

UNDER THE Resource Management Act 1991 ("**RMA**") and the
Local Government (Auckland Transitional
Provisions) Act 2010 ("**LGATPA**")

IN THE MATTER of an appeal under section 156(1) of the LGATPA

AND

IN THE MATTER of section 274 of the RMA

AND

IN THE MATTER of hearing Topic 017 - RPS Changes to the RUB
(South) ("**Topic 017**") and Topics 080 and 081 -
Rezoning and Precincts ("**Topics 080 and 081**")
of the Proposed Auckland Unitary Plan

BETWEEN **JOHN SELF, ADRIANA SELF AND ROGER
CLARK** as trustees of **SELF FAMILY TRUST**

Appellants

AND **AUCKLAND COUNCIL**

Respondent

**NOTICE OF AUCKLAND INTERNATIONAL AIRPORT LIMITED'S WISH TO BE
PARTY TO PROCEEDINGS**

7 OCTOBER 2016

RUSSELL McVEAGH

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To: the Registrar of the Environment Court at Auckland

And to: the Appellants

And to: Auckland Council

AUCKLAND INTERNATIONAL AIRPORT LIMITED ("Auckland Airport") wishes to be a party to an appeal by John Self, Adriana Self and Roger Clark as trustees of Self Family Trust ("**Appellants**") against part of a decision by Auckland Council ("**Council**") to reject a recommendation by the Independent Hearings Panel ("**Panel**") in relation to the Proposed Auckland Unitary Plan ("**Unitary Plan**").

Nature of interest

1. Auckland Airport is the owner and operator of New Zealand's largest and busiest airport and the third largest airport for international passengers in Australasia. Auckland Airport is an integral part of the New Zealand and international air transport system and is a strategic infrastructure asset of regional and national importance.
2. Auckland Airport made a further submission on the Unitary Plan in relation to the zoning of sites near the Airport's land. Auckland Airport also presented evidence at the hearings for both Topic 017 and Topic 081 in relation to the most appropriate provisions for the Puhinui Precinct, including the Airport's land.
3. Auckland Airport is not a trade competitor for the purposes of section 308C of the RMA.

Extent of interest and reasons

4. Auckland Airport is interested in the proceedings insofar as they relate to sites within the Moderate Aircraft Noise Area ("**MANA**") of the Unitary Plan. Auckland Airport opposes the Appellants' appeal for the following reasons:
 - (a) Auckland Airport is opposed to the establishment of new activities sensitive to aircraft noise within the MANA or the High Aircraft Noise Area ("**HANA**"), or the residential zoning of land within the MANA or HANA.
 - (b) Some of the land that is the subject of this appeal, and which is proposed by the Appellants to be rezoned to the Single House residential zone, is within the MANA.
 - (c) The Aircraft Noise Overlay includes a policy stating that:¹

In relation to Auckland International Airport, avoid establishing new residential areas (except within the area included within I412 Flat Bush Precinct) or other areas that would contain activities sensitive to aircraft noise by rezoning land within the area between the 60dB L_{dn} and 65dB L_{dn} noise contours.
 - (d) In keeping with the policies of the Aircraft Noise Overlay, insofar as the appeal relates to sites that are within the 60dB L_{dn} noise

¹ Proposed Auckland Unitary Plan - Decisions Version, D24.3 Policy 4.

contour (ie the MANA), the establishment of new residential areas is to be avoided.

Relief sought

5. Auckland Airport opposes the relief sought by the Appellants insofar as it relates to land within the MANA and in particular, seeks that:
- (a) the zoning of sites that are the subject of this appeal, insofar as it relates to sites within the MANA, is retained as set out in the Council's Decisions Version of the Unitary Plan; and
 - (b) any consequential relief which may be required as a result of allowing all or any aspects of the appeal.

AUCKLAND INTERNATIONAL AIRPORT LIMITED by its solicitors and authorised agents Russell McVeagh:



Signature:

A A Arthur-Young / L J Eaton

Date:

7 October 2016

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Advice

1. If you have any questions about this notice, contact the Environment Court in Auckland, Wellington, or Christchurch.