



12.8.15

SPECIAL 15 (KAIPARA FLATS AIRFIELD) ZONE

12.8.15.1

Zone Issues, Objectives, Policies and Description

12.8.15.1.1

Issues

Refer to section 12.2.

12.8.15.1.2

Objectives

Objective

12.8.15.1.2.1

To enable aircraft operations and maintenance and repair to occur.

Objective

12.8.15.1.2.2

To protect the residents of habitable buildings in surrounding rural and residential areas from the effects of noise and other adverse effects generated by activities from the Airfield.

Objective

12.8.15.1.2.3

To provide opportunities for limited residential use of land for aeronautical enthusiasts to reside at the Kaipara Flats Airfield by making limited provision for residential accommodation with associated hangar facilities for small aircraft within the airfield site.

Objectives from other chapters

Readers should note that Objectives from the following chapters are also relevant:

Chapter 5 - Natural Hazards

Chapter 7 - Rural

Chapter 17 - Cultural Heritage

Chapter 19 - Utilities

Chapter 20 - Hazardous Substances and Contaminated Sites

Chapter 21 - Transportation and Access

Chapter 22 - Financial Contributions and Works

Chapter 23 - Subdivision and Servicing

12.8.15.1.3

Policies

Policy

12.8.15.1.3.1

Activities will be limited to those associated with aviation; including aircraft operation and associated maintenance and repair, and the establishment of an 8 lot Aeropark, with 1 common lot adjoining the airfield runway, and a balance lot for the remaining Airfield land.

(This policy seeks to achieve Objective 12.8.15.1.2.1)

Policy

12.8.15.1.3.2

Activities within the Zone will not generate adverse effects on the amenities of adjoining sites, or to the wider environment, including discharges of wastewater and stormwater.

(This policy seeks to achieve Objective 12.8.15.1.2.2)





Policy
12.8.15.1.3.3

Aircraft movements and aircraft related activities will be controlled and managed so that they occur at times and levels which do not generate adverse effects on inhabitants in the surrounding area.

(This policy seeks to achieve Objective 12.8.15.1.2.2)

Policy
12.8.15.1.3.4

Policies from the following chapters are also relevant:

- Chapter 5 - Natural Hazards
- Chapter 7 - Rural
- Chapter 17 - Cultural Heritage
- Chapter 19 - Utilities
- Chapter 20 - Hazardous Substances and Contaminated Sites
- Chapter 21 - Transportation and Access
- Chapter 22 - Financial Contributions and Works
- Chapter 23 - Subdivision and Servicing

Explanation and Reasons

This explanation and reasons relates to Policies 12.8.15.1.3.1, 12.8.15.1.3.2 and 12.8.15.3.3.

These policies are intended to ensure the airfield is able to operate and the activities do not generate adverse effects on the environment.

12.8.15.1.4

Description

The Zone provides for and protects aircraft operations from the airfield as well as enabling subdivision and development of an eight lot residential Aeropark adjacent to the Airfield. The Zone also provides for aircraft maintenance and repair. The airfield's rural context assists in enabling the adverse effects of such activities to be mitigated.

Rule 12.8.15.2

Activity Rules

Rule 12.8.15.2.1

Activities in the Special 15 (Kaipara Flats Airfield) Zone shall comply with the following:

- (a) All Permitted Activities in the Activity Table in Rule 12.8.15.2.2 shall comply with Rule 12.8.15.3 Development Controls and Performance Standards, and any other relevant Rules in the Plan.
- (b) Restricted Discretionary Activities in the Activity Table in Rule 12.8.15.2.2 will be subject to the matters for discretion and assessed against the criteria set out in Rules 12.8.15.4 (subdivision), 12.8.15.6.2 (erection of dwellings and hangars) and 12.8.15.6.3 (other restricted discretionary activities).
- (c) All Discretionary Activities in the Activity Table in Rule 12.8.15.2.2 will be assessed against the criteria set out in 12.8.15.7 Discretionary Activities: Assessment Criteria, any other relevant Discretionary Activity Assessment Criteria in any other chapter of this Plan, and the relevant matters in section 104 of the Act.





