate an immediate review of the Hauraki Gulf Islands District Plan (HGI Plan) to enable full public notification of all private helipad consents, investigation into the cumulative effects of private helicopter movements, and recognition of the lack of enforcement/monitoring.
- c) request the Chief Planning Officer and/or Director Regulatory Services to enable all private helipad resource consents applications be fully notified under consideration of special circumstances under section 95A (4) of the RMA while the HGI Plan is under review (as requested in b).
- d) request the Chief Planning Officer to urgently address the significant gaps in relation to protecting sites and places of significance to mana whenua.
- e) acknowledge Waiheke Local Board resolutions (WHK/2021/178) and Waitematā Local Board resolutions (WTM/2021/298) as there are a number of shared concerns and interests, however the amenity values for each area are different and unique which suggests separate responses to the issues may be required.

CARRIED

Attachments

- A 22 March 2022 Aotea / Great Barrier Local Board, item 14 – Notice of Motion - Chairperson Izzy Fordham - Helipad consents report, Aotea community private helipad petition
- B 22 March 2022 Aotea / Great Barrier Local Board, item 14 – Notice of Motion - Chairperson Izzy Fordham - Helipad consents report, Environmental Defence Society letter

Waiheke & Helicopters

Unforeseen consequences of the HGIDP –
Cath Handley, Chair Waiheke Local Board

“Five helicopters have flown past in 15 minutes...wait...make that 6. Lunch must be over. Does anyone know where I can purchase those Stinger portable missiles?”



Attachment A

Item 6.4

OUR PURPOSE : to ensure every resource application for helicopter pads, with associated movements and flight paths, is publicly notified.

That will enable other users of airspace, critical services, the community, environmental specialists and advocates, to contribute meaningfully.

That would address the issues of loss of public amenity, environmental habitat, the right to quiet enjoyment of life, the current digression from the Local Board Plan, and public safety concerns.



WHERE ARE WE NOW?

Location	number	Area	Population approx
Waiheke	50* (100?)	92 sq mi	9.5k (up to 40k)
Singapore	5+1	728 sq km	6m
Los Angeles	41	1302 sq km	12.5m
Tokyo metro	80**	2000 sq km	37.5m

** Hardly any operational but just there for emergency evacuation from high buildings

COMPLAINTS – complaints are made in multiple settings e.g., all those relating to Cable Bay operations, those with the Local Board, CAA. But people don't know where to go to lodge or how to identify helicopters in flight.



Why do we need to move urgently to notification?

We have a single vision consulted and endorsed by the people of Waiheke – enshrined in our Local Board Plan. ‘Waiheke as a sanctuary in the Gulf’

BUT Our reality is now an ever-increasing disruption to our enjoyment of life by frequent disruptive helicopter activity - even in our quietest natural environments.



“ I led a group on a hiking trip last weekend - they were appalled at the number of helicopters flying over with so much noise-trails at the back of Onetangi sports park, Whakanewha and Rocky Bay - feel very sorry for those in quiet areas like Rocky Bay having to put up with it not to mention the impact on wildlife in these areas”

Other users of airspace:

No apparent relationship between planning/consulting and other established services and critical air infrastructure.

Neither the Waiheke Airfield nor the Westpac Rescue Helicopter are able to submit if helipad consents are not notified.

Both are operated by highly seasoned air operators. Their operators are visible to the helicopters but the helicopters have their transponders turned off and their movements are not necessarily visible to the light aircraft and Westpac Helicopter.

“The concentration of uncharted helipads is unique in NZ and poses a risk to air traffic and those living beneath...”

“In our view no further helipads should be approved without public consultation.”
Mark Jack, previous Director of Freeport International Airport 20 years.

Last week’s new application is right in the flight paths of the airfield and very close to the Westpac Helipad – which isn’t on council’s list and is invisible to planners.



Your decision today:

- We have asked you to seek a declaratory judgement in the Environment Court. Council staff have suggested you close off that option. Please keep it as an option. You may need it. We do not agree that the planners' interpretation of the HGIDP is necessarily correct.
- We would like other airspace users to be consulted in the planned review, especially the fully consented airfield and the Auckland Rescue Helicopter Trust.
- We don't accept the suggestion that the CAA has suggested the airspace is safe. They say • "In my mind, this situation is not completed at all, but still in the early stages. I see this as a project that we are still scoping. I also plan to wrap Great Barrier Island into this work and to further engage with 'industry'.
- There are significant safety concerns, not caused by helipads but the activity they support – Mike Haines ex CAA, specialist consultant

Please maintain full collaboration and encourage all pathways into CAA and aviation expert opinion. Our community needs your support.

Parking Strategy Review

Planning Committee Meeting

31 March 2022

Draft Auckland Parking Strategy
April 2022

Auckland Council

A7

Let's go there

Purpose and overview

Purpose
To seek Planning Committee endorsement of the Draft Auckland Parking Strategy 2022 for public consultation before being submitted to the Auckland Transport Board for approval.

