

I402. Auckland Airport Precinct

I402.1. Precinct Description

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

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

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

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

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

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

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

I402.2. Objectives [rcp/dp]

- (1) The efficient operation and continued development of the Auckland Airport to meet future demand is enabled recognising its national and international significance
- (2) The efficient use and development of the business land and operational facilities are enabled.
- (3) The operation of the Airport is protected from reverse sensitivity effects
- (4) Publicly accessible areas of the airport and areas visible from main transport routes and the Māngere Gateway heritage route are designed to a high-quality and meet amenity standards relating to streetscape, site design and appearance.
- (5) The ecological, geological, recreational, cultural, spiritual and landscape values of the Manukau Harbour coastal environment in the vicinity of the airport are protected while providing for the operational requirements of the Auckland Airport within the Auckland Airport Coastal Sub-precinct.
- (6) The ecological, geological, recreational, cultural, spiritual and landscape values are considered when subdivision and development occurs in the Gateway sub-precinct.
- (7) Manage natural hazards and the adverse effects of activities on natural resources while providing for the operational and functional requirements of Auckland Airport.

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

I402.3. Policies [rcp/dp]

- (1) Provide for activities related to the operation and development of the airport and business land.
- (2) Provide for activities associated with the needs of airport passengers, visitors and employees and businesses.
- (3) Encourage developments to achieve a high standard of amenity in the layout of buildings, car parking, access and landscape elements in publicly accessible areas.
- (4) Require adverse effects on the ecological, geological, cultural, landscape and historic heritage values of the coastal environment in the vicinity of the airport to be avoided, remedied or mitigated while recognising the operational requirements of the Auckland Airport Coastal Sub-precinct.
- (5) Require development of sites adjoining the Gateway heritage route to be designed in a way that users of those roads will perceive an environment where natural design elements are integrated with the built environment.

- (6) Require the development and vesting of open space along the Oruarangi Creek and encourage the development of open space amenity areas within the remaining land in Auckland Airport ownership.
- (7) Encourage subdivision and development within Gateway Sub-precinct area A-F to achieve a high standard of urban design and amenity and demonstrate integration with any neighbouring Gateway Sub-precinct area within the Auckland Airport Precinct.
- (8) Manage land use activities in the Gateway Sub-precinct to:
 - (a) require that the predominant land use activities are those associated with the airport operation, warehousing and distribution, transport, storage, manufacturing, construction and wholesale trade; and
 - (b) confine retail activities to those required to provide the convenience and shopping needs of employees in and visitors to the Auckland Airport, adjacent business zones, and aviation activities.
- (9) Avoid uses and developments within the Coastal Sub-precinct which would adversely affect airport operations or pose any risk to safety.
- (10) Provide for activities and structures associated with bird management that encourage birds away from the runway and flight paths of aircraft.
- (11) Use, development and occupation associated with the operational needs of the airport will generally be considered appropriate within the Coastal Sub-precinct.
- (12) Require subdivision and development within the Gateway Sub-precinct to recognise and provide for the relationship of Mana Whenua with their ancestral lands, water, sites, waahi tapu and other taonga.
- (13) Provide for the integrated management of natural resources and natural hazards while recognising the operational and functional requirements of Auckland Airport and ensuring that adverse effects are avoided, remedied or mitigated.

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

I402.4. Activity table

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

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

pursuant to section 12(1), 12(2) and 12(3) and section 15 of the Resource Management Act 1991).

- Table I402.4.3 Activity Table – Replacement Auckland-wide provisions for land use and development pursuant to section 9(3); diversion and discharge pursuant to sections 14 and 15; disturbance, deposition in, piping and reclamation of streams pursuant to section 13;

The Auckland-wide and overlay provisions apply in this precinct unless otherwise specified below.

Table I402.4.1 Activity Table – Core Sub-precinct and Gateway Sub-precinct

Activity		Activity status	
		Core Sub-Precinct	Gateway Sub-Precinct
Use			
Infrastructure			
(A1)	Any activity associated with the airport operation (not including aircraft operations, runways and the testing of in situ aircraft engines) including taxiways and other aircraft movement areas, aprons, terminals, rescue facilities, navigation and safety aids, maintenance and servicing facilities, catering facilities, freight facilities, quarantine and incineration facilities, fuelling facilities, storm water facilities, roads, monitoring activities, site investigation activities, landscaping, flags and signs	P	P
(A2)	Stormwater facilities to be vested in council	C	C
(A3)	Stormwater facilities not to be vested in council	P	P
(A4)	Any activity associated with the needs of Airport passengers, visitors and employees, and Airport businesses, and not otherwise listed in this table	P	D
(A5)	Bus depots and public transport facilities	P	P
(A6)	Parking	P	P
(A7)	Park-and-ride	P	P
Accommodation			
(A8)	Camping grounds	P	P
(A9)	Workers' accommodation	P	P
(A10)	Visitor accommodation complying with Standard I402.6.5 Visitor accommodation	P	P
(A11)	Visitor accommodation not complying with Standard I402.6.5 Visitor accommodation	NA	D
Commerce			
(A12)	Offices complying with Standard I402.6.6 Offices	P	P
(A13)	Offices not complying with Standard I402.6.6 Offices	NA	D