Rule 12.8.15.2.2
Activity Table

Activity Table

In the following table:

P = Permitted Activity

RD = Restricted Discretionary Activity

D = Discretionary Activity

NC = Non-complying Activity

PRO = Prohibited Activity

Note: Words in Capitals are defined in *Chapter 3 - Definitions*

ACTIVITY	ACTIVITY STATUS
Any activity not listed in this Activity Table.	NC
Any Permitted Activity in this Table that does not comply with the Development Controls and Performance Standards in Rule 12.8.15.3.	D
The ERECTION, addition to or alteration of BUILDINGS and ACCESSORY BUILDINGS for Permitted Activities.	P
The DEMOLITION or removal of BUILDINGS, except those protected by a Rule in this Plan.	P
Aircraft movements and facilities for aircraft arrivals and departures, including control towers, waiting rooms.	P
Booking facilities and restaurants for passengers, residents of the Aeropark, aero club members, and staff.	RD
Clubrooms and recreational facilities for Aero Clubs operating from the Kaipara Flats Airfield.	P
Dwellings and Hangars on each of the 8 lots provided for under the Subdivision Rule (Rule 12.8.15.4) and complying with the Controls (Rule 12.8.15.3) and Conditions of Subdivision Consent.	RD





Housing, maintenance, repair and restoration of AIRCRAFT.	P
OFFICES, plant and storage for businesses directly involved in aviation.	RD
Commercial Aviation Activities	D
Storage and sale of AIRCRAFT fuel and lubricants for AIRCRAFT using the site.	P
Subdivision for an 8 lot Aeropark in accordance with Rule 12.8.15.4.	RD
Subdivision for an 8 lot Aeropark not complying with part or all of Rule 12.8.15.4.	D
Subdivision for the creation or more than 8 sites for Aeropark Residential use or development.	PRO
District Wide Activities	<i>See Chapter 16 - General Rules</i>
EARTHWORKS and Vegetation and WETLAND MODIFICATION Activities	<i>See Rule 7.9.4 - Chapter 7 - Rural</i> <i>as if the land were zoned General Rural</i>
Transport Activities	<i>See Chapter 21 - Transportation</i>
Use and Storage of HAZARDOUS SUBSTANCES	<i>See Chapter 20 - Hazardous Substances and Contaminated Sites</i>
UTILITIES	<i>See Chapter 19 - Utilities</i>

Rule 12.8.15.3

**Rule 12.8.15.3.1
Maximum Height**

Development Controls and Performance Standards

Maximum Height

No part of any building shall exceed a height equal to 8m, provided that any building or tree shall not exceed the height limits specified on Planning Maps 13 and 14 and Appendix 1, Sheet 2 to the Planning Maps.





Rule 12.8.15.3.2
Height in Relation to Boundary

Height in Relation to Boundary

No part of any building shall exceed a height equal to 3 metres plus the shortest horizontal distance between that part of the building and any site boundary.

Rule 12.8.15.3.3
Yards

Yards

The following minimum yards shall apply.

All yards : 10 metres

Rule 12.8.15.3.4
Use of Yards

Use of Yards

Yards are to be unoccupied and unobstructed by any buildings, parts of buildings, decks, terraces or steps, **except** that eaves may overhang any yard by not more than 0.3 of a metre.

Rule 12.8.15.3.5
Coverage

Coverage

The maximum coverage for all buildings (including dwellings and aircraft hangars) shall be 40% of the site area up to a maximum of 1,000m², whichever is the lesser.

Explanation and Reasons

This explanation and reasons relate to Rules 12.8.15.3.1 to 12.8.15.3.5.

