MT HOBSON GROUP
Town Planning & Resource Consent Solutions

**1 April 2022**

Auckland Council
**ATTN: Jackson Morgan**
Via jackson.morgan@aucklandcouncil.govt.nz

Dear Jackson,

| | |
|---|---|
| Application number: | LUC60389929 |
| Applicant: | Alexander Williams |
| Address: | 38 Rawene Avenue, Westmere |
| Proposed activity: | Helicopter take-off and landing |

Further to your s92 letter of 9th December regarding this application, please find attached:

- Table with the responses to the various queries.
- An Ecological Assessment prepared by Treffery Barnett of Bioresearches.
- Letter from Hegley Acoustic Consultants addressing acoustic and operational matters.
- A letter from John Fogden of Total Aviation Quality, a specialist aviation consultancy, addressing matters relating to aviation safety and compliance.
- A letter from Gemma Parton of Heletranz addressing sustainability, aviation safety and compliance.
- A site plan prepared by Ponting Fitzgerald which locates the helipad landing area with measurements to the proposed dwelling.

It is noted that the letter from Heletranz confirms that the applicant offsets all carbon emissions of the flights via Heletranz's CarbonZero initiative.

We also confirm that the written approval of the owner of 9 Kotare Avenue and 29 Rawene Avenue have been provided and the relevant forms are attached.

Please contact me to discuss further once you and the Council specialists have reviewed the information.

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Yours sincerely,

Mark Benjamin MNZPI
Principal Planner

CC – Anna Mowbray and Alexander Williams (via email)

Attachments:
1. S92 Response Table
2. Ecological Assessment from Bioresearches
3. Hegley Acoustics s92 Response Letter
4. John Fogden (Total Aviation Quality) Letter
5. Gemma Parton (Heletranz) Letter
6. Site Plan prepared by Ponting Fitzgerald Architects
7. Written Approval – 9 Kotare Avenue, Westmere
8. Written Approval – 29 Rawene Avenue, Westmere

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# ATTACHMENT 1 – S92 RESPONSE TABLE

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**LUC60389929 38 Rawene Avenue, Westmere - Further Information Response 1 April 2022**

| | Request | Response/comments |
|---|---|---|
| | **Ecology** | |
| 1. | Please provide an ecological assessment prepared by a suitably qualified professional that identifies potential and actual effects on the ecological values of the area resulting from helicopter movements to and from the site.<br><br>Of note is the rock shelf on the point north of the proposed helipad location, which is a known significant local roost for both variable and pied oyster catchers; however, all relevant ecological impacts should be identified and assessed. | Please find attached an ecological assessment prepared by Treffery Barnett of Bioresearches.<br><br>The assessment confirms that the only ecological effect of note from the activity is likely to be on the use of the headland area at the base of the cliff by birds. In this regard the report notes:<br><br>*The ecological effect of the helicopter arrivals and departures from 38 Rawene Ave on the roost at the base of the cliff is assessed as high, but spasmodic i.e. only when the flights coincide with high tide and when the roost is being utilised i.e. not after other disturbance, not during a spring tide and not when there are moderate to strong winds from the west and north. This level of effect is moderated by the current level of disturbance through existing water based recreational uses of the area, which primarily occur at high tide, public access of the coastline outside high tide and activities from the property from children and animals who regularly use the point. Disturbance effects are moderated further by the availability of alternative roosting areas in close vicinity.* |
| | **Acoustic** | |
| *From planner:* | | |
| 2. | Please confirm why the building approved under BUN60373967 has not been included in the noise modelling | The attached letter from Hegley Acoustic Consultants contains updated assessment to include the building approved under BUN60373967. |

| | Request | Response/comments |
|---|---|---|
| | as screening, as this is considered to form part of the receiving environment. | It is noted that the original assessment was a more conservative approach as it did not take the screening into account. The updated version demonstrates the shielding effects of the existing and under construction buildings around the proposed landing area. |
| 3. | Please confirm how long it would generally take for the helicopter to travel between the ground and the 500ft mark, and vice versa. | As set out in the Hegley letter, Heletranz have confirmed that the time for an aircraft to descend from 500 feet to landing would be in the order of 1 minute and that the departure from take-off to a height of 500 feet would be approximately 20 seconds. |
| 4. | Please provide noise modelling (both $L_{Amax}$ and $L_{dn}$) for scenarios where flights are required to be made outside the proposed flight sector for safety reasons. | Heletranz have confirmed that there is no intention to operate outside the proposed flight quadrant.<br><br>As noted in the Hegley letter, in the event that weather conditions (e.g. high winds) are not considered suitable to use the proposed quadrant, then the aircraft would simply utilise an alternative heliport or the flight would simply not occur.<br><br>This aspect is also noted in the attached letter from aviation specialist John Fogden, who addresses the aviation safety and compliance matters and notes the various hazard identification and assessment processes required.<br><br>Mr Fogden has also confirmed that the engine utilised in the proposed aircraft type has an extremely low failure rate, noting that from a risk management perspective, statistically then, the exposure to someone beneath the approach/departure path for the period given (19 secs. for a departure to 500ft. and 45 secs. for an approach from 500ft) is infinitesimal. |