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

	the subdivision Standard I402.6.19 Subdivision		
(A44)	Any building, structures and works or subdivision in Gateway Sub-precinct area A – F that is not in accordance with either one of or both of: I402 10.1 Auckland Airport: Precinct plan 1, or the subdivision Standard I402.6.19 Subdivision	NA	RD
(A45)	Buildings, structures and works outside Gateway Sub-precinct area A – F	P	NA
(A46)	Additions and alterations to buildings within Gateway Sub-precinct area A - F	NA	P
(A47)	Subdivision outside Gateway Sub-precinct area A – F complying with the subdivision Standard I402.6.19 Subdivision	P	NA
(A48)	Subdivision outside Gateway Sub-precinct area A – F that does not comply with the subdivision Standard I402.6.19 Subdivision	RD	NA

Table I402.4.2 Activity Table Coastal Sub-precinct [rcp]

Activity		Activity status	
		Outside SEA-M 1 or ONF overlays	Within SEA-M 1 or ONF overlays
(A49)	Aircraft operations and activities associated with the operation of the airport	P	P
(A50)	Activities associated with research into flora and fauna of the coastal marine area	P	P
(A51)	Bird management activities and structures	P	P
(A52)	Navigational aids and airport light structures	P	P
(A53)	Maintenance, repair or reconstruction of existing lawful coastal marine area structures or buildings	P	P
(A54)	Demolition or removal of any buildings or coastal marine area structures	P	P
(A55)	Coastal marine area structures associated with airport activity which are not otherwise listed as a permitted activity	C	RD
(A56)	Any activity, including any activity directly associated with the carrying out of a permitted activity, which does not comply with a standard	RD	RD
(A57)	Reclamation and drainage works associated with runway and runway end safety area construction and operation	D	NC
(A58)	Any activity, work or structure not provided for that will or is likely to adversely affect the safe operation of aircraft, including but not limited to: activity in conflict with the obstacle limitation	Pr	Pr

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

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

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

(A69)	Activities which are permitted in E36 Natural hazards and flooding but does not comply with standards in E36 Natural hazards and flooding, or standards in this precinct	C
(A70)	Buildings, structures and works associated with the airport operation including taxiways and other aircraft movement areas, aprons, terminals, rescue facilities, navigation and safety aids, maintenance and servicing facilities, catering facilities, freight facilities, quarantine and incineration facilities, fuelling facilities, storm water facilities, roads, and monitoring activities in any hazard area	P
(A71)	Buildings, structures and works in areas which may be subject to land instability	P
(A72)	Modification of an overland flowpath (piping diversion, build over, reduction in capacity, diversion of entry and exit points)	P
(A73)	Buildings, structures and works (except those containing visitor accommodation) within a 1 %AEP floodplain, flood sensitive area, or overland flow path that are unable to comply with the permitted activity standards	C
(A74)	Buildings, structures and works that are unable to comply with the permitted activity standards for: - the coastal erosion hazard area - land which may be subject to land instability - the coastal storm inundation 1 per cent annual exceedance probability (AEP) plus 1m sea level rise area	C
(A75)	Buildings containing visitor accommodation located within the 1% AEP flood plain	RD
(A76)	New hard coastal protection structures above mean high water springs	C
(A77)	Activities that do not meet I402.6.11.2 controlled activities	D

I402.5. Notification

- (1) An application for resource consent for a controlled activity listed in Activity Table I402.4.1, Activity Table I402.4.2 and Activity Table I402.4.3 above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991.
- (1) Any application for resource consent for an activity listed in Activity Table I402.4.1, Activity Table I402.4.2 and Activity Table I402.4.3 and which is not listed in I402.5(1) above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When determining who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

I402.6. Standards

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

I402.6.1. Retail

- (1) Retail (where the goods being sold have not been manufactured on site) in Gateway Sub-precinct area C and D must be less than 200m² gross floor area per tenancy and with a total combined gross floor area of less than 3000m²
- (2) Retail (where the goods being sold have been manufactured within the tenancy) in Gateway Sub-precinct area C and D must not exceed the lesser of 25 per cent of the gross floor area set aside for manufacturing or 250m².

I402.6.2. Māngere Gateway heritage route and walkway

- (1) The portion of the Māngere Gateway heritage route (as shown in I402.6.2 Auckland Airport: Precinct plan 1), except for Gateway Sub-precinct area A – C, is to be constructed at each stage of any development within the relevant Gateway Sub-precinct areas. In addition, a full walkway linkage must be provided from Gateway Sub-precinct area D to the boundary of Gateway Sub-precinct area F as part of the first stage.
- (2) Development that does not comply with I402.6.2(1) above is a non-complying activity.

I402.6.3. Open space

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

I402.6.4. Noise

- (1) Any use of land for any purpose other than:
 - (a) runway
 - (b) aircraft operations
 - (c) testing of in situ aircraft engines
 - (d) the use of audible bird scaring devices for the discouragement of birds;must not exceed the following noise limits set out in Table I402.6.4.1 Noise within a residential zone or within the notional boundary of any dwelling outside the Special Purpose - Airports and Airfields Zone in the Special Purpose Māori Purpose Zone, Rural - Rural Production Zone, or Rural - Countryside Living Zone.

Table I402.6.4.1 Noise

Average maximum level			Maximum
dB L _{Aeq}			dB L _{Amax}
Monday to Saturday 7am–6pm	Monday to Saturday 6pm–10pm and Sunday and public holidays 7am–10pm	At all other times	10pm–7am
55	50	45	70

- (2) Activities that do not comply with Standard I402.6.4(1) above are discretionary activities.

I402.6.5. Visitor accommodation

- (1) Visitor accommodation must be located within the Core Sub-precinct or Gateway Sub-precinct area A-D.