The height limit is to ensure that buildings do not prevent the airfield from operating at its capacity. The height in relation to boundary and coverage controls are an attempt to reduce overbearing of buildings on neighbouring sites and to ensure admission of sunlight and daylight to neighbouring sites.

Yards help to maintain the amenity value of adjoining sites by providing a degree of separation between buildings and neighbouring sites. The 10 metre yard recognises the need to provide a reasonable degree of separation for the surrounding sites, while enabling efficient use of the land resource.

Rule 12.8.15.3.6
Vehicle Parking, Loading and Access

Vehicle Parking, Loading and Access

Refer to Chapter 21.

Newton Road and the bridge over the Kourawhero Stream shall be upgraded prior to the issue of individual Certificates of Title for residential lots to enable flood-free and continuous access to the proposed Aeropark lots, as well as to the existing residential and Aeropark activities gaining access from Newton Road (refer Rule 12.8.15.4.7 below).





Rule 12.8.15.3.7
Noise

Explanation and Reasons

The purpose of this rule is to ensure that all sites within the Aeropark are provided with adequate flood-free access as the site is prone to regular flooding.

Noise

The Kaipara Flats Airfield shall be operated so that the noise from aircraft operations does not exceed a Day Night Sound Level (L_{dn}) of:

- L_{dn} 65dBA outside the Air – Noise Boundary, and
- L_{dn} 55 dBA outside the Outer Control Boundary

as shown in Appendix 2 Sheet 2 of the Planning Maps and Maps 13 and 14.

For the purpose of this rule, aircraft noise should be assessed in accordance with NZS6805:1995, except that noise levels shall be calculated using the FAA Integrated Noise Model (INM), modified for local conditions if necessary, and records of actual aircraft operations.

The noise level shall be calculated as a 90 day rolling average.

Explanation and Reasons:

The Rule ensures that noise generated on the airfield is kept to a level acceptable in the rural environment, and protects the amenity values of the sites surrounding the airfield. Rule 7.9.5.1 (Chapter 7 – Rural) had prohibited any household unit from being erected within the 65dBA contour. As it is possible that part of a dwelling within the Aeropark subdivision may fall inside this 65dBA Noise Contour, the Aeropark Lots are excluded from this prohibited status.

Rule 12.8.15.3.8
Hours of Operation

In accordance with the standing order inserted into the New Zealand Aeronautical Information Publication – Visual Flight Guide, dated September 2000, flight operators using the Kaipara Flats Airfield shall not take off from the Airfield from 10.30 p.m. local time until Morning Civil Twilight Time, except in the case of emergency or compelling circumstances.

Morning Civil Twilight Time can be defined as the beginning of morning civil twilight, which is when the centre of the rising sun's disc is 6 degrees below the horizon.

Explanation and Reasons:

This rule provides certainty to surrounding residents about the times of day and night when a level of noise can be expected from the airfield and restricts the airfield's activities to time which reflect the airfield's scale of operations.

Rule 12.8.15.3.9
Minimum Floor Levels and Ground Levels

Minimum Floor Levels and Ground Levels

The floor levels of habitable buildings shall be typically not less than RL 29.9m through the centre of the site opposite Newton Road, based on a 900mm freeboard above the 100 year flood event and adjusted where required by the flood hydraulic grade line through the site.





12.8.15.3.10
Rules in Other Chapters of the Plan

The floor levels of non-habitable buildings shall be not less than RL 29.5m through the centre of the site opposite Newton Road, based on a 500mm freeboard above the 100 year flood event and adjusted where required by the flood hydraulic grade line through the site.

The floor levels of outdoor amenity areas shall be typically not less than RL 29.3m through the centre of the site opposite Newton Road, based on a 300mm freeboard above the 100 year flood event and adjusted where required by the flood hydraulic grade line through the site.

Explanation and Reasons:

As the site is located within a flood plain it is necessary to ensure that each site has adequate freeboard for a dwelling, hangar and outdoor amenity areas.

Rules in Other Chapters of the Plan

Relevant rules in other chapters of the Plan shall also be complied with.