| | Request | Response/comments |
|---|---|---|
| *From acoustic specialist:* | | |
| 5. | Please provide the $L_{Aeq}$ and time duration for the measurement at 40m, as shown in Figure 4. | This is contained in the Hegley acoustic letter which notes an $L_{Aeq}$ of some 80.8dB and a time of some 10 minutes 31 seconds. |
| 6. | Please confirm the assumed duration of a helicopter arrival and departure sequence, as forms the basis of the calculation and assessment in Section 4 of the Hegley report. | As noted in the Hegley Letter the timing would be:<br><br>**Landing**<br><br>○ Approach to landing: 60 seconds<br>○ Shut down engine: 30 seconds.<br><br><u>Total time: 90 seconds</u><br><br>**Take off** sequence would be:<br><br>○ 30 seconds for engine start up and then<br>○ Around 20 seconds to take off and reach a height of 500 feet.<br><br><u>Total time: circa 50 seconds</u> |
| 7. | Please can noise contours be provided to show the potential impact on other neighbours (e.g., north east)? | As set out in the Hegley letter, the noise level from the helicopter for the closest neighbours to the northeast (on Marine Parade and Jervois Road) when the helicopter is at or below 500 feet, will be up to 40dBA Ldn. |

| | Request | Response/comments |
|---|---|---|
| | | To determine the effects of the helicopter noise to these residents' the noise from West End Road has been predicted with the noise contours provided as Attachment "B" to the Hegley letter.<br><br>The traffic noise is in terms of the 24 hour LAeq so to compare this with the helicopter noise, which is in Ldn, the 24 hour LAeq is typically 2dB lower than the Ldn level. i.e. 40Ldn = 42dB LAeq(24hr).<br><br>The Hegley Letter goes on to note that the helicopter noise compared to the existing noise environment (excluding any traffic on the local streets and environmental noise) to those neighbours to the northeast on the Herne Bay cliffs, will be well within a level that would normally be considered reasonable for residents and the effects would be less than minor. |
| **General** | | |
| 8. | Please provide additional assessment of effects on recreational users of Cox's Bay and the coast surrounding the site, including those engaging in activities such as kite surfing and sailing. | The applicant has advised the following general parameters in terms of recreational users of the surrounding Coastal Marine Area.<br><br>*<u>Walkers</u> – the area around the headland is sporadically used by people walking with or without dogs, this is generally in the morning and evening but only up to around 3 hours before or after high tide as there is no walking access around the headland during the high tide sea level.*<br><br>*<u>Kite surfers</u>: Kite surfers do not enter Cox's Bay itself, due to the presence of moored boats and lack of wind with it being a sheltered bay. Kite surfers are generally observed* |

| | Request | Response/comments |
|---|---|---|
| | | *on weekends and only when wind conditions allow for it, given the need for high winds. Kite surfers are generally seen a minimum of 250m from the headland in a north westerly direction.*<br><br>*<u>Kayaks / Paddleboarders / Rowers etc:</u> The area around the headland is accessible to kayaks and paddleboarders within approximately 1.5 hours of high tide, as outside these times the water has receded from around the headland itself.*<br><br>*<u>Swimmers</u>: Due to ongoing water quality issues within Cox's Bay (monitoring indicates a high risk of illness from swimming), there are only very rarely people swimming.*<br><br>In terms of the effects on these users, the information from Heletranz and John Fogden confirms that the pilot needs to ensure that the area below and around the flight path is safe and free from hazards. If not, then the aircraft would need to wait or land elsewhere. As noted, the timing for take-off and landing is less than 1 minute so any disturbance from the aircraft is of extremely limited duration.<br><br>Given the specific tidal restrictions in this area and the observations of the applicant, it is considered that potential adverse effects are limited due to the timing, duration and frequency of proposed aircraft movements.<br><br>Mr Fogden has also confirmed that the engine utilised in the proposed aircraft type has an extremely low failure rate, noting that from a risk management perspective, statistically then, the exposure to someone beneath the approach/departure path for |