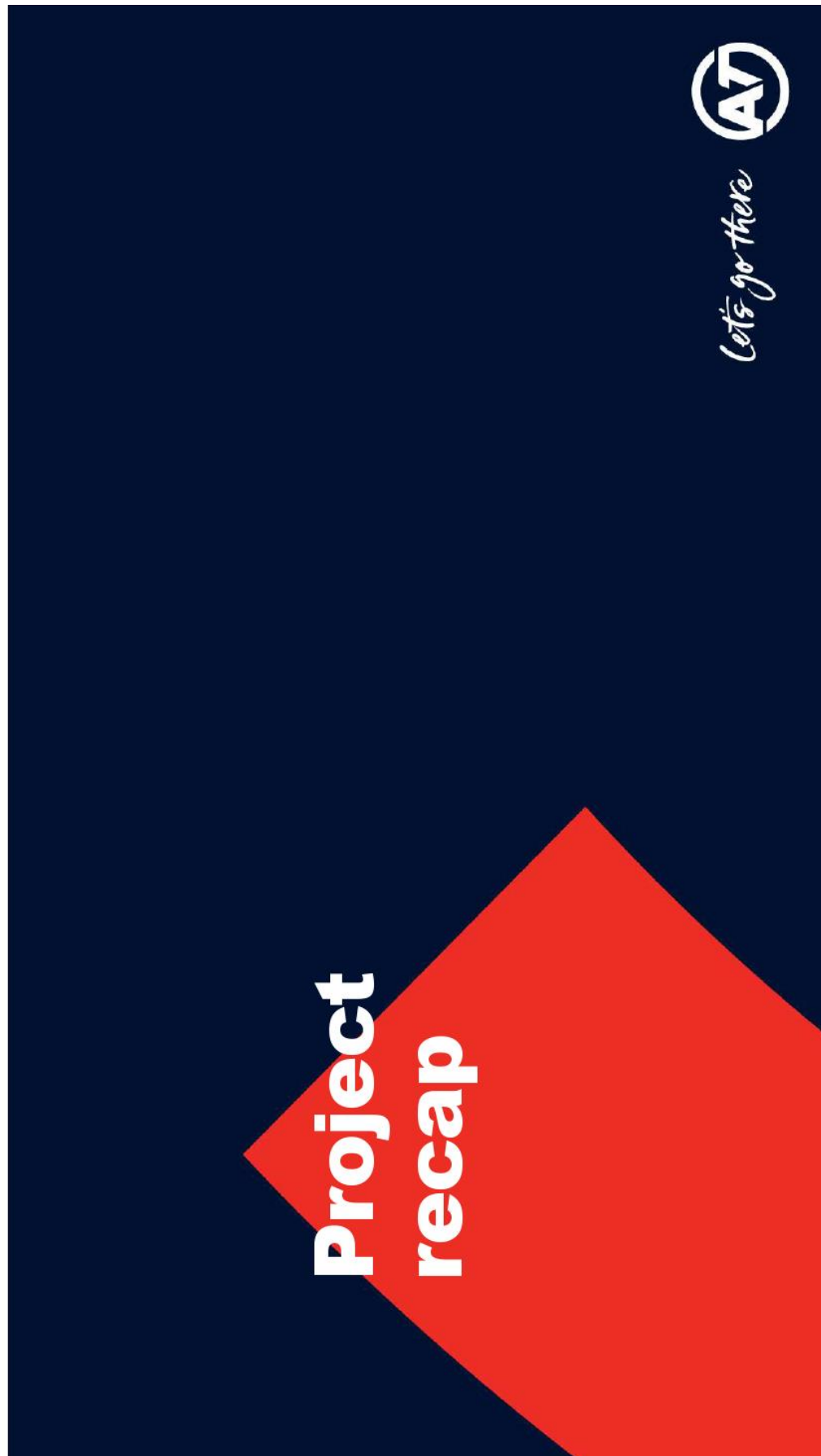
Overview

1. Recap of the project
2. What we have heard from the Committee
3. Some key components of the Strategy
4. Next steps

Let's go there

AT

2



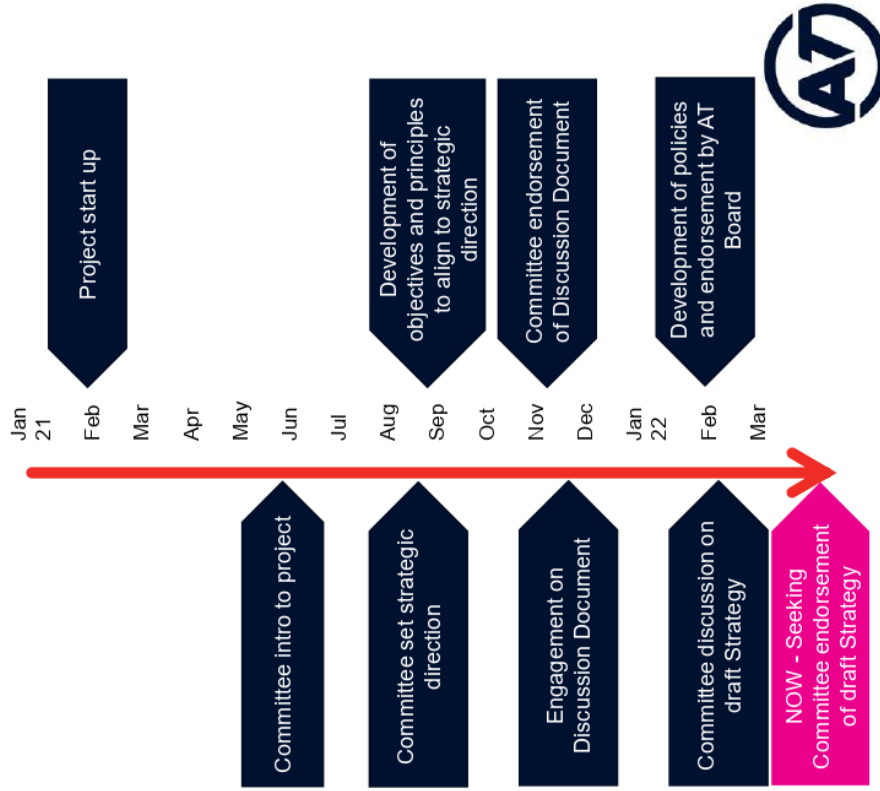
We are reviewing the 2015 Strategy, via a staged process

In November 2021, This Planning Committee gave AT specific strategic direction to review the way in which we manage our council/AT owned parking assets in our region so that it better supports Council's growth and climate change goals.

Central to this direction was that:

- roads are valuable public space that need to be managed to benefit everyone
- we need to manage parking to encourage trips by sustainable modes
- on the Strategic Transport Network parking lanes are the lowest priority use of space
- different areas should have different levels of parking management, based on readiness and capacity to change behaviour

This conversation is about the strategy AT has put together to deliver that direction. We are looking for your comfort with it, before the AT Board approves it for public consultation.



We need a parking strategy that meets the needs of 2022 and beyond

Our region needs to change

To meet our climate and safety goals we need to facilitate a transformation in the transport system in a short amount of time.

We need a region where everyone is able to meet their travel needs, and far more trips are undertaken by modes other than private motor vehicle.

In a growing and changing region this is an enormous task.

But the Parking Strategy will help unlock this potential. It will enable this change – delivering easier journeys for people on foot, on buses, on cycle and micro-mobility, and is designed to reduce the impact on people who need to continue to use private motor vehicles.