Chapter 16 - General Rules, except that in Rule 16.9 Noise, Rule 16.9.3 shall apply as if the Special 15 Zone was an Industrial Zone.

Chapter 17 - Cultural Heritage

Chapter 19 - Utilities

Chapter 20 - Hazardous Substances and Contaminated Sites

Chapter 21 - Transportation and Access

Chapter 22 - Financial Contributions and Works

Chapter 23 - Subdivision and Servicing

Rule 12.8.15.4

Subdivision

The subdivision of land in this Zone in accordance with Rule 12.8.15.2.2 is a Restricted Discretionary Activity.

Rule 12.8.15.4.1

Minimum Site Size

- (a) The minimum average site size shall be 3,000m².
- (b) The maximum site size shall be 5,500m².
- (c) A common access lot shall be between 1.4 – 1.5ha in area.
- (d) A balance lot for the remainder of the airfield.

Rule 12.8.15.4.2

Design of Subdivision

- (a) The design of subdivision shall be in general accordance with the Concept Plan for the Aeropark included in Appendix 12V, except for the additional design control under 12.8.15.4.2 (b) below.
- (b) The Developed Area of the proposed eight Aeropark lots shall be no wider than 44 metres, as described in the Ashby Consulting Engineering Ltd Report No. 5315, September 2007, and as illustrated on Kaipara Flats Airfield Subdivision Concept Plan In Appendix 12V.





- (c) At the time of subdivision it shall be determined that upstream flooding will not be increased beyond that existing.

Note: "Developed Area" means the raised area of the proposed subdivision to RL 29.3, being 300mm above the predicted flood level and is specified in the Ashby Consulting Engineering Report and updated by the Riley Consultants Peer Review of Flood Level Assessment dated 27 February 2009 so as to not unduly restrict the flood plain and increase upstream flooding.

Rule 12.8.15.4.3

Number of Sites

- (a) The maximum number of Aeropark residential sites shall be 8. The creation of more than 8 Aeropark residential sites is a Prohibited Activity.
- (b) Only one common access may be created.
- (c) One balance lot for the airfield may be created.

Rule 12.8.15.4.4

Reverse Sensitivity

Each title for the Aeropark residential lots shall have a consent notice attached under Section 221 of the Resource Management Act 1991 prohibiting the occupiers of dwellings on these lots from complaining about noise effects resulting from aircraft operations of the airfield or other Aeropark lots, and also from noise effects resulting from agricultural activities occurring as permitted activities on surrounding rural land.

Rule 12.8.15.4.5

Natural Hazards - Flooding

Each title for the Aeropark residential lots shall have a consent notice attached under Section 221 of the Resource Management Act 1991 advising that the site, its access from Kaipara Flats Road and along several sections of Kaipara Flats Road, are subject to periodic flooding. The consent notice shall also confirm that each dwelling has a finished floor level 900mm above the 100 year flood event. In addition, the consent notice shall advise that, because of the flooding risk, the provisions of sections 71 to 74 of the Building Act 2004 may need to be considered at the time any building consents are applied for.

Rule 12.8.15.4.6

Building Design

Each title for the residential lots shall have a consent notice in accordance with Section 221 of the Resource Management Act 1991 requiring the owners of these Lots to comply with the building design rules approved as part of the subdivision consent.

Rule 12.8.15.4.7

Newton Road Upgrade

Prior to the issue of a Certificate under Section 224(c) of the Resource Management Act 1991 for any of the proposed Aeropark residential lots, Newton Road and the bridge over the Kourawhero Stream shall be upgraded in accordance with the recommendations in Sections 5.3 and 5.4 of the Ashby Consulting Engineering Ltd Report (Job Number 5315, dated September 2007) and as updated by the Riley Consultants Peer Review of Flood Level Assessment dated 29 February 2009, and Council standards in consultation with the Council's Roading Manager.