| | Request | Response/comments |
|---|---|---|
| | | the period given (19 secs. for a departure to 500ft. and 45 secs. for an approach from 500ft) is infinitesimal. |
| 9. | Please provide further detail of the proposed helipad location, including:<br><br>a. A plan identifying the helipad location (pictures with the helipad location outlined would also be helpful);<br>b. The RL of the helipad;<br>c. The distance from an identifiable point of the dwelling approved under BUN60373967 and from the nearest coastal planting proposed under coastal consent CST60383790 (BUN60383789).<br><br>This information is required in order to ensure that the noise modelling provided is accurate and that any future flights are in accordance with the predicted noise levels.<br><br>It is recommended that the proposed helicopter coordinates are checked to confirm these are accurate and in accordance with the above.<br><br>*NB: I note that building consent BCO10329873 grants the construction of a retaining wall near the coastal boundary and the apparent helipad location. If earthworks (cut or fill)* | Please find attached a plan prepared by Ponting Fitzgerald Architects which shows the helicopter landing pad location. The area is shown as a 4m diameter circle where the helicopter will land. It is clear of the planting authorised under CST60383790 / BUN60383789. The area is at 8m RL.<br><br>The dimensions from the proposed dwelling are noted on the plans and this is considered to provide the requested detail.<br><br>The co-ordinates of the helipad are approximately:<br><br>NZTM: 1753294E, 5920376N<br><br>The final location can be confirmed via a surveyor as a condition of consent should that be considered necessary. |

| | Request | Response/comments |
|---|---|---|
| | *are undertaken as part of this construction, this could result in non-compliance to Standard E12.6.2(1)(b).* | |
| 10. | The application makes provision for flights to and from the helipad to deviate from the flight sector shown in Figure 1 of the acoustic assessment prepared by HAC, in order to comply with CAA NZ requirements. I note this could result in noise levels that differ / increase from those modelled by HAC.<br><br>Please provide comment on the likelihood of flights being restricted to within the proposed flight sector, taking into account the requirements of CAA NZ, and subsequently the ability to comply with the noise modelling provided.<br><br>I draw your attention to section 1.2.1 of the CAA NZ Advisory Circular (attached), which establishes that downwind operations should be avoided.<br><br>*NB: I have requested CAA NZ review the application, with regard to the adequacy of the flight sector in meeting their requirements. I will forward their comments once received.* | As set out in the letters from Heletranz, Total Aviation Quality and Hegley Acoustics, it is not proposed that the helipad would be used in a situation where approach/departure within the proposed quadrant would not be achievable. |

| | Request | Response/comments |
|---|---|---|
| 11. | Please confirm if the proposed helipad is reliant on coastal consent CST60383790 being approved and given effect to. | No, the helipad is not reliant on CST60383790 being given effect to. |
| 12. | Please confirm if the planting proposed under CST60383790 will interfere with helicopter movements, both at time of planting and when mature, that would necessitate vegetation alteration and/or removal. | The applicant has confirmed that the planting proposed under CST60383790 will not interfere with helicopter movements. The planting is proposed to aid in the stability of the bank and is at a lower level than the helipad (approximately 6m lower). |

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# ATTACHMENT 2 – ECOLOGICAL ASSESSMENT

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# Memorandum

Bioresearches
A Babbage Company

| | | | |
|---|---|---|---|
| **To:** | **Mt Hobson Group** | **Date:** | 1 April 2022 |
| **Attention:** | Mark Benjamin | **Ref:** | 65441 |
| **Subject:** | **LUC60389929 38 Rawene Ave RMA S92 – Ecology** | | |

A helipad proposed at 38 Rawene Avenue, Westmere is the subject of an RMA Section 92 request for further information. This memo provides information in response to Request 1 - Ecology.

*LUC60389929 38 Rawene Avenue, Westmere*

1. *Please provide an ecological assessment prepared by a suitably qualified professional that identifies potential and actual effects on the ecological values of the area resulting from helicopter movements to and from the site.*
   *Of note is the rock shelf on the point north of the proposed helipad location, which is a known significant local roost for both variable and pied oyster catchers; however, all relevant ecological impacts should be identified and assessed.*

Site visits were carried out on 21 February 2022 and 1 April 2022.