I402.6.6. Offices

- (1) Offices within Gateway Sub-precinct area A, E, and F must:
- (a) be accessory to a permitted activity, and located within the same building as that permitted activity, and
 - (b) occupy no more than 75 per cent of the total gross floor area of the buildings on the site.

I402.6.7. Dairies

- (1) Dairies must be located within the Core Sub-precinct or Gateway Sub-precinct area A-D.

I402.6.8. Food and beverage

- (1) Food and beverage must be located within the Core Sub-precinct or Gateway Sub-precinct area A-D.

I402.6.9. New impervious area not serviced by the consented stormwater network

- (1) The new impervious area is less than 1,000 m².
- (2) The discharge must not cause or increase scouring or erosion at the point of discharge.
- (3) The discharge must not result in, or increase, flooding of other properties external to the Auckland Airport zone in events up to the 10 per cent AEP or the inundation of buildings in events up to the 1 per cent AEP.
- (4) The discharge must not cause nuisance or damage to other properties.
- (5) The drainage network must be managed and maintained to minimise erosion, sediment generation and sediment discharge.

I402.6.10. General earthworks [dp]

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

- (1) The earthworks shall not occur within the following areas unless explicitly authorised by an existing resource consent:
 - (a) a Site or Place of Significance to Mana Whenua.
 - (b) a Significant Ecological Area;
 - (c) a Historic Heritage place or extent of place;
 - (d) an Outstanding Natural Feature; or
 - (e) the dripline of a notable tree.
- (2) Best practice erosion and sediment control measures must be implemented for the duration of the earthworks. Note: This is generally deemed to be compliance with Auckland Council Technical Publication 90 Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region or similar design.
- (3) Any stormwater from outside the exposed area shall be kept separate and diverted from the earthworks area.
- (4) The area shall be stabilised by re-vegetation or other suitable means as soon as practicable but no later than 3 months after completion of the works.
- (5) Works must not result in any instability of land or structures at or beyond the boundary of the site where the earthworks occurs.
- (6) There shall be no untreated point source discharge of sediment contaminated stormwater to surface water from the activity.

I402.6.11. Flooding and natural hazards

I402.6.11.1. Permitted activities

- (1) Buildings, structures and associated works in areas which may be subject to land instability must not:
 - (a) result in or increase a natural hazard or the potential effect of the natural hazard on properties external to the precinct;
 - (b) have any adverse effects on public safety that will endanger human life.
- (2) Modification of an overland flowpath (piping diversion, build over, reduction in capacity, diversion of entry and exit points):
 - (a) the path and capacity of the overland flow path where it exits the precinct to an adjoining site must not be altered by the works.

Controlled Activities

- (1) For buildings, structures and works (except those containing visitor accommodation) within a 1 %AEP floodplain, flood sensitive area, overland flow path or in the coastal erosion hazard area, on land which may be subject to land instability, or the coastal storm inundation 1 per cent annual exceedance probability (AEP) plus 1m sea level rise area that are unable to comply with the permitted activity standards must provide a report from a suitably qualified and experienced professional to the Council which
- (a) identifies the risk, taking into account where relevant:
 - (i) the vulnerability of the activity, and
 - (ii) potential for risks to adjacent land and activities outside the zone;
 - (b) identifies and proposes flood management methods appropriate for the particular activity to address the risk identified.

I402.6.12. Building height

- (1) In the Core Sub-precinct: maximum height must comply with the Obstacle Limitation Surface (Designation 1102), otherwise no height restriction applies.
- (2) In the Gateway Sub-precinct: maximum height: 20m and must comply with the Obstacle Limitation Surface (Designation 1102).

I402.6.13. Height in relation to boundary

- (1) Buildings must not exceed a height of 2.5m measured vertically above ground level at front boundaries adjoining a public open space zone. Thereafter, buildings must be setback 1m for every additional 1.43m in height (55 degrees recession plane).

I402.6.14. Yards

- (1) Buildings must be set back from the relevant boundary by the minimum depth listed in Table I402.6.14.1 Yards below.

Table I402.6.14.1 Yards

Yard	Permitted	Restricted discretionary
Front	Nil in Core Sub-precinct and 5m in Gateway Sub-precinct	<5m in Gateway Sub-precinct
Rear	Nil unless adjoining public open spaces when a 10m setback must be provided	<10m setback from a public open space zone – restricted discretionary
Side	Nil unless adjoining public open spaces when a 10m setback must be provided	<10m setback from a public open space zone – restricted discretionary

Coastal protection ward	20m	< 20m – restricted discretionary
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I402.6.15. Landscape design

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

I402.6.16. Storage areas

- (1) External storage areas which are visible from open spaces zones and public roads must be maintained in a tidy condition.
- (2) Exposure of storage areas and by-products, refuse or refuse containers of any kind to public view must be minimised by the use of buildings, planting or a screen wall or fence.

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

- (1) Any excess building material, spoil, construction equipment or litter must be removed from the coastal marine area within 24 hours of completion of any works.
- (2) Any visible disturbance to the substrate of the coastal marine area must be remedied or restored within 48 hours of the completion of the works within the Significant Ecological Area - Marine 1 and Outstanding Natural Features and within seven days of the completion of the works in other parts of the coastal marine area.
- (3) Written advice must be given to the council harbourmaster and the National Topo/Hydro Authority at Land Information New Zealand at least five working days prior to work starting on any structures within the coastal marine area.
- (4) Maintenance, repair or reconstruction of existing lawful coastal marine area structures or buildings must:
 - (a) maintain the structure or building in a good and safe working condition;
 - (b) not use materials which alter the form or external appearance of the structure in more than a minor way;
 - (c) not change the area occupied by the structure.
- (5) Demolition or removal of any buildings or coastal marine area structures:
 - (a) Any part of a structure or building that is not removed must not protrude above the foreshore or seabed so that it creates a hazard to safe navigation or public access.

