

Memo

Date 31 October 2013

To: Unitary Plan Manager
 From: Phill Reid, Unitary Plan Integration Manager

Subject: **Plan Modification 2: Clause 16 Amendment to Designation 4311 Whenuapai Airfiled Approach and Departure Path Protection, Proposed Auckland Unitary Plan.**

Delegated authority to Unitary Plan Manager T4 through Schedule 2A of Auckland Council's delegations register August 2013.

This plan modification requires decision-making pursuant to clause 16 of the First Schedule as corrections are requested to a Proposed Auckland Unitary Plan provision.

Note – this form is for use only by Unitary Plan officers.

Rule or Section of Unitary Plan	Designation 4311 Whenuapai Airfield Approach and Departure Path Protection
Subject Site (if applicable)	
Legal Description (if applicable)	
Nature of change	Amendment of the conditions of the designation.
Effect of change	<p>The council is required to insert the designation into the plan in the form specified by the Minister and cannot depart from this. The conditions of this designation did not accurately match those specified in the Minister of Defence's June 2013 designation rollover notice. Because the designation conditions included in the September PAUP did not accurately match those specified by the Minister, a minor amendment is required to correct this factual inaccuracy.</p> <p>Given that the designation itself remains the legal version of the restrictions on use of land the correction of this error within the proposed Unitary Plan will have no real effect upon any party.</p>
Changes required to be made	<p>Conditions</p> <p><u>Restrictions Relating to Approach Paths</u></p> <p>1. The approval in writing of the New Zealand Defence Force is required prior to the erection of any building, change in use of any</p>

land or building, or any subdivision of land, and prior to any building or resource consent application for such works/activities, within the areas of the designation shown on the planning maps as 'land use and subdivision subject to NZDF approval'. These areas are generally within 1,000 metres of the runways.

2. No obstacle shall penetrate the approach and departure path obstacle limitation surfaces shown on the planning maps and explained by the text "Explanation of Protection Surfaces Whenuapai Airfield" and Diagram MD1A below without the prior approval in writing of the New Zealand Defence Force. This restriction shall not apply to any building being erected which has a height of not more than 9.0 metres above natural ground level.

Explanation of Surfaces

~~1. Climb and Transitional Surfaces~~

~~Climb surfaces are wedge-shaped and rise at specified gradients from their origin at the end of the Airfield. As a result, maximum permitted building altitude increases from distance from the Airfield. Transitional Surfaces which restrict building altitudes near the climb surfaces are imposed either side of the climb surfaces. The effect of these surfaces on maximum building altitude is illustrated in Diagram MD1A.~~

~~2. Horizontal and Conical Surfaces~~

~~The horizontal surface is a circular plane extending 4000 metres out from the centre of the Airfields at an altitude of 71.01 metres above mean sea level (AMSL). A sloping plane extends outwards to 6000 metres from the centre of the Airfield, and upward, to an altitude of 171.01 metres AMSL, from the edge of the horizontal surface. This is the conical surface. The effect of these surfaces on maximum permitted altitude of buildings and other objects is illustrated in Diagram MD1A.~~

~~Explanation of Protection Surfaces Whenuapai Airfield~~

~~The protection surfaces have been developed in accordance with NZ Civil Aviation Circulars (AC) 139-6 and AC 139-10. Where two or more surfaces (whether takeoff, approach, transitional, horizontal or conical surfaces) coincide, the lower shall apply.~~

1. Takeoff, Approach and Transitional Surfaces

The Takeoff and Approach surfaces coincide and commence at 60 metres from the end of the runway threshold. The width of the start of the surface is 300 metres for Runways 03 and 21 and 1580 metres for Runways 08 and 26. Each surface diverges in width each side at a rate of 1:6.6 (15%) and extends at a gradient of 1 in 50 (2%) for a total distance of 15 kilometres. As a result, maximum permitted building altitude increases with distance from the Airfield.

The Transitional Side Surfaces, which restrict building altitudes either side of the runway, are imposed either side of the aerodrome strip. The Transitional Side Surface slopes upward from the edge of the aerodrome strip at a gradient of 1:7 (14.3%) to the inner edge of the Inner Horizontal Surface at a height of 45 metres above the Aerodrome Elevation and at an elevation of 76.3 metres above mean sea level (AMSL). The effect of these surfaces on maximum building altitude is illustrated in Diagram MD1A.

2. Inner Horizontal and Conical Surfaces.

The Inner Horizontal Surface is a horizontal "near circular" plane extending 4000 metres out from the edge of the aerodrome strip at a height of 45 metres above the Aerodrome Elevation and at an elevation of 76.3 metres above mean sea level (AMSL). The Conical Surface is an upward sloping surface that extends outwards from the outer edge of the Inner Horizontal Surface at a gradient of 5% to an elevation of 150m above the Aerodrome Elevation and at an elevation of 181.3 metres above mean sea level (AMSL). The effect of these surfaces on maximum permitted altitude of buildings and other objects is illustrated in Diagram MD1A.

Prepared by:

Phill Reid
Unitary Plan Integration Manager


Signature:



Approved by:

John Duguid
Unitary Plan Manager

Signature:


11/11/13
31/10/13