The proposed helipad is located on the top of a coastal cliff overlooking Cox's Bay, with Meola Reef to the west and Herne Bay and the Auckland Harbour Bridge to the east. At the base of the cliff a raised platform provides up to 60m² of sandstone/mudstone reef that is used by wading birds (dominantly variable oystercatchers) as a high tide roost. The size of the roost varies with the tidal height and wind speed and direction. On 1 April at the top of the high tide, on a still, calm morning (08:23, 3.3m) approximately 2m² of the main roost was dry and 24m² wet with roosting birds present.

The cliff area and the coastal marine area near the cliff are not subject to a Significant Ecological Area (SEA) overlay, with the closest SEA-Marine area located to the west and associated with Meola Reef.


***Figure 1. 38 Rawene Ave (yellow) and nearest Auckland Council SEA areas (AC GeoMaps).***



Bioresearches
68 Beach Road, Auckland 1010
P O Box 2027, Auckland 1140
T 09 379-9417
Website: www.Bioresearches.co.nz

The cliff edge is mainly clear of vegetation with pōhutukawa (*Metrosideros excelsa*) to either side of the point, with a few low lying branches on the cliff point. The intertidal in the immediate vicinity of the property is papa reef (sandstone and mudstone platforms) dominated by oysters (*Saccostrea glomerata*), and transitions to softer substrate with Pacific oysters (*Magallana gigas*), cockles (*Austrovenus stutchburyi*), and sea grass beds (*Zostera muelleri*) further out in the bay.

***Figure 2. Point at the base of the cliff at 38 Rawene Ave***

Marine mammals are known to occasionally to rarely occur in the upper Waitemata Harbour, but none of the recorded orca (*Orcinus orca*), common or bottlenose dolphins (*Delphinus delphis, Tursiops truncates*), or fur seals (*Arctocephalus forsteri*) are likely to occur near the property or point, because of the very shallow waters and highly urbanised coastline.

At the time of the first site visit the point below the property was occupied by approximately fifteen variable oystercatchers (*Haematopus unicolor*), which flew off when approached near the top of the cliff above the point. The tide was about half tide falling and the birds scattered over the extensive intertidal flats.

On the second site visit the roost was surveyed from an hour before high tide to three hours after high tide. Counts were made of birds on the roost and on the four structures 500-800m north-east of the roost at half hourly intervals. A maximum of twenty-four oystercatchers (16 variable oystercatchers, and 6 South-Island pied oystercatchers) occupied the roost at 38 Rawene Ave, with the maximum numbers of oystercatchers on the four structures on the other side of the bay 21 – 16 – 5 – 27 (total at high tide 55). The bird began moving off the roosts two hours after high tide, with active movement onto Meola Reef and the intertidal of Cox's Bay by 2.5 hours after high tide.

Review of recent aerial photography between January 2017 and March 2022, showed four maps at high tide. On three of the four occasions, birds can be seen roosting on the point (Figure 3 to Figure 6). Records from eBird record 29, 33 and 39 variable oystercatchers roosting on the point on three separate occasions between 2019 and 2021.


*Figure 3. Point at high tide 30 Jan 2021 – high numbers of birds present.*


*Figure 4. Point at high tide 9 May 2020 – no birds*


*Figure 5. Point at high tide 4 February 2019 –birds present.*


*Figure 6. Point at high tide 3 may 2018 – low numbers of birds present*

Although the point appears to be a well utilised high tide roost, there are over twenty structures within less than 2km to the east between the point and the harbour bridge approaches, and about ten structures and promontories within 1.5km to the west, to Point Chevalier that would provide safe roosting areas at high tide if the birds were disturbed (Figure 7, Photo 1 to 3). These are comprised of private jetties, seawalls, natural and constructed promontories. The four slipways and jetties immediately north-east of 38 Rawene Ave were occupied by a moderate number (up to 60) oystercatchers (and occasional gulls and shags) over the high tide period, with good capacity for additional birds.