In short, the new parking Strategy will:

- Accelerate the shift to a transport system that reflects strategic priorities
- Responds to new and current policy, such as the National Policy Statement on Urban Development
- And be fit-for-purpose for our teams to implement and manage





Planning Committee feedback

Two weeks ago we workshopped the draft Strategy with you and acted on your guidance

The key changes we made in response to your guidance were:

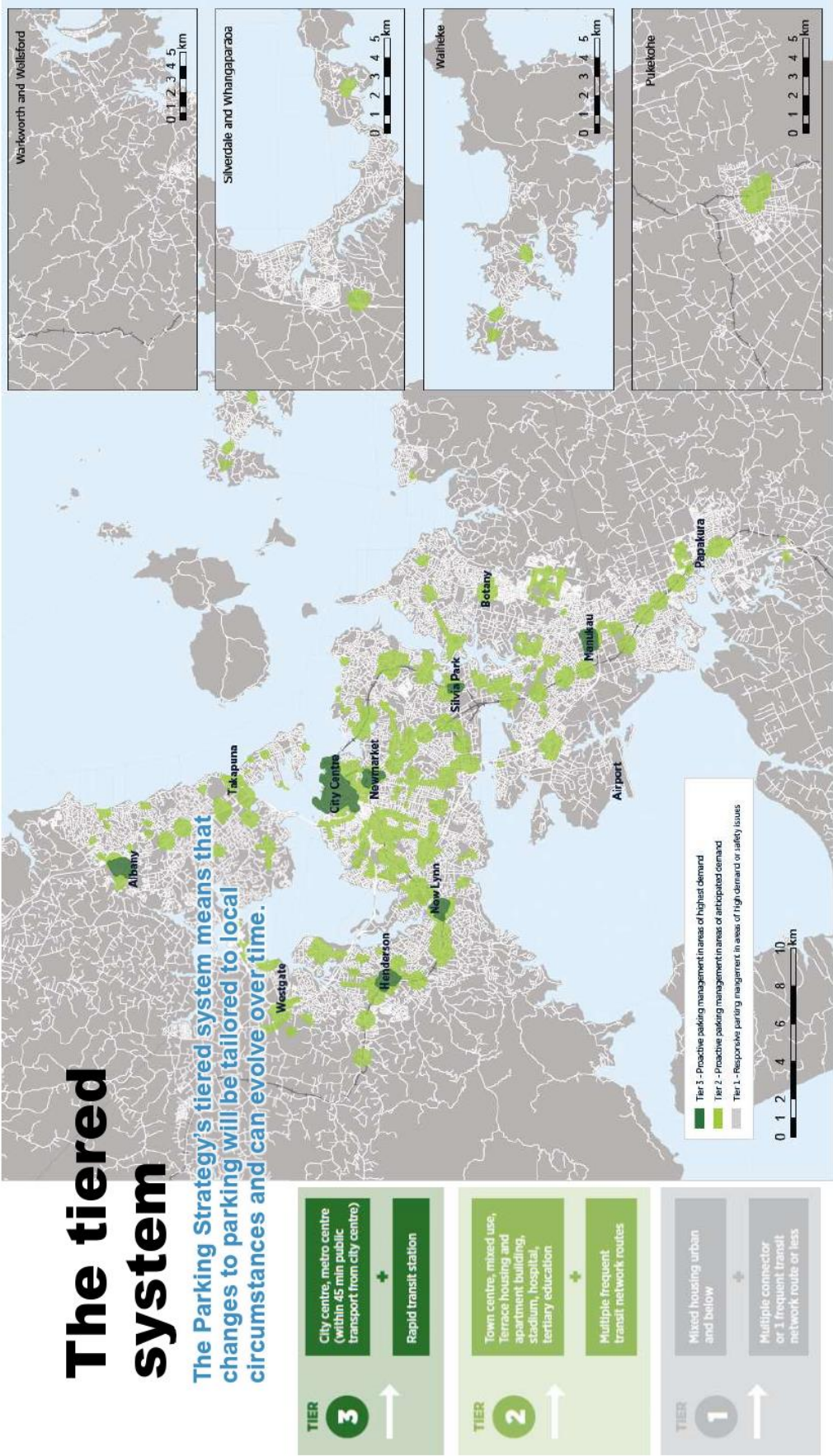
- Emphasising the benefits of parking management to enable and support access, resulting in a more equitable transport system (more on that soon)
- Emphasising that roll-out of parking management will happen over time, starting when and where there is readiness and capacity for change, and continuing over the next 10 years
- Consultation acknowledging the existing context and public fatigue associated with COVID
- Ensuring the foreword sets the scene properly on why this Strategy is needed.