Rule 12.8.15.4.8

The money contribution to the cost of this upgrading payable by the grantee(s) of the subdivision shall be determined in accordance with the relevant rules under the transitional provisions of the Resource Management Act. The Newton Road upgrade shall be designed in such a manner that it will not increase upstream flooding beyond levels that already occur or allow debris to back up during a flood event.

Agreement to Use Airfield

At each stage of subdivision listed in Rule 12.8.15.2.2 above, the applicant shall provide documentary evidence, in the form of a legal agreement between the applicant (and subsequent owners) and the owner of the airfield, to the effect that the lots on the plan of subdivision are guaranteed access to the Kaipara Flats Airfield, for as long as the airfield remains in use. Any such agreement shall be noted on a certificate of title for any new site created. No subdivision shall occur until this requirement is met.

Rule 12.8.15.4.9

Riparian Planting

- (a) A minimum of 10 metres width along the adjoining side boundaries of the Kourawhero Stream (except in areas occupied by buildings or Airfield infrastructure) is to be managed and planted as a riparian margin utilising predominantly native carex and sedge species. Any proposal for more than a minor variation of this standard shall be accompanied by a riparian margin analysis of the site undertaken by an appropriately qualified person in accordance with the Auckland Regional Council "Riparian Zone Management Strategy and Guideline". In that case the appropriate standard shall be determined by assessment and shall be the subject of a condition of consent.
- (b) Riparian planting is to be designed to ensure that any impedance of flows during flood events is minimised. Native tree species such as kahikatea, cabbage trees and pukatea may be used in the outer edges of the margin. Willows are to be removed.
- (c) The native vegetation shall be for the purpose of riparian margin protection and shall not be clear felled or removed. 10% of the required native planting may be substituted with exotic specimens. Planting of native and exotic species shall be in accordance with the planting standard set out in Rule 7.14.2.3 (a) (i), (ii), (v) and (vi).
- (d) A covenant providing for the permanent protection of the native vegetation in the planted area shall be entered into and registered on the title.
- (e) The planted area shall be kept free of stock. This requirement can be met either by providing a stock proof fence or by a covenant registered on the title requiring that no stock be kept within the Kaipara Flats Airfield Special Area.
- (f) A riparian margins planting plan and assessment prepared by a person qualified and experienced in vegetation restoration, using Rule 7.14.2.3.1(b) as a guide, shall be submitted with applications for subdivision consent. If exotic species are to be included in the planting plan, the assessment must confirm that they will not compromise the long term sustainability of the native planting.



Rule` 12.8.15.5

Controlled Activities: Matters for Control and Assessment Criteria

There are no Controlled Activities in this Zone

Rule` 12.8.15.6

Restricted Discretionary Activities: Matters for Discretion and Assessment Criteria

12.8.15.6.1

Subdivision: Matters for Discretion and Assessment Criteria

In accordance with section 76(3A) of the Act, the Council will restrict its discretion to the matters listed below when considering subdivision consent application for the 8 lot Aeropark.

12.8.15.6.1.1

Matters for Discretion

The Council will restrict its discretion to the following matters:

- (a) The extent to which the proposed subdivision is in general accordance with the Subdivision Concept Plan included in Appendix 12V.
- (b) Dwelling and hangar design, location and appearance.
- (c) Management and maintenance of the Common Access Lot and Right of Way.
- (d) Site access for cars and aeroplanes.
- (e) Earthworks and land modification.
- (f) Mitigating vegetation planting.
- (g) Natural hazard avoidance/mitigation.
- (h) Effects on the surrounding landscape and character.
- (i) Financial contributions and contributions for works or services.
- (j) Utility provision including the provision of adequate and accessible water supply for fire fighting purposes.
- (k) Suitability for building and building area location and size of site.
- (l) Effects on the ecology of the Kourawhero Stream.