***Figure 7. Point at 38 Rawene Ave (blue dot) and other potential high tide roosting areas (orange dots).***

*Photos 1 – 3. Roosting birds on structures immediately west and east 38 Rawene Point (Source Ali Williams).*

In the intertidal and marine area, with the exception of the bird life, the ecological effects of the helipad on the point at 38 Rawene Avenue would be low to negligible. As the dominant substrate near the point is comprised of papa reefs, there would be no adverse effects on shellfish beds or sea grass beds. Marine mammals are only occasional in the upper Waitemata Harbour and the occurrences are not in shallow intertidal waters surrounding the point but in the deep waters of the harbour and occasionally the deep river channels (e.g. Lucas Creek). The vegetation on the point is dominantly bare ground, or structures, with some grass and low amenity plantings, with pōhutukawa on and over the cliff edge. There could be some adverse effects from rotor wash on the pōhutukawa, but this is unlikely to be significant as the pōhutukawa are well established, have protection from the cliff, and the rotorwash in the immediately area, which would be about 7 on the Beaufort wind scale (i.e. *whole trees in motion, becoming difficult to walk*), could be reduced with the siting of the helipad.

The effect of helicopter arrivals and departures on the roost are highly likely to cause disturbance to any birds using the roost, and most likely to cause the roost to be vacated with any helicopter movements at high tide. Although birds can become habituated to flights (i.e. at airports) this is unlikely to occur with helicopters at this site, because of the louder engines and motor vibration of the helicopters, and the low frequency of the flights.

It is noted that the birds are highly unlikely to be using the roost at mid tide and low tide, as they will be foraging on the intertidal flats and/or utilising intertidal habitats away from urban development. High tide is the critical time for roosting birds, and the time the roost is most likely to be occupied. The roost is likely to be occupied for an average of three hours per tide, noting that there are two tides per day. This would mean over a 24 hour period, the total period of time during which effects could be high is approximately for six non-consecutive hours, however 3 of these hours would often fall outside of the time that the helicopter has been requested for use, which is between 7am and 10pm.

The roost was observed on a 3.3m high tide on a calm day and was almost awash with water. It is highly unlikely that the roost will be used on high spring tides (3.6m) or when there are strong winds from the west, north-west, north and north-east, as there is sufficient fetch to generate waves to overtop the roost.

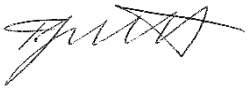
Although already prone to a moderate to high level of disturbance by access down the cliff to the intertidal and by the use of the cliff area for viewing and recreation, the roost appears to be a preferred roosting area for variable oystercatchers, but when disturbed the birds readily move to one of the many structures and promontories around the wider bay (Figure 7, Photos 1 to 3). Disturbance to roosting birds will also occur as a result of recreational use of the headland and the water, including by people kayaking, boating and paddle-boarding at high tide[1], and people walking along the coastline at mid tide to low tide.

The ecological effect of the helicopter arrivals and departures from 38 Rawene Ave on the roost at the base of the cliff is assessed as high, but spasmodic i.e. only when the flights coincide with high tide *and* when the roost is being utilised i.e. not after other disturbance, not during a spring tide and not when there are moderate to strong winds from the west and north. This level of effect is moderated by the current level of disturbance through existing water based recreational uses of the area, which primarily

[1] 1 April 2022 – within an hour of high tide four paddle boarders (three separate occurrences), and two kayakers were present within 100m of the roosts.

occur at high tide, public access of the coastline outside high tide and activities from the property from children and animals who regularly use the point. Disturbance effects are moderated further by the availability of alternative roosting areas in close vicinity.

Yours sincerely
BIORESEARCHES



**Treffery Barnett, M.Sc.(Hons) | Marine & Freshwater Biologist**
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# ATTACHMENT 3 – HEGLEY ACOUSTICS LETTER

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HEGLEY ACOUSTIC CONSULTANTS

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T: 09 638 8414
E: hegley@acoustics.co.nz

21 March 2022

Mark Benjamin
Mt Hobson Group
PO Box 37964
Parnell
Auckland 1151

Dear Mark

**LUC60389929 - 38 RAWENE AVENUE, WESTMERE**

My name is Nevil Hegley. I am the acoustical consultant for resource consent application LUC60389929 for a helicopter take off and landing site at 38 Rawene Avenue, Westmere.

This report is our response to the request for further information from Auckland Council with respect to the noise from the proposed helicopter landings.

2. *Please confirm why the building approved under BUN60373967 has not been included in the noise modelling as screening, as this is considered to form part of the receiving environment.*

The original report did not include any structures in the area or on the applicant's site and this provided a conservative approach to the assessment of noise generated by the activity. The noise assessment has now been redone based on the building bulk approved by consent BUN60373967 plus the buildings in the total area around the proposed helipad. The updated assessment and noise contours demonstrate the significant shielding of noise effects that this large two storey building plus the adjacent existing dwellings will provide. We have now undertaken additional noise modelling including the building approved and existing buildings and provide the resulting noise contours as **Attachment "A"** to this report.