**Some key
components of
the Strategy to
note**

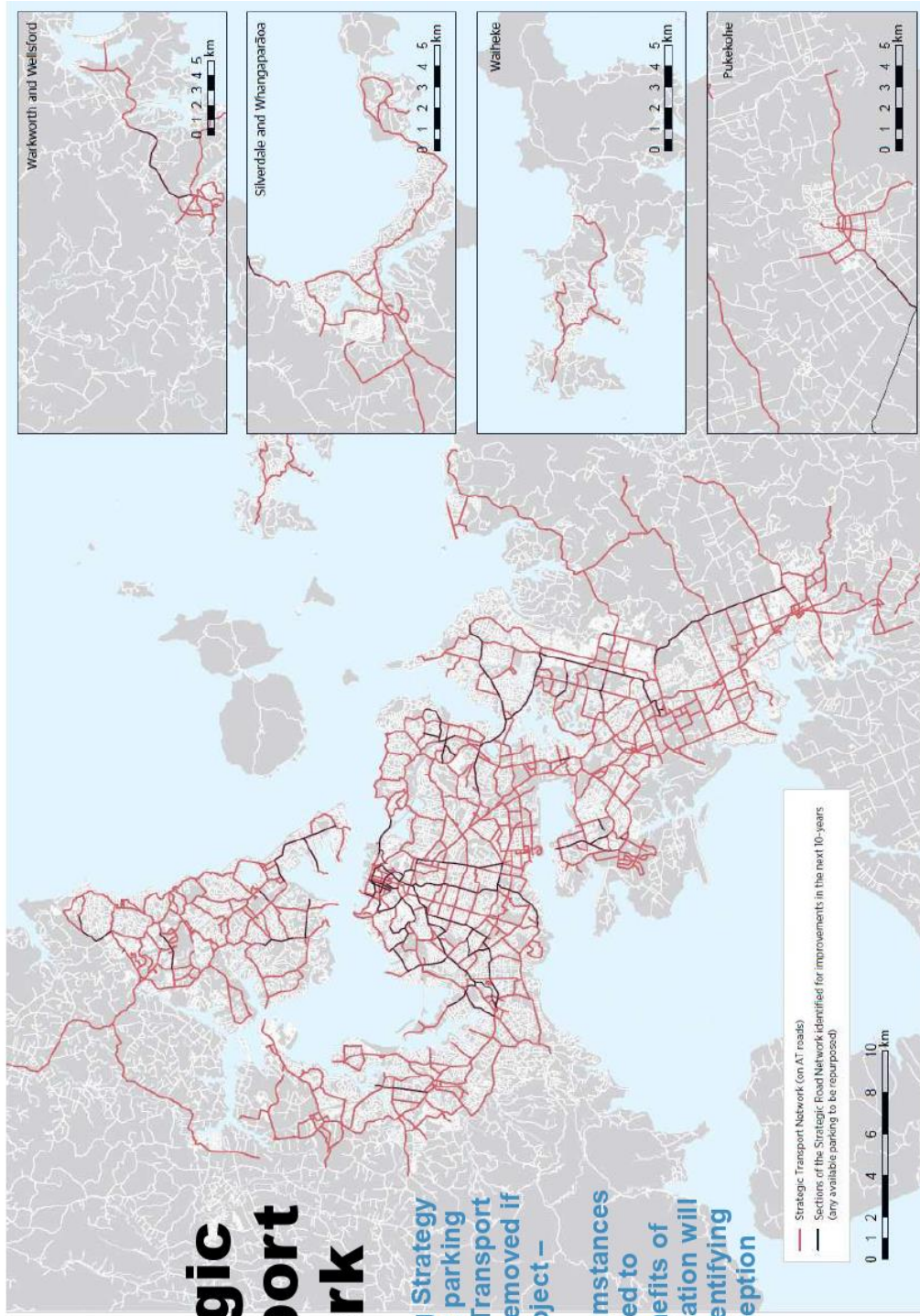


Let's go there



The Strategic Transport Network

The draft Parking Strategy sets a policy that parking on the Strategic Transport Network will be removed if required for a project – unless there are exceptional circumstances that are considered to outweigh the benefits of removal. Consultation will be focused on identifying any potential exception circumstances.



Transport equity

Enhancing transport equity is a key outcome of the Parking Strategy.

The tiered system and new policy for the Strategic Transport Network enables tailoring of our approach.

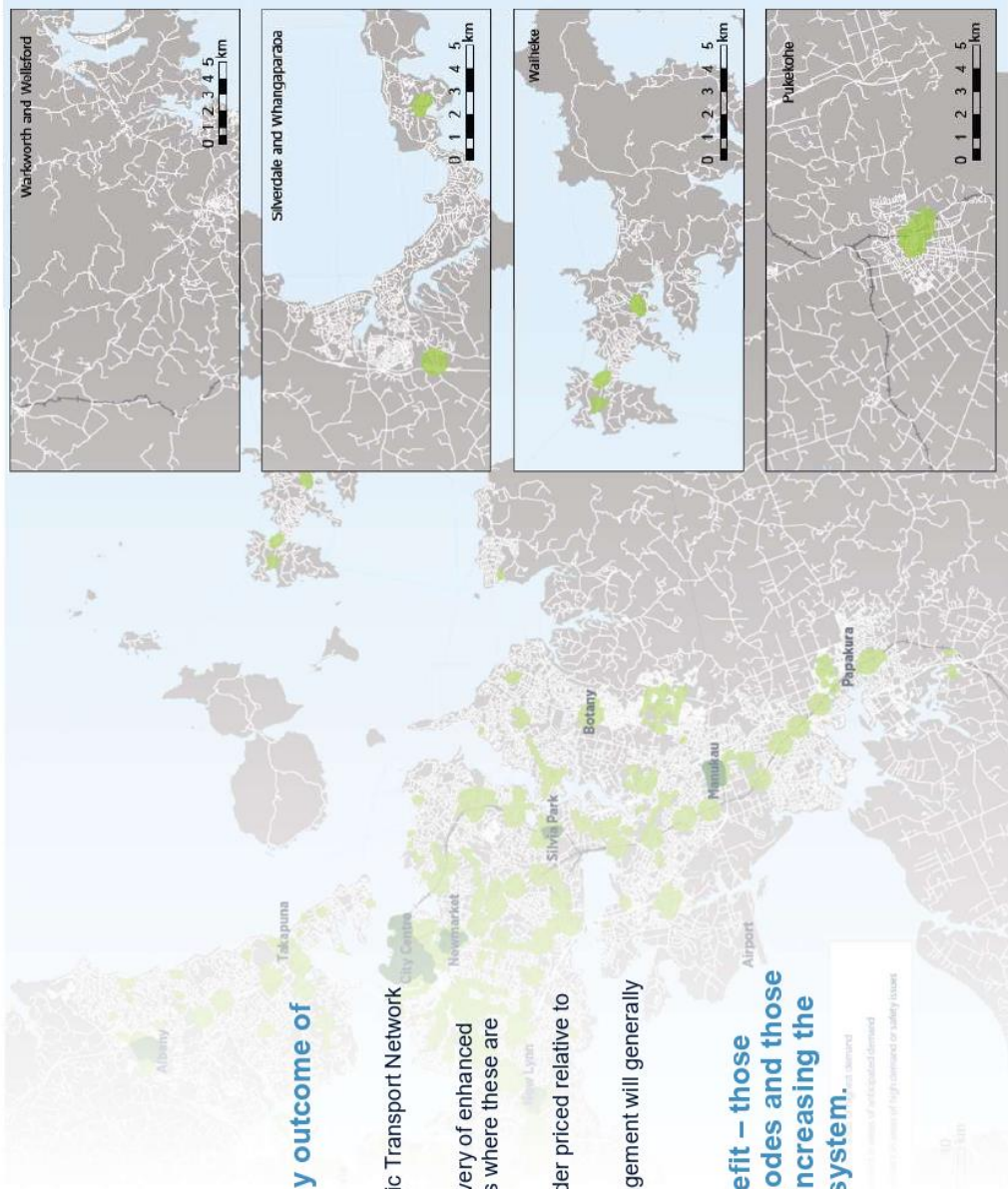
It minimises parking as a constraint to faster delivery of enhanced public transport and active mode options to areas where these are currently unavailable

It ensures that parking is not over supplied or under priced relative to policy objectives

But, importantly, it also means that parking management will generally not occur until better options become available.