12.8.15.6.1.2

Assessment Criteria: Subdivision

When considering any application for subdivision under Rule 12.8.15.4 the Council will have regard to the following criteria:

- (a) Whether the subdivision can occur without creating adverse effects, including cumulative effects, on the rural character anticipated within the Special 15 (Kaipara Flats Airfield) Zone and its surrounding rural areas.
- (b) Whether the site size, shape, contour and access is suitable for the intended use of the Aeropark site, and is in general accordance with the Aeropark Subdivision Concept Plan included in Appendix 12V.





- (c) Whether the Common Access Lot is owned in common undivided equal shares, and there are legal mechanisms in place to ensure appropriate maintenance and management of the Lot. Such legal mechanisms should include the avoidance of adverse effects from use of the Common Access Lot on each of the residential lots.
- (d) Whether appropriate legal mechanisms are placed against each residential lot to ensure appropriate management of the right of way easement over the Airfield Lot.
- (e) Whether all weather, flood-free access is provided to the sites, including the necessary upgrading of Newton Road and the bridge over the Kourawhero Stream in a manner that will not exacerbate upstream flooding.
- (f) Whether the subdivision will initiate or exacerbate natural hazards (and offsite flooding in particular), through earthworks or access provision, or result in building areas being subject to natural hazards.
- (g) Whether a comprehensive landscape plan is provided demonstrating planting that will enhance natural features of the site and surrounding area and will assist to integrate future buildings into the surrounding landscape, and screen views from Kaipara Flats Road and surrounding residential properties.
- (h) Whether the treatment of the accessways on the common lot and for each Aeropark site have been designed and can be constructed such that their surface has a low reflectivity.
- (i) Whether there are sufficient financial contributions provided to offset adverse effects generated by the subdivision.
- (j) Whether adequate utilities are provided for the subdivision, including the provision of adequate and accessible water supply for fire fighting purposes.
- (k) Whether the overland flows achieve hydrological neutrality (i.e. retain flows at pre-development levels).
- (l) Whether appropriate riparian planting (existing and proposed) along the margins of the Kourawhero Stream within the subject site to enhance the visual amenity on the site and to improve the ecological function of the stream, without worsening any existing flooding hazard has been provided.

12.8.15.6.2

Assessment Criteria: Erection of Dwellings and Hangars on each Aeropark Residential Site

The erection of dwellings and hangars on each Aeropark Residential site in accordance with Rule 12.8.15.2.2 is a Restricted Discretionary Activity. Any application in accordance with this rule is to be assessed on a non-notified basis.

12.8.15.6.2.1

Matters for Discretion

The Council will limit its discretion to the following matters:

When considering any application for dwellings or hangars under 12.8.15.6.2 the Council will have regard to the following criteria:



- (a) The proposed building location and orientation within each lot;
- (b) The proposed building bulk and form, including its external colour and finish,
- (c) The proposed landscape treatment, boundary fencing;

12.8.15.6.2.2

Assessment Criteria

When considering any application for land use under 12.8.15.6.2 the Council will have regard to the following criteria:

- (a) Whether the dwelling or hangar has been designed in accordance with the Housing and Hangar Site Specific Guidelines as set out in Appendix 12W;
- (b) Whether the scale and form of dwellings and hangars including their colour and materials are sympathetic with the rural character in the area;
- (c) Whether the design, form and cladding of the dwelling or hangar is compatible with other dwellings and hangars already developed or approved for other Aeropark residential sites;
- (d) Whether the proposed height and location of the dwelling or hangar will adversely affect the visual character or privacy of adjoining Aeropark residential sites including admission of sunlight, visual and aural privacy, and over-dominance of buildings; and
- (e) Whether a landscape plan has been prepared that will provide adequate screening and/or vegetative context for the building or development.

12.8.15.6.3

Other Restricted Discretionary Activities: Matters for Discretion and Assessment Criteria

In accordance with section 76(3A) of the Act, the Council will restrict its discretion to the matters listed below when considering applications for these activities.

