

Attachment B

HGI Plan – Part 13 Transport – Regulatory Framework (Helipads)

HGI Plan - Part 13 Transport – helipad provisions

13.2 Resource management issues

13.2.3 Airstrips and helipads

The council owns and operates two airstrips on Great Barrier. The Plan acknowledges that air travel to Great Barrier is of increasing importance and that Claris airfield in particular plays a significant role in moving people and goods and helps enable the people and communities of Great Barrier to provide for their social and economic wellbeing.

The Plan also recognises the importance of air transport on Waiheke Island serving domestic, commercial and tourism interest. The airfield located at Carsons Road, Waiheke Island is identified on the planning maps.

There are also smaller airstrips and helipads in the islands. Some of these airstrips and helipads provide access to remote locations, or are used in the landform land units for farming operations.

While most visitors and residents access the inner gulf islands through the ferry services, in recent years there has been an increasing demand for tourist and private access via air travel, often helicopter. These sites are often easily accessed by other modes of transport, however, air travel can offer even greater convenience and accessibility. This has led to a proliferation of helipads, particularly in the rural land units, and concerns about the impact on amenity values. Air travel has different effects to land based transport, particularly noise.

Principal issues

The significant resource management issues which need to be addressed in the Plan are:

1. How to provide for the effective and efficient operation of airfields used for passenger transport purposes so they can serve the wider community, both now and in the future.
2. How to provide for continued private air access to remote locations.
3. How to ensure that the adverse effects of air travel are mitigated or avoided, where necessary.
4. How to balance the increasing demand for private and commercial air travel to, from and around the gulf islands, whilst protecting amenity values.

13.3 Resource management objectives and policies

13.3.2 Objective - airstrips and helipads

To sustainably manage the use of the islands' airstrips and helipads and associated infrastructure, while protecting the character and amenity values of the islands.

Policies

1. By recognising and providing for the use and development of airstrips used for passenger and goods transport purposes and their associated infrastructure at appropriate locations.
2. By avoiding the location of activities sensitive to aircraft noise within the Claris and Okiwi airfield noise contours, unless the adverse effects can be adequately mitigated. At the airfield on Waiheke, adverse effects to the north of the airfield are managed by controlling the number of flight movements.
3. By recognising the need for helipads in remote locations, which may be difficult to access by other modes of transport.
4. By recognising that airstrips or helipads may be required for farming activities in the landform and rural land units.
5. By acknowledging that the gulf islands are a popular tourist destination and that air travel to, from and around the gulf islands is a recognised component of the tourist industry.
6. By not providing for helipads in locations that can adversely affect the amenity of surrounding residents.

13.4 Resource management strategy

13.4.3 Airstrips and helipads

The council has included within the Plan designations for the commercial airfields on Great Barrier. It may also investigate identifying appropriate sites for helipads on inner islands such as Rakino that do not have regular ferry services. This will provide for their ongoing

operational and future development requirements and ensure they are appropriately recognised and provided for in the Plan. 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. The Plan also acknowledges that helicopters and aeroplanes can be important for pastoral farming and horticultural activities and that air travel is a recognised component of the tourism industry.

13.5 Rules - notification requirements

Within this part of the Plan, except as provided for by section 95A(4) of the RMA, applications for a resource consent for restricted discretionary activities will be considered without public notification or the need to obtain written approval of or serve notice on affected persons (in accordance with section 95A(3) and 95B(2) of the RMA).

13.8 Rules - helipads and airstrips

13.8.1 Permitted activities

1. Helicopters or aircraft involved in emergency, police or rescue operations.
2. The existing Claris and Okiwi airstrips.
3. Landing areas in landforms 1 (coastal cliffs), 3 (alluvial flats), 5 (productive land), 6 (regenerating slopes) and 7 (forest and bush areas) where they are used for pastoral farming or horticultural purposes.
4. Any helicopter take-off or landing for the purposes of providing access to coastal fishing locations (excluding Waiheke Island) provided that:
 - a. the helicopter is at all times more than 1000m from any dwelling; and
 - b. there are no more than three inward and three outward movements in a seven day period.
5. Any helicopter take-off or landing for the purposes of providing access for the incidental maintenance of network utilities provided that there are no more than three inward and three outward movements in a seven day period.

13.8.2 Restricted Discretionary activities

Helipads and airstrips, (other than those permitted in rule 13.8.1) where:

1. There is no more than one helipad or airstrip per Site or for Pakatoa and Rotoroa Islands, there is no more than one helipad or airstrip per island;
2. The noise emissions from use of the airstrip comply with the following noise limits measured at or within the notional boundary of any noise sensitive activity (not on the same site):
 - a. Ldn 50dBA (3 day rolling average - where, as each new consecutive day is included in the calculated average, the last day of the period is deleted)
3. The noise emissions from use of the helipad comply with the following noise limits measured at or within the notional boundary of any noise sensitive activity (not on the same site):
 - a. Ldn 50dBA

Matters for discretion

When considering an application to establish a helipad or airstrip, the council has restricted its discretion to the following matters:

- Noise effects
- The visual effect of any earthworks or retaining structures required to establish a helipad or airstrip.

Note: other land use consents may be required under [part 10c](#).

Assessment Criteria

When considering the above matters of discretion, the council will have regard to the following assessment criteria:

1. The effects of noise received at or within the notional boundary of the noise sensitive activities;
2. The cumulative noise levels received at or within the notional boundary of any noise sensitive activity generated by use of the proposed helipad or airstrip along with any other consented or permitted landing area;
3. The adverse visual or amenity effects resulting from the type and size of the facility to be provided.
4. Whether the noise generated by use of the proposed helipad or airstrip can be adequately mitigated so as not to give rise to adverse noise and amenity effects, including appropriate controls over:
 - the type of helicopter(s)
 - the flight procedure, (flight track / path, ground idling, hovering)
 - the hours of operation and frequency of movements
 - the location of helipad or airstrip.
5. Proposed consent conditions which provide for recording, monitoring, reporting and review.

All helicopter noise shall be measured and assessed in accordance with NZS 6807:1994 Noise Management and Land Use Planning for Helicopter Landing Areas.

For the purpose of [rule 13.8](#), the definition of notional boundary in [part 14](#) is extended to include any building used for a noise sensitive activity and is not limited to dwellings.

Notification requirements

For notification requirements, refer [clause 13.5](#).

13.8.3 Discretionary activities

Any helipad or airstrip that does not comply with rules [13.8.1](#) or [13.8.2](#).

13.8.4 Assessment criteria for discretionary activities

The council's assessment of an application for a airstrip as a discretionary activity will include consideration of the matters set out in [13.8.2](#) and the following matters:

1. The extent to which the airnoise boundary meets or exceeds the recommended noise control criteria of table 1 of NZS 6805:1992 Airport Noise Management and Land Use Planning.
2. The tourism benefits that may accrue from the airstrip.

The council's assessment of an application for a helipad as a discretionary activity will include consideration of the matters set out in [13.8.2](#) and the following matters:

1. The extent to which the helinoise boundary meets or exceeds the limits of acceptability of Rule 13.8.2(3).
2. The tourism benefits that may accrue from the helipad.

Note: The council intends to investigate identifying a specific helipad site on Rakino. A time limit should therefore be considered for any resource consent that may be granted for a helipad on Rakino where this occurs prior to the council identifying a specific site. _