This means that everyone will benefit – those who want to shift to sustainable modes and those who remain reliant on cars, while increasing the efficiency of the overall transport system.

Areas of anticipated demand
Areas of high demand or safety issues



Paid park and ride

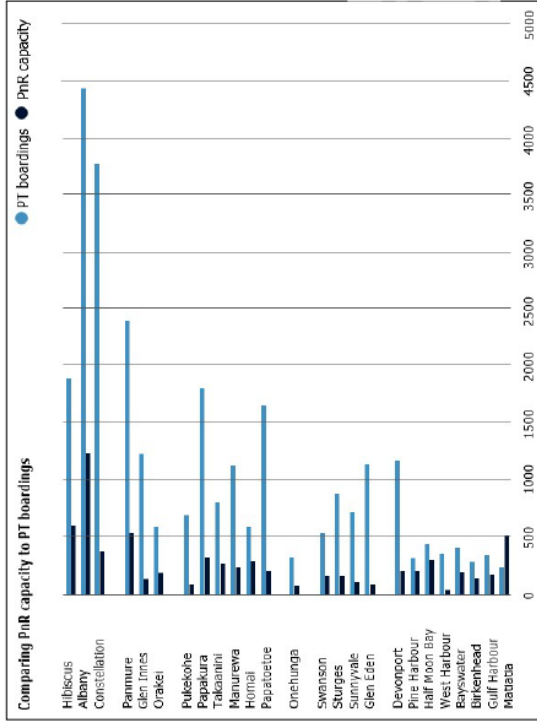
Park and ride is a premium service, solely for the purpose of providing PT access to those who have no other option for access

Some key facts about park and ride:

- We currently have a situation where almost every PnR in Auckland is full by 7:30am
- We know (from surveys) that many people are using the PnR who could walk, cycle or take a free bus to the PnR
- We also know that access by PnRs represent a minority of our customers at almost every station
- This limits spaces for people who genuinely need to use the facility
- There are also people (particularly at sites like Albany) using the PnR as a standard car park for journeys ending at Albany, further reducing availability
- Waiheke's Matiatia facility has had a daily \$6 charge for years, and demand has not gone away, so demand will not collapse on the mainland.

A modest fee will achieve several things:

- Make people think about their travel options rather than default to a car
- Create some additional space for people who need it most
- Recognise the costs associated with providing and maintaining park and rides and shift them from being solely covered by ratepayers to also being contributed to by users (like most other things)
- And enable funds generated to further improve the PnRs and access options to those facilities
- Our plan is not just to add a charge to PnR, but to more actively manage the system and create a better and more seamless customer experience.



The Strategy is just the beginning

Once the final Strategy is approved we will start to develop Comprehensive Parking Management Plans (CPMPs)

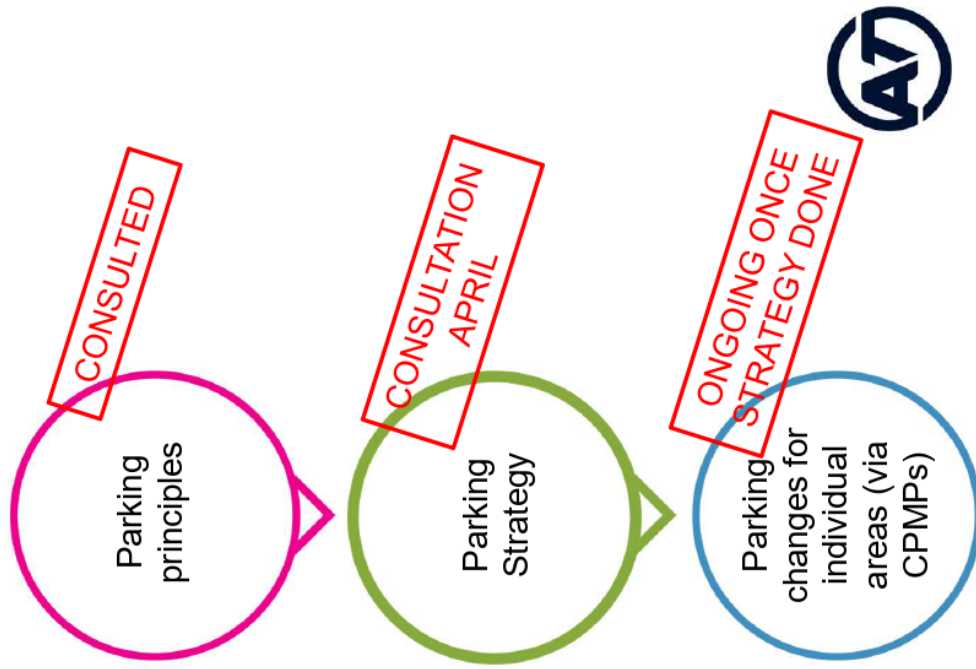
We want to hear from the public on the full Strategy, including the new policies, just as we heard from them on the Discussion Document.

The next step is development with the relevant local board(s) and communities of CPMPs, which will look at each street in an area and identify what parking management changes will be needed.

For the first time we will consult with the community on these, instead of during the delivery phase of individual items.

There will also be changes related to safety/operational needs which will follow an 'inform' process, instead of consultation.