12.8.15.6.3.1

Matters for Discretion

The Council will restrict its discretion to the following matters:

- (a) The extent to which the proposed activity complements the amenity values associated with the Aeropark Subdivision Concept Plan included in Appendix 12V, and the surrounding rural neighbourhood.
- (b) Building design, location and appearance.
- (c) Open space.
- (d) Traffic and safety.
- (e) Site access for cars and aeroplanes.
- (f) Earthworks and land modification.
- (g) Mitigating vegetation planting.





12.8.15.6.3.2

- (h) Natural hazard avoidance/mitigation.
- (i) Effects on the surrounding landscape and character.
- (j) Financial contributions and contributions for works or services.
- (k) Utility provision including the provision of adequate and accessible water supply for fire fighting purposes.
- (l) Suitability for building and building area location and size of site.

Assessment Criteria:

When considering any application for land use under 12.8.15.6.3 the Council will have regard to the following criteria:

- (a) Whether the activity can occur without creating adverse effects, including cumulative effects, on the rural character anticipated within the Special 15 (Kaipara Flats Airfield) Zone and its surrounding rural areas.
- (b) Whether the activity's building size, shape, and access is suitable for the intended use of the Kaipara Flats Airfield, including the Aeropark subdivision and use as detailed in the Aeropark Concept Plan included in Appendix 12V.
- (c) The impact of the proposed activity's building size, shape and access on rural character and amenity.
- (d) Whether the proposed activity avoids adverse effects on Aeropark residential sites, or dwellings of the surrounding rural neighbourhood, including effects from noise and lighting.
- (e) Whether the activity generates additional traffic with significant adverse effects on the site and for the surrounding area and road network, including effects on aircraft movements.
- (f) Whether the activity will initiate or exacerbate natural hazards, through earthworks or access provision, or would result in building areas being subject to natural hazards.
- (g) Whether the activity includes a landscape plan and building design and appearance guidelines which would avoid, remedy or mitigate adverse visual effects on the surrounding landscape.
- (h) Whether there are sufficient financial contributions provided to offset adverse effects generated by the activity.
- (i) Whether adequate utilities are provided for the activity including the provision of adequate and accessible water supply for fire fighting purposes.
- (j) Whether the overland flows achieve hydrological neutrality (i.e. retain flows at pre-development levels).





12.8.15.7

Discretionary Activities: Assessment Criteria

Without limiting the exercise of its discretion, for all Discretionary Activity resource consent applications in the Special 15 Zone, the Council will have regard to the following Assessment Criteria and any relevant Discretionary Activity Assessment Criteria in any other chapter of this Plan, and the relevant matters set out in section 104 of the Act:

Refer to the relevant Assessment Criteria in section 12.8.15.6.1, except that for a Discretionary subdivision application, refer to the Assessment Criteria under Rule 12.8.15.6.1.2.

12.8.15.7.1

Assessment Criteria - Discretionary Activities Not Meeting Development Controls.

Without limiting the exercise of its discretion for any Discretionary Activity resource consent application the Council will have regard to the following Assessment Criteria, and the relevant matters set out in section 104 of the Act:

12.8.15.7.2

Assessment Criteria

- (a) Whether the activity is consistent with the character or values of the Special 15 (Kaipara Flats Airfield) Zone, and whether the activity would comprise that character or those values.
- (b) Whether the activity will have an adverse effect on the amenity values of land in the adjoining General Rural Zone.
- (c) Whether the site is screened in such a way that the amenity values of land in the adjoining General Rural Zone are not unreasonably diminished.
- (d) Whether the activity would have adverse effects on the safety and convenience of other persons.
- (e) Whether the traffic generated will adversely affect the safe and efficient operation of the adjacent road network or right of way and common access lot.
- (f) Whether the activity will have an adverse effect on water quality.
- (h) Whether the activity will have an adverse effect on significant areas of vegetation or ecosystems.
- (i) Whether, in case of household units, sufficient private open space is included to provide an acceptable level of amenity to the residential household.