The updated modelling shows the screening effects of the helicopter when on the ground for both the final manoeuvre of the landing and initial stages of the take off. It is noted the INM noise prediction model does not have the ability to include localised ground screening, as the model was developed for larger facilities rather than for a residential zone. For this assessment the effects of the helicopter when on the ground have been predicted using the Brüel & Kjær Predictor programme v2022.1 which allows all ground effects, topography and buildings to be included in the assessment. Using this model, the difference in the level of noise with and without the effects of the ground contours and buildings has been predicted.

The resulting noise contours consider the effects of the buildings, and the ground contours have then been developed using the INM noise contours less the difference in the noise effects with the helicopter screened when at ground level.

3. *Please confirm how long it would generally take for the helicopter to travel between the ground and the 500ft mark, and vice versa.*

The helicopter specification for the best rate of climb for the H130 is given in the Aircraft Flight Manual. The exact rate of climb is dependent on the temperature, altitude (pressure) and total weight of the helicopter and will typically vary between 1,600f/m to 2,000f/m for the expected loading of this helicopter. Based on a conservative 1,600f/m best rate of climb this gives the time to reach 500ft at just under 19 seconds. Advice from an experienced Heletranz pilot is that the time it takes for the helicopter to approach the helipad to land will take approximately three times longer than the time to depart.

4. *Please provide noise modelling (both $L_{Amax}$ and $L_{dn}$) for scenarios where flights are required to be made outside the proposed flight sector for safety reasons.*

Advice from Heletranz is that the helipad would not be used if there was any concern with respect to safety, such as high wind speed. Should such an event occur, and should the pilot decide it was unsafe to land, the helicopter would be diverted to an alternative existing helipad, such as Rosedale. The only possible safety reason that could occur that would require flight or landing to be made outside of the proposed flight sector is if there was engine failure or structural failure of the helicopter. As the helicopter will only approach and depart over the water there is the potential that the helicopter may need to land on either the water or if close enough, on the headland in the event of damage to the helicopter requiring an emergency landing.

To clarify, there is no intention to land the helicopter anywhere other than within the identified flight sector, and if conditions resulted in an inability to land the helicopter on the landing location, then advice from Heletranz is that the protocol is to land as outlined in their Safety Protocol. It would not be practical to find another location to land under such conditions. In each case the level would be well below the noise of a powered departure or approach simply because the engine would have obviously failed so would not generate any noise. The pilot spoken to from Heletranz has advised that they have never had such an incident and it is not expected such an incident would ever occur at this site. Accordingly, additional modelling has not been undertaken for scenarios of helicopters landing outside of the proposed flight sector.

5. *Please provide the $L_{Aeq}$ and time duration for the measurement at 40m, as shown in Figure 4. [As reproduced below]*

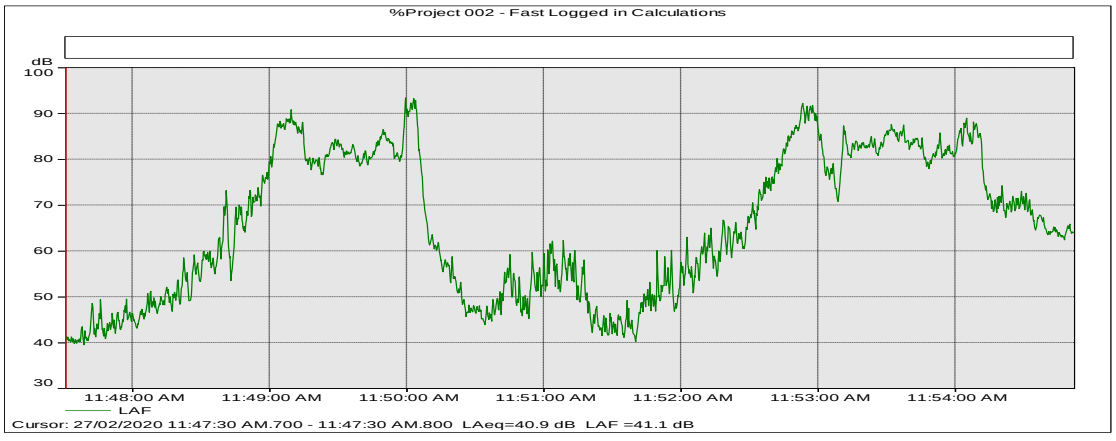



**Figure 4. Air Bus H130T2 measured at 40m from helipad**

The total time of this trace is 10 minutes 31 seconds and the total noise level for the activities shown on this trace is 80.8dB $L_{Aeq}$. This trace includes the noise of the helicopter manoeuvring just after take-off and just prior to landing plus an aircraft taxiing past between the flights.