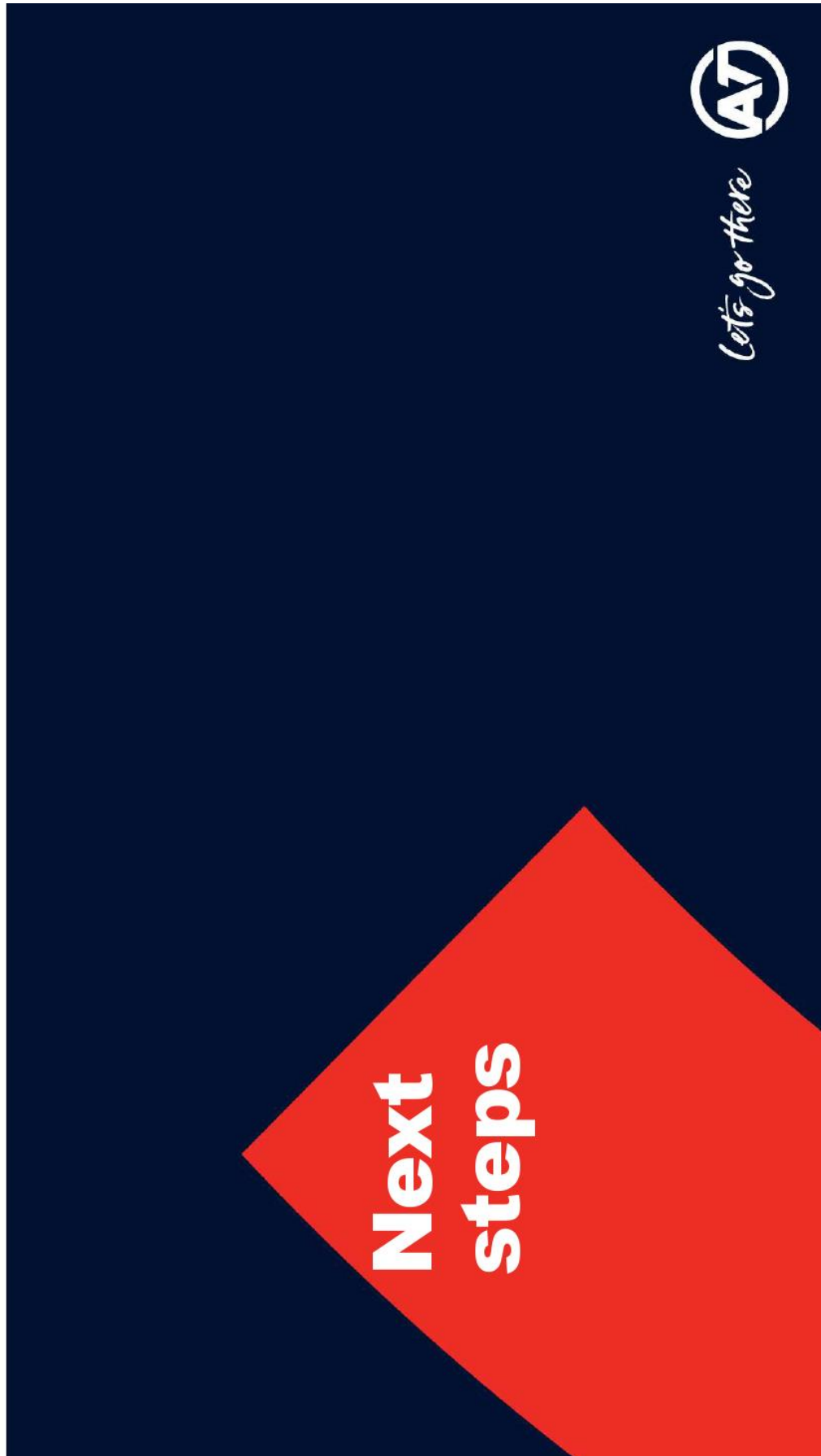
We will also consult on projects which may need to repurpose parking lanes into other uses, but this will be on the consequences of the removal, rather than on the concept of repurposing the space.

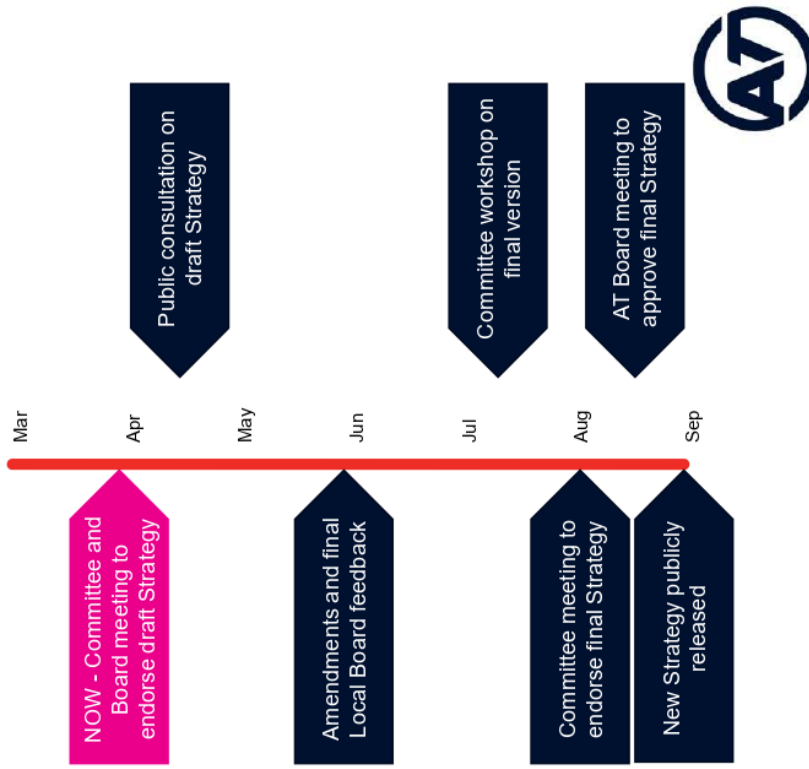


Clearing up some misconceptions

Media reporting is saying some things that are misleading or missing context, leading to unnecessary fear

The media line	The facts
'you're taking away all the parking'	No. we are managing parking (ie timing it or pricing it or making it safe or diversifying it). The Strategic Transport Network is where we are saving parking lanes may be removed for projects where needed. This is only 16% of all road length (the key ones) and will happen only when a project comes along (right now we have identified 20% of the 16% as having projects over the next decade...so 3.25% of road length)
'what about businesses that rely on parking out the front'	Businesses get customers from more than just the one car park out the front. While parking may no longer be available on the 'main' street, it will likely still be available on side streets. And repurposing the parking lane to another use (like a bus lane) will actually increase custom to many shops
'our PT system isn't good enough to switch'	What makes people use PT is 1) frequency, 2) reliability/speed and 3) directness. We have put in good services, but they suffer from issues with 'reliability and speed' as they are stuck in traffic... by repurposing parking lanes into bus lanes we will make the PT network better and 'good enough'
'PnR prices will drive away demand'	That is not the lived experience – on Waiheke we have for many years had priced PnR and demand remains really high. Our change is about making people think carefully about their travel behaviour





Following your endorsement

- We will seek approval of the AT Board
- Then conduct public consultation throughout April
- We will provide localised feedback to local boards to inform their feedback
- And then consider all the feedback when shaping the final Strategy
- We will bring the final back to the Committee for endorsement ahead of AT Board approval for release

Public consultation will be extensive

We will be communicating the messages through many channels. All comms is being checked to ensure we 'hit the mark'

- Print advertisements in newspapers
- Printed copies in key locations
- Our Auckland newsletter
- Social media (Facebook, Neighbourly, LinkedIn, Twitter)
- Multiple videos
- Google ads
- Webpage
- Media releases
- Virtual drop in sessions + in person at libraries (if possible)
- Online survey/feedback form
- Stakeholder direct communication via database
- OnBoard newsletter
- AT Ambassadors handing out flyers at key stations and centres

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And we will have many ways people can be informed

- Full version of the draft Strategy
- Summary version of the draft Strategy
- Information brochures on three detailed areas:
 - Comprehensive Parking Management Plans
 - Park and Ride
 - Kerb zone management
- Accessible versions (large text and NZ sign language)
- Translations (Te Reo, Tongan, Samoan, Chinese, Korean).