- (6) The removal or demolition of any lawfully established structure or building is authorised, or undertaken, by the consent holder or owner of the structure.

I402.6.18. Parking

- (1) [Deleted]

I402.6.19. Subdivision

- (1) Minimum frontage:
 - (a) Front sites: 23m
 - (b) Rear sites: 9m
- (2) Minimum site area: 2000m².

I402.7. Assessment – controlled activities

I402.7.1. Matters of control

The council will reserve its control to the following matters when assessing a controlled activity resource consent application.

- (1) Coastal marine area structures associated with airport activities which are not otherwise listed as a permitted activity:
 - (a) construction or works methods, timing and hours of operation;
 - (b) function, location, extent, design and materials;
 - (c) adverse effects arising from disturbance of the foreshore and seabed;
 - (d) adverse effects arising from deposition of material in the coastal marine area;
 - (e) adverse effects on cultural values, indigenous flora and indigenous vegetation;
 - (f) any discharge of contaminants;
 - (g) the duration of the consent; and
 - (h) monitoring of the consent.
- (2) Buildings, structures or works including, new or modified parking areas, or subdivision within Gateway Sub-precinct area A – F in accordance within I402.10.1 Auckland Airport: Precinct plan 1 and complying with Standard I402.6.19 Subdivision:
 - (a) site layout;
 - (b) design and external appearance of buildings and landscape design; and
 - (c) parking.
- (3) Stormwater facilities to be vested in council:

- (a) visual effects;
 - (b) size and location;
 - (c) access for maintenance; and
 - (d) landscaping.
- (4) Comprehensive earthworks consent (Regional Plan only) comprising one or more precincts:
- (a) an annual earthworks management plan;
 - (b) erosion and sediment control measures;
 - (c) staging, timing and duration of works;
 - (d) effects on stormwater and flooding;
 - (e) effects on land stability and erosion;
 - (f) whether the works are permitted by the Unitary Plan or the Airport's designation;
 - (g) effects on the identified values of the relevant Overlay;
 - (h) effects on Mana Whenua values;
 - (i) effects in the watercourse, wetland, or coastal marine area; and
 - (j) Monitoring.
- (5) Buildings, structures and works (except those containing visitor accommodation) within a 1 %AEP floodplain, flood sensitive area, or overland flow path or in the coastal erosion hazard area, on land which may be subject to land instability, or the coastal storm inundation 1 per cent annual exceedance probability (AEP) plus 1m sea level rise area that are unable to comply with the permitted activity standards:
- (a) the management methods proposed, taking into account the extent and nature of the hazard, including the design of the building, structure or works;
 - (b) timing and duration of works; and
 - (c) monitoring of the consent.
- (6) Hard coastal protection structures above mean high water springs:
- (a) construction of works, methods, timing and hours of operation;
 - (b) location, extent, design and materials;
 - (c) adverse effects arising from disturbance of the associated area;

- (d) adverse effects arising from the deposition of material;
- (e) the removal of indigenous vegetation;
- (f) any discharge of contaminants;
- (g) the duration of consent; and
- (h) monitoring of the consent.

I402.7.2. Assessment criteria

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

- (1) Coastal marine area structures associated with airport activities which are not otherwise listed as a permitted activity (outside Significant Ecological Area - Marine 1 and Outstanding Natural Features)
 - (a) the extent to which coastal marine area structures are limited to those:
 - (i) that have a functional or operational need to be located in the coastal marine area, or that are for infrastructure that cannot reasonably or practicably be located outside the coastal marine area; or
 - (ii) where the proposed purpose or use cannot reasonably or practicably be accommodated on existing structures or facilities.
 - (b) the extent to which measures avoid, remedy or mitigate adverse effects on coastal processes, ecological values, cultural values, water quality and natural character;
 - (c) the extent to which construction or works methods avoid, remedy or mitigate adverse effects, particularly on water quality and sedimentation;
 - (d) whether construction or works are to be done at a time that will avoid or minimise, adverse effects on marine mammals, bird roosting, nesting and feeding, and recreational users of the coastal marine area;
 - (e) whether construction or works hours of operation are limited to minimise effects of noise and disruption on existing activities, and on nearby residential and open space areas;
 - (f) the extent to which the structure is located and designed to avoid, remedy or mitigate adverse effects on the environment;
 - (g) the extent to which the form, intensity and scale of works, structures and buildings are sensitive to the marine environment and surrounding adjoining spaces;
 - (h) whether works and structures ensure efficient use of the coastal marine area is made by using the minimum area necessary for their purpose; and