6. *Please confirm the assumed duration of a helicopter arrival and departure sequence, as forms the basis of the calculation and assessment in Section 4 of the Hegley report.*

As set out above in response to query 3, the departure time for the Airbus H130 is just under 19 seconds and the approach time (as advised by Heletranz) is approximately three times longer than the departure time, being 45 seconds. As set out in my original report, the start-up and close down period for this helicopter is 30 seconds so that time needs to be added to the flight departure and arrival times.

7. *Please can noise contours be provided to show the potential impact on other neighbours (e.g., north east)?*

The noise level from the helicopter for the closest neighbours to the northeast (on Marine Parade and Jervois Road) when the helicopter is at or below 500feet, will be up to 40dBA $L_{dn}$. To determine the effects of the helicopter noise to these residents' the noise from West End Road has been predicted with the noise contours provided as **Attachment "B"**. The traffic noise is in terms of the 24 hour $L_{Aeq}$ so to compare this with the helicopter noise, which is in $L_{dn}$, the 24 hour $L_{Aeq}$ is typically 2dB lower than the $L_{dn}$ level. i.e. $40L_{dn}$ = 42dB $L_{Aeq(24hr)}$.

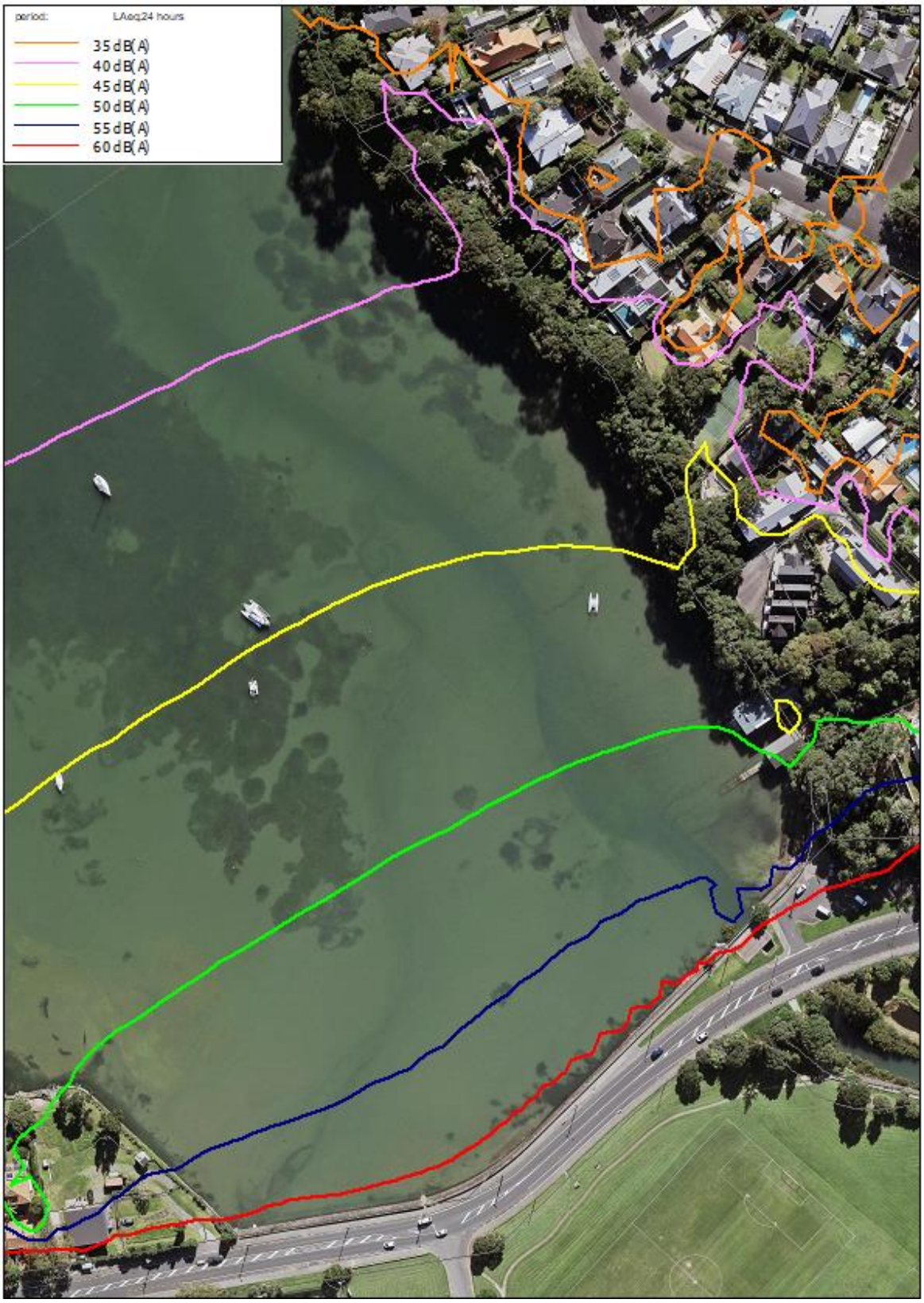
Inspection of Attachment "B" shows the helicopter noise compared to the existing noise environment (excluding any traffic on the local streets and environmental noise) to those neighbours to the northeast on the Herne Bay cliffs, will be well within a level that would normally be considered reasonable for residents and the effects would be less than minor.