Item 8

Attachment A

Discussion and questions





Quality intensification and implementing the NPS-UD

31 March 2022

Summary of approach

Within walkable catchments	Outside of walkable catchments
<ul style="list-style-type: none"> Amend the zone provisions to: <ul style="list-style-type: none"> Enable 6 storeys except where a qualifying matter applies Achieve quality built environment outcomes where scope permits Implement the MDRS except where a qualifying matter applies Amends the Terrace Housing and Apartment Buildings Zone, Business – Mixed Use Zone and relevant Business – Centres zone 	<ul style="list-style-type: none"> Implement MDRS except where a qualifying matter applies and requires a different approach. Achieve quality built environment outcomes where scope permits



3 Changes to the Residential, Centres and Business- Mixed Use zones: Outcomes for intensification in Walkable Catchments

- NPSUD requires 6 storey buildings to be enabled on a typical site in walkable catchments.
- Primary focus is Terrace Housing and Apartment Buildings Zone as the 6 storey zone within Walkable Catchments, containing 4 or more dwellings on a site (compliant MDRS with 3 dwellings are a permitted activity)
- Qualifying matters will apply within walkable catchments as appropriate
- Additional intensity will require greater consideration of effects such as dominance, shading and privacy
- THAB and proposed standards have been tested via architectural modelling
- **Scope is limited by the Amendment Act 2021.**

Outcome 3:
Manage dominance and shading effects on the street

Outcome 2:
Ensure good onsite amenity for residents

Outcome 1:
Enable building heights of at least six storeys on a typical site

Outcome 5:
Respond to climate change

Outcome 4:
Manage privacy, building dominance and shading effects on adjoining sites



4

Outcomes for intensification in Walkable Catchments

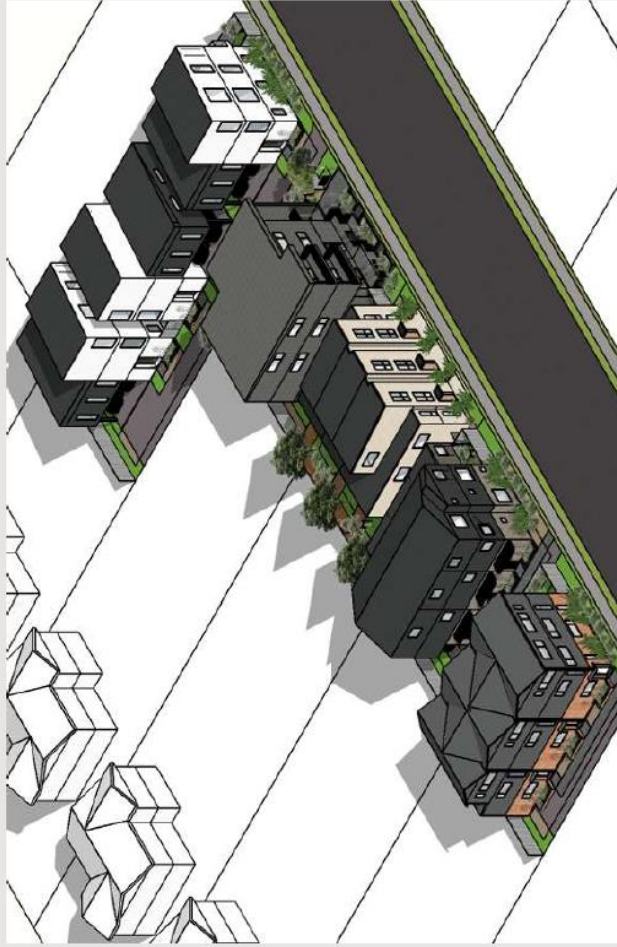
The types of provisions that are being investigated for the THAB zone in the walkable catchments include:

- Relaxing the height in relation to boundary standards:
 - *within 21.5m of the street frontage, applying a height in relation to boundary standard of 19m + 60 degrees to side and rear boundaries*
 - *beyond 21.5m of the street frontage, or on rear sites, applying a height in relation to boundary standard of 8m + 60 degrees to side and rear boundaries*
- Privacy separation of 8m between outdoor living spaces and outlook spaces located above three storeys, and side and rear boundaries
- Building setback from the street frontage of 6m applying at 19m (six storeys) and above
- Retaining the existing THAB daylight standards requiring separation between outlooks from habitable rooms in buildings on the same site
- Communal outdoor living space requirements for development of 40 or more dwellings
- Requirements for deep soil areas to support planted vegetation within landscaped areas.
- Retain existing maximum impervious area of 70 per cent of a site



5 Incorporating the MDRS into the Auckland Unitary Plan

- The MDRS apply to 'relevant residential zones' and Council is **required** to implement the MDRS as a **permitted activity** in most residential zones in urban areas (taken as MHU and THAB), unless a qualifying matter applies.
- The Council may modify a density standard only so that it is '**more lenient**';
- The Council may include additional standards to control a 'different effect' or be consequential to incorporating MDRS.
- Additional investigations on other built form standards for developments of 4 or more dwellings within the MHU zone.