- (i) the extent to which materials used are compatible with the surrounding coastal environment, and where practicable are consistent with the natural materials at the site. This should take into account the physical characteristics of the materials used, including texture, colour, composition, grain size, level of contamination and potential for leaching.
- (2) Any buildings, structures or works including, new or modified parking areas or subdivision within Gateway Sub-precinct area A - F in accordance with I402.10.1 Auckland Airport: Precinct plan 1, and complying with Standard I402.6.19 Subdivision:
 - (a) Site layout:
 - (i) the site layout should reinforce or enhance the street pattern;
 - (ii) (the site layout should be compatible with the site development of adjoining sites and the streetscape;
 - (iii) the building should align with the street and where streets are curved, the building should align with that curve, or alternatively should be stepped in plan in relation to the curve;
 - (iv) buildings on corner sites should be designed to respond to the site's prominence in the roading network and the adjoining road intersection; and
 - (v) car parking areas should be designed and located to ensure an attractive site layout, particularly when viewed from the road or public open spaces.
 - (b) Design and external appearance of buildings and landscape design:
 - (i) the scale, form, design, height, and colour of the proposed building or structures (including fencing) should be sympathetic to existing built development and the wider natural, cultural and built heritage and landscape values of the area;
 - (ii) building and landscape design should be used to frame and define edges to roads, parks and stormwater reserves, and to emphasise key intersections;
 - (iii) service areas, loading docks and car parks should be separated from and not facing the front yard;
 - (iv) passive surveillance of reserves and public open spaces from the adjacent buildings should be provided for those windows, balconies, indoor and outdoor activities that overlook these areas;
 - (v) site levels, building scale, development intensity, building form, colour and texture should be used to reduce the apparent height and size of large buildings when viewed from the Mangere Gateway heritage route, open spaces, or Special Purpose - Maori Purpose Zone;

- (vi) the main pedestrian entry to buildings should be clearly recognisable from the street;
- (vii) in the case of any building that will contain an activity that will attract tourists, the building should be designed with features such as artwork that reflects the heritage of the Airport Gateway Sub-precinct, and features including generous areas of glazing, verandahs over entrance areas, and a high quality of landscape planting around those parts of the building accessible to visitors should be provided;
- (viii) front activities (i.e. the more active office, showroom or similar activities) should be located fronting adjacent streets and reserves; and conversely 'back' activities (i.e. warehouse, distribution, industrial, storage) should be in less visible locations;
- (ix) materials and colours of buildings (including buildings on adjoining sites) should be consistent;
- (x) any security fencing should be integrated with planting and buildings so as to avoid any adverse visual effect on adjacent roads, parks and stormwater management areas;
- (xi) low glare, high cut-off exterior lighting should be used, and integrated with the building and landscape designs;
- (xii) signage should be integrated with the building and landscape design;
- (xiii) planting along road frontages should achieve continuity to enhance the streetscape and character of the locality;
- (xiv) the landscape treatment should be of a similar scale as the proposed development, to provide adequate visual softening of large buildings and to screen car parking, loading and storage areas; and
- (xv) the proposed landscaping should be integrated with the type, quality, character and standard of landscape design developed for the relevant Gateway Sub-precinct area .

(c) Parking

- (i) [Deleted]
- (ii) parking areas shall be appropriately designed and provided either on site or within nominated shared or consolidated parking areas.
- (iii) where numbers of staff and potential demand justifies it, appropriate provision shall be to be made for cyclists, including cycle storage.

(3) Stormwater facilities to be vested in council:

- (a) adverse visual effects (including cumulative adverse effects) on the existing character of an area, should be avoided, remedied or mitigated;
- (b) the size and location of the proposed stormwater detention or retention ponds should internalise or mitigate the adverse effects;

- (c) stormwater detention or retention ponds, located in open spaces, should minimise any potential interference with public use and enjoyment of the public open spaces;
 - (d) safe and direct access should be provided to enable maintenance;
 - (e) landscaping should screen infrastructure to mitigate visual impact on the surrounding natural and built environments; and
 - (f) potential health and safety hazards should be adequately fenced.
- (4) Comprehensive earthworks consent (regional plan only) comprising one or more precincts:
- (a) provision of an earthworks management plan which details the following:
 - (i) site specific erosion and sediment control plans;
 - (ii) areas of expected earthworking operations for the following 12 months, including location and area of works; details of construction methods to be employed, including timing and duration as well as site boundaries;
 - (iii) areas where works have been completed during the preceding 12 months; and
 - (iv) details of chemical flocculation systems to be installed for each earthworks site greater than 1 hectare.
 - (b) the suitability of proposed erosion and sediment control measures to manage erosion and discharge of contaminants and minimise water quality effects;
 - (c) the appropriateness of proposed staging of works and progressive stabilisation, or the need for such where that is not proposed;
 - (d) The proposed timing and duration of works;
 - (e) How effects on flow paths that convey stormwater during rainfall events will be appropriately minimised;
 - (f) Where relevant, the extent to which the earthworks avoids or exacerbates natural hazards including flooding at the site or at any location upstream or downstream of the works;
 - (g) The extent to which the earthworks will affect the stability and erosion potential of the site and surrounding area;
 - (h) The extent to which the earthworks, its design, location and execution are necessary to accommodate development otherwise permitted by the Unitary Plan and/or the airports designation;