Yours faithfully

Hegley Acoustic Consultants

Nevil Hegley

**Attachment " A" 50dB $L_{dn}$ noise contour including**




**Attachment "B" Existing traffic noise to the north east dB $L_{Aeq(24hr)}$**

MT HOBSON GROUP
Town Planning & Resource Consent Solutions

# ATTACHMENT 4 – JOHN FOGDEN (TOTAL AVIATION QUALITY) LETTER

**Auckland Council section 92 request for further information in respect of resource consent application 38 Rawene Avenue Westmere, Auckland.**

**Response to matters relating to aviation operational and regulatory requirements**

**14 March 2022**

## Introduction

My name is John Fogden. I am a helicopter pilot, specialist advisor to the Aviation Industry on civil aviation compliance and safety matters, and sole director of Total Aviation Quality, a specialist aviation consultancy company.

I have been asked by the applicants, Anna Mowbray and Ali Williams, to respond to Auckland Council's section 92 request for further information.

I have been asked to respond specifically to the request for further information in questions 8 and 10. In doing so, I have limited my response to matters of aviation safety and compliance that are within my areas of expertise.

**Question 8:**
***Please provide additional assessment of effects on recreational users of Cox's Bay and the coast surrounding the site, including those engaging in activities such as kite surfing and sailing***.

While unlikely, any effects on recreational uses of Cox's Bay, including activities such as kite surfing, sailing or other coastal or water users transiting below the departure or arrival flight path of the helicopter utilising the proposed helipad, from a safety or compliance perspective, would be the effects of rotor downwash while directly underneath or close to (within approx. 200 ft) the helicopter.

Such effects would be negated by the actions of the pilot complying with Civil Aviation Rules [CARs].

**Civil Aviation Rules [CARs]**
**CAR Part 91 General Aviation**

a. *91.127 Use of aerodromes*
b. *(b) No person may operate an aircraft at an aerodrome unless—*
    i. *the runway, heliport, or water channel, is clear of all persons, animals, vehicles, vessels, or other obstructions during landing or take-off, other than persons, vehicles, or vessels essential to the operation.*

To comply with this rule requirement, the pilot (in this scenario) will have two options available:

- They may deviate their flight path to another portion of [but remaining within] the approach/departure sector as shown in Fig. 1 of the Hegley Acoustic Consultants Acoustic Report filed with the application, to avoid overflying or otherwise affecting other persons; or
- They may delay their approach or departure, for what will amount to a minute or so, whilst recreational or other water users continue on their travels away from the beneath the flight path.

Both options are common practices pilots employ to comply with the rule where third parties are involved.

An additional obligation on the pilot under CAR 91.127 is:

- *unless the helicopter is a performance Class 1 helicopter, any place used as a heliport or as a place to hover has such approach and take-off paths that an autorotative landing can be conducted without causing a hazard to any persons or property on the surface*

The Airbus H130 helicopter {the proposed helicopter) is not a performance Class 1. The pilot, therefore, must ensure they comply with this part of the rule also.

**Risk management