⁶Incorporating the MDRS into the Auckland Unitary Plan *continued.*

Medium Density Residential Standards

SCHEDULE 3A – DENSITY STANDARDS

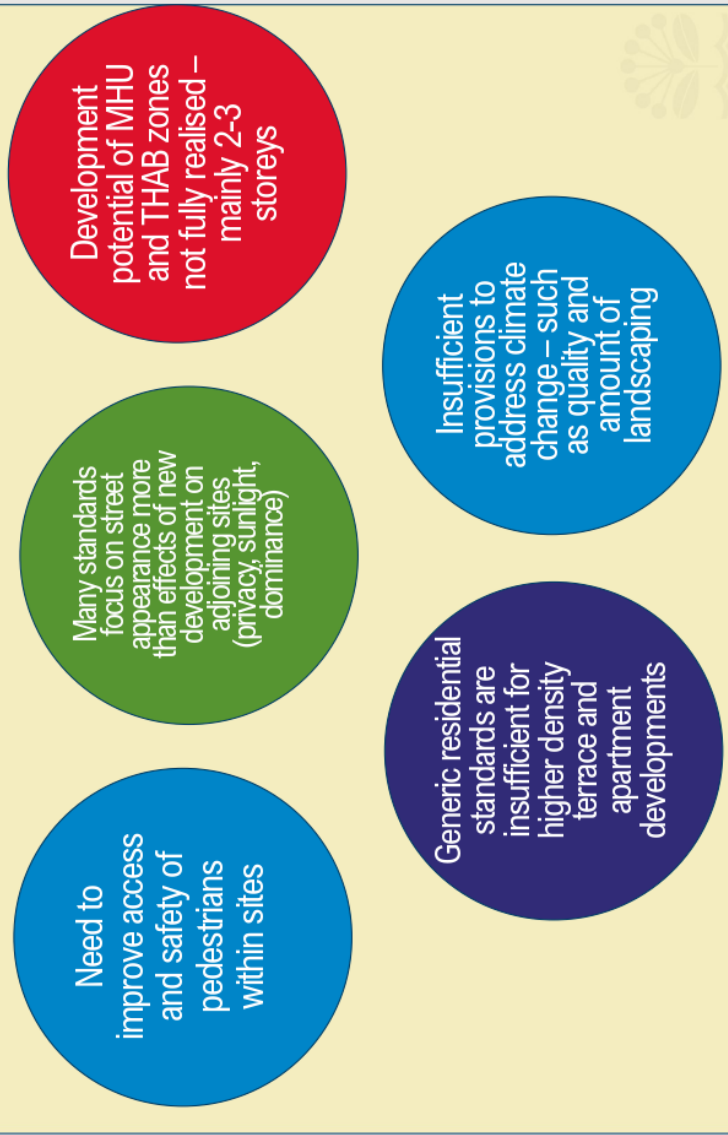
cl. 10	No more than 3 residential units per site (above which consent is required)
cl. 11	Building height of 11m + 1m for roof form (3 storeys)
cl. 12	Height in relation to boundary of 4m + 60°
cl. 13	Building setbacks: <ul style="list-style-type: none"> • front 1.5m; • side 1m; and • rear 1m
cl. 14	Maximum building coverage of 50%
cl. 15	Minimum outlook spaces – 4m x 4m from principal living area, 1m x 1m from all other habitable rooms
cl. 16	Minimum outdoor living space – 20m ² and minimum dimension of 3m
cl. 17	Minimum 20% glazing on street-facing frontage
cl. 18	Minimum landscaped area of 20%



7 Incorporating the relevant findings from monitoring the Auckland Unitary Plan – Quality Built Environment outcomes

- Provisions have also been informed by the findings of the monitoring on built form outcomes under the AUP
- Note that analysis and recommendations were completed prior to the Resource Management (Enabling Housing and Other Matters) Bill
- The Amendment Act and introduction of the MDRS establishes matters which can and cannot be addressed.
- Provisions will be included in the IPI plan change, where they can be demonstrated to be consequential to incorporating MDRS (refer to table 1 of report).
- Matters identified in the monitoring that require further investigation/not clearly 'within scope' will need to be addressed by a future plan change

HIGH LEVEL MONITORING REPORT FINDINGS:



Timeline for the NPS UD City Centre workstream

- Principled approach was workshopped with the Planning Committee (and Local Board representatives) on 16 February 2022
- Feedback was incorporated into this proposal
- Approving these principles gives us the mandate to do further work on the city centre provisions of the AUP
- Our findings and recommended changes to the city centre provisions will be brought to you for feedback before notification of the IPI



Principled approach to intensification and qualifying matters within the City Centre

Fewer, simpler, more targeted controls

Protecting sunlight and daylight to open spaces

Protecting amenity and retaining the “human scale” of streets

Enabling tall slender towers with space between them to allow sunlight, daylight and views to permeate the city centre

Protecting local and regionally significant views

Protecting the outcomes achieved by the existing city centre precincts

Protecting the relationship between the city centre and the Waitemata Harbour

Protecting historic heritage in the city centre

Promoting climate change resilience

These principles will guide us through:

- Retaining planning provisions that protect the aspects of the city centre that are valued by Aucklanders
 - As “qualifying matters” under the NPS UD
- Removing provisions that would impede increasing height and density, e.g.
 - general building height
 - floor area ratio
- The application of alternative built form standards in line with the principles.







Purpose

Thriving Town Centres. Guidance to provide an overview of the Eke Panuku regeneration approach within priority locations:

- Integrate a range of approaches, standards and processes developed over the last five years into a cohesive guidance document.
- Increase understanding of our role amongst stakeholders, partners and community, clarifying our role.
- Ensure consistency with council's plans, policies & strategies e.g. Auckland Plan, Te Tāruke-ā-Tāwhiri climate action, economic development action plan. Support NPS Urban Development.
- Provide clear guidance to our teams and work programmes.





Engagement

- **Planning Committee**
- **Local Boards**
- **Mana Whenua**
- **Auckland Council** – Community Services, Development Programme Office, Growth & Infrastructure, Strategy, Transport Strategy, Plans and Places, Community & Social Policy, Housing and Urban Growth Group
- **Independent Māori Statutory Board**
- **Development partners** – including Kāinga Ora, CHPs
- **BIDS/Business Associations**
- **CCOs** – Auckland Transport, Auckland Unlimited, Watercare
- **Design partners & Technical Advisory Group**
- **Youth, Disability, Social sectors**



Foundations
MANA WHENUA OUTCOMES
REGENERATIVE DESIGN
EQUITY

Principles
Unique identity
Integrated transport
Supportive community
Thriving natural environment
Urban living
Prosperous & robust local economy





How the guidelines will be used

- Communication and advocacy tool for stakeholders & partners
- Guide and reference document for staff
- Articulates agreed minimum standards
- Reference for masterplanning & urban design review
- Framework for town centre monitoring programme
- Apply in the planning for any new location programmes
- Apply to any programme level substantial reviews – PBC reviews



Ngā mihi