- (i) Measures to avoid, remedy or mitigate adverse effects on any relevant overlay;
 - (j) Measure to avoid, remedy or mitigate adverse effects on mana whenua values;
 - (k) Measures to avoid, remedy or mitigate adverse effects on a watercourse, wetland, or coastal marine area; and
 - (l) Information and monitoring requirements.
- (5) Buildings, structures and works (except those containing visitor accommodation) within a 1% AEP floodplain, flood sensitive area, or overland flow path that are unable to comply with the permitted activity standards:
- (a) whether the methods used to identify the flood hazard and associated risk are appropriate in the context of Auckland Airport.
 - (b) whether the design and management methods are appropriate in the context of Auckland Airport to address the flood hazard, including consideration of:
 - (i) the characteristics of the hazard, such as depth, extent and velocity of water;
 - (ii) public safety (endangerment of life);
 - (iii) the nature of the activity proposed; and
 - (iv) maintenance, monitoring and reporting requirements.
- (6) Buildings, structures and works that are unable to comply with the permitted activity standards for the coastal erosion hazard area, on land which may be subject to land instability, or the coastal storm inundation 1 per cent annual exceedance probability (AEP) plus 1m sea level rise area:
- (a) whether the methods used to identify the coastal hazard or land instability and associated risk are appropriate in the context of Auckland Airport.
 - (b) whether the design and management methods are appropriate in the context of Auckland Airport to address the coastal hazard or land instability risk, including consideration of:
 - (i) the characteristics of the hazard, such as its extent and nature;
 - (ii) the nature of the activity proposed; and
 - (iii) maintenance, monitoring and reporting requirements.

I402.8. Assessment – restricted discretionary activities

I402.8.1. Matters of discretion

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

- (1) any buildings, structures, works or subdivision within Gateway Sub-precinct area A – F which is not in accordance with I402.10.1 Auckland Airport: Precinct plan 1 and/or not complying with Standard I402.6.20 Subdivision:
 - (a) site layout;
 - (b) design and external appearance of buildings and landscape design;
 - (c) design consistency within and between Gateway Sub-precinct areas;
 - (d) coherent design for the Māngere Gateway heritage route, George Bolt Memorial Drive and surrounds;
 - (e) land use and transport integration;
 - (f) Gateway Sub-precinct areas C – F – relationship to open space;
 - (g) adverse effects on heritage resources;
 - (h) Gateway Sub-precinct areas C and D – comprehensive development of the commercial centre; and
 - (i) landscape treatment.
- (2) Any subdivision outside Gateway Sub-precinct area A-F not complying with Rule I402.6.19
 - (a) form and layout of the subdivision;
 - (b) safety and efficiency of the adjacent street network; and
 - (c) adverse effects on cultural values.
- (3) Coastal marine area structures associated with airport activities which are not otherwise listed as a permitted activity (within Significant Ecological Area - Marine 1 and Outstanding Natural Features)
 - (a) construction or works methods, timing and hours of operation;
 - (b) location, extent, design and materials;
 - (c) adverse effects on the identified values of the Significant Ecological Area or Outstanding Natural Feature;
 - (d) adverse effects arising from disturbance of the foreshore and seabed;
 - (e) adverse effects arising from deposition of material in the coastal marine area;
 - (f) removal of indigenous vegetation;
 - (g) any discharge of contaminants;
 - (h) duration of the consent; and

- (i) monitoring of the consent.
- (4) Standard infringements in the Gateway Sub-precinct or Core Sub-Precinct:
 - (a) building scale and site layout; and
 - (b) landscape design.
 - (c) [Deleted]
- (5) Standard infringements in the Coastal Sub-precinct:
 - (a) construction or works methods, timing and hours of operation;
 - (b) location, extent, design and materials;
 - (c) adverse effects of the infringement on the coastal marine area or the identified values of the Significant Ecological Area or Outstanding Natural Feature (if applicable);
 - (d) adverse effects of the infringement arising from the disturbance of the foreshore and seabed;
 - (e) adverse effects of the infringement on safe navigation or public access;
 - (f) positive effects which arise from the infringement;
 - (g) duration of the consent; and
 - (h) monitoring of the consent.
- (6) New impervious areas not serviced by the stormwater network that do not meet permitted activity standards
 - (a) The adverse effects of non-compliance with standard I402.6.9 New impervious area not serviced by the consented stormwater network
 - (b) and prevention or minimisation of those effects
- (7) Buildings containing visitor accommodation located within the 1% AEP flood plain
 - (a) Management of people and property during a 1% AEP flood event.
 - (b) Design and provision of safe access to and from the building.
 - (c) The location of sleeping or living areas.
 - (d) Monitoring.

I402.8.2. Assessment criteria

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

- (1) any building, structure, works or subdivision within Gateway Sub-precinct area A – F not in accordance with I402.10.1 Auckland Airport: Precinct plan 1 and/or not complying with Standard I402.6.19 Subdivision:

(a) site layout:

- (i) the site layout should reinforce or enhance the street pattern;
- (ii) the site layout should be compatible with the site development of adjoining sites and the streetscape;
- (iii) the building should align with the street, to create a clear spatial system along the street. Where streets are curved, the building should align with that curve, or alternatively should be stepped in plan in relation to the curve;
- (iv) buildings on corner sites should be designed to respond to the site's prominence in the roading network and the adjoining road intersection; and
- (v) car parking areas should be designed and located to ensure an attractive site layout, particularly when viewed from the road or public open spaces.

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

- (i) the scale, form, design, height, and colour of the proposed building or structures (including fencing) should be sympathetic to existing built development and the wider natural, cultural and built heritage and landscape values of the area;
- (ii) building and landscape design should be used to frame and define edges to roads, parks and stormwater reserves, and to emphasise key intersections;
- (iii) service areas, loading docks and car parks should be separated from and not facing the front yard;
- (iv) passive surveillance of reserves and public open spaces from the adjacent buildings should be provided for windows, balconies, indoor and outdoor activities overlooking these areas;
- (v) site levels, building scale, development intensity, building form, colour and texture should be used to reduce the apparent height and size of large buildings when viewed from the Māngere Gateway heritage route or open spaces;
- (vi) the main pedestrian entry to buildings should be clearly recognisable from the street;
- (vii) in the case of any building that will contain an activity that will attract tourists, the building should be designed with features such as artwork that reflects the heritage of the Gateway Sub-precinct, and features including generous areas of glazing, verandahs over entrance areas,

and a high quality of landscape planting around those parts of the building accessible to visitors should be provided;

- (viii) in the case of any building visible from the Special Purpose - Māori Purpose Zone or an open space zone (existing or proposed), the building design and external appearance should include measures such as building setback and landscape planting that respond sensitively to cultural and landscape values;
 - (ix) front activities (i.e. the more active office, showroom or similar activities) should be located fronting adjacent streets and reserves; and conversely 'back' activities (i.e. warehouse, distribution, industrial, storage) should be in less visible locations;
 - (x) materials and colours of buildings (including buildings on adjoining sites) should be consistent; and
 - (xi) any security fencing should be integrated with planting and buildings so as to avoid any adverse visual effect on adjacent roads, parks and stormwater management areas;
 - (xii) low glare, high cut-off exterior lighting should be used, and integrated with the building and landscape designs;
 - (xiii) signage should be integrated with the building and landscape design;
 - (xiv) planting along road frontages should achieve continuity to enhance the streetscape and character of the locality;
 - (xv) the landscape treatment should be of a similar scale as the proposed development, to provide adequate visual softening of large buildings and to screen car parking, loading and storage areas;
 - (xvi) the proposed landscaping should be integrated with the type, quality, character and standard of landscape design developed for the relevant Gateway Sub-precinct area.
- (c) design consistency within and between Gateway Sub-precinct areas:
- (i) the buildings structures or works should be designed having regard to the context of adjoining Gateway Sub-precinct areas and other surrounding land, natural features and buildings, structures and works.
- (d) coherent design for the Mangere Gateway heritage route, George Bolt Memorial Drive, and surrounds:
- (i) the building, structures and works should promote a coherent design for the Mangere Gateway heritage route, George Bolt Memorial Drive, and adjoining land, including:
 - a. ensuring a coherent spatial structure formed by the relationship of buildings to the street and to one another;
 - b. minimising the number of vehicle entrances onto the street;

- c. aligning buildings to the street;
 - d. locating buildings, structures and works, and access points to sites, so that heavy vehicle traffic (except buses) is discouraged on the Gateway heritage route;
 - e. locating the office component of a development at the front (street) part of the development;
 - f. using consistent materials on buildings;
 - g. using consistent planting, paving, lighting and fencing;
 - h. ensuring existing trees and shelter belts are retained where they may contribute to maintaining amenity values;
 - i. providing trees along road berms and within front yards which should be capable of reaching a similar scale as nearby buildings;
 - j. avoiding security fencing being closer to the front boundary of the site than the buildings on the site; and
 - k. enhancing the natural character of open space.
- (ii) Pou, art, sculpture or other public amenity features should be of an appropriate design to represent the Māori and European history of the area and be located on land adjoining the Mangere Gateway heritage route, in order to promote a distinctiveness or sense of place appropriate for the wider heritage area. Note pou, art, sculpture and other public amenity features should generally be located only in space areas or on sites that will attract tourists.
- (e) land use and transport integration:
- (i) A full integrated transport assessment should be submitted with the application, and include consideration of:
 - a. all modes of transport that would support the land uses proposed;
 - b. in Gateway Sub-precinct areas B, C and D, the possible location of and linkages to rapid transport networks;
 - c. a location policy that ensures specified development takes place in locations within the Gateway Sub-precinct area that, where relevant, supports sustainable transport mode share;
 - d. planning and development tools to facilitate sustainable transport;
 - e. travel plans, as appropriate to encourage uptake of sustainable transport options by employers and visitors;
 - f. car parking, with justification for the number of spaces proposed, so land is used efficiently and effectively;

- g. provision, where appropriate, to be made for cyclists, including cycle storage; and
 - h. any relevant funding matters.
 - (ii) Sufficient roads should be provided to create a connected roading pattern that avoids the need for rear sites;
 - (iii) Roads should be designed to a consistent, high-quality standard;
 - (iv) Sufficient cycleway and walkway linkages and facilities should be provided, and should be designed to contribute to the employment, visitor and recreational user attractiveness of the heritage area;
 - (v) The street and site layout should avoid adverse effects on the safety and efficiency of the adjacent road network; and
 - (vi) The street layout and street design should encourage heavy traffic movements (except buses) away from the Māori Purpose Zone and away from the Gateway heritage route, except where there is no available alternative route for heavy traffic.
- (f) Gateway Sub-precinct areas C-F - relationship to open spaces:
- (i) development proposals for the public open space areas identified in the precincts should generally reflect an informal or passive design that reflects the historic rural character, cultural and heritage values of the area including as viewed from the Mangere Gateway Heritage Route; and
 - (ii) strong open space and visual connections to and around Waitomokia and Oruarangi Creeks should be created, and include provision for pedestrian and cycle linkages and locations for cultural, landscape and historical interpretive features.
- (g) adverse effects on heritage resources
- (i) the development proposal should identify and incorporate any cultural heritage resources, in a way that integrates with and enhances those resources.
- (h) Gateway Sub-precinct areas C and D: comprehensive development of the commercial centre
- (i) a comprehensive design, including building location, landscape and building design guidelines (including materials and colouring) for the commercial centre within Gateway Sub-precinct areas C and D, should be carried out.
- (i) landscape treatment
- (i) consistent landscape design should be established and maintained along the Gateway Heritage Route and George Bolt Memorial Drive.

- (ii) existing trees and shelterbelts that enhance the amenity of buildings, structures and works should be retained.
 - (iii) the form of new planting should enhance the amenity of buildings, structures and works.
- (2) Any subdivision outside Gateway Sub-precinct areas A - F not complying with Rule I402.6.19:
 - (a) The form and layout of the subdivision, should avoid, remedy or mitigate significant adverse effects on the safety and efficiency of the adjacent street network.
 - (b) The extent to which the form and layout of the subdivision will avoid, remedy or mitigate adverse effects on cultural values.
- (3) Standard infringements
 - (a) The proposed height of the structure should not have an adverse effect on airport safety or visual amenity values.
 - (b) The proposed structure should not have an adverse effect on the visual or landscape amenity values of adjoining sites.
 - (c) When assessing the matter of coastal protection yards, the proposed structure should not have an adverse effect on the coastal environment, including visual or landscape amenity, water quality, vegetation or habitats.
 - (d) When assessing landscape design, the proposal should achieve a high standard of visual amenity values in those parts of the Auckland Airport zone where visitors and passengers are likely to be present, such as the entry and exit points to the airport.
 - (e) When assessing storage areas, the proposal should include methods of ensuring any parts of an activity visible from public places will be maintained in a tidy condition. The location of by-products or refuse should be screened from public view in order to maintain a reasonable level of visual amenity.
 - (f) When assessing parking where the supply of parking is insufficient to meet the parking development standard in the Gateway Sub-precinct and within 500m of the northern boundary of the Core Sub-precinct where it does not adjoin the Gateway Sub-precinct the proposal should include any measures, conditions or arrangements to ensure there is no more than minor adverse effects from parking overspill on adjacent activities and the safe and efficient operation of the adjoining and nearby transport network.
- (4) coastal marine area structures associated with airport activities which are not otherwise listed as a permitted activity (within Significant Ecological Area - Marine 1 and Outstanding Natural Features):

- (a) coastal marine area structures should be limited to those:
 - (i) that have a functional or operational need to be located in the coastal marine area, or that are for infrastructure that cannot reasonably or practicably be located outside the coastal marine area; and
 - (ii) that cannot reasonably or practicably be accommodated on existing structures or facilities.
 - (b) the following measures should be taken to avoid, remedy or mitigate adverse effects on coastal processes, ecological values, cultural values, water quality and natural character:
 - (i) construction methods and site works should avoid, remedy or mitigate adverse effects, particularly on water quality and sedimentation;
 - (ii) construction or works should be done at a time that avoids or minimises, adverse effects on marine mammals, bird roosting, nesting and feeding, and cultural and recreational users of the coastal marine area; and
 - (iii) the hours of operation of construction or works should minimise adverse effects of noise and disruption on existing activities, and on nearby residential, marae and open spaces.
 - (c) the work should be located and designed to avoid, remedy or mitigate adverse effects on the environment;
 - (d) the form, intensity and scale of works, structures and buildings should be sensitive to the marine environment and surrounding adjoining spaces;
 - (e) works and structures should ensure efficient use of the coastal marine area is made by using the minimum area necessary for their purpose; and
 - (f) the materials used should be compatible with the surrounding coastal environment, and where practicable be consistent with the natural materials at the site. This should take into account the physical characteristics of the materials used, including texture, colour, composition, grain size, level of contamination and potential for leaching.
- (5) Standard infringements in the Coastal Sub-precinct
- (a) adverse effects of the infringement on the coastal marine area or the identified values of the Significant Ecological Area or Outstanding Natural Features should be avoided, remedied or mitigated.
 - (b) adverse effects of the infringement arising from the disturbance of the foreshore and seabed should be avoided, remedied or mitigated.

- (c) adverse effects of the infringement on safe navigation or public access should be avoided, remedied or mitigated.
 - (d) the positive effects which arise from the infringement should be considered alongside any adverse effects.
- (6) New impervious areas not serviced by the stormwater network that do not meet permitted activity controls:
- (a) the extent to which the proposal prevents or minimises the adverse effects of the discharge, including cumulative effects, to the extent possible having regard to:
 - (i) the nature, volume and peak flow of the stormwater discharge;
 - (ii) the sensitivity of the receiving environment to stormwater contaminants and flows including any areas of identified degraded coastal water quality;
 - (iii) avoiding the creation or increase of flood risk to other properties external to the Auckland Airport Precinct;
 - (iv) practical limitations on the measures that may be used;
 - (v) maintaining water levels in underlying peat soils and ground stability (where relevant);
 - (vi) Mana Whenua values; and
 - (vii) the management of contaminants from any area where there is a likelihood or risk of high levels of contaminants being generated and discharged.
 - (b) options for discharge where there is no available stormwater network.
 - (c) consistency with any relevant network discharge consent or publicly available and current Auckland Council stormwater management plans/analysis.
 - (d) opportunities to reduce existing adverse effects and enhance receiving environments.
 - (e) the effects on marine sediment quality.
- (7) Buildings containing visitor accommodation located within the 1% AEP flood plain
- (a) Adequacy of methods to respond to the identified risks including the following:
 - (i) actions that can be taken to ensure the safety of people in the building during a flood event, including safe refuge areas and/or evacuation procedures; and

- (ii) the location of accommodation and the extent to which physical measures are proposed to manage risks to the occupants.

I402.9. Special information requirements

There are no special information requirements for this precinct.

I402.10. Precinct plans

I402.10.1 Auckland Airport : Precinct plan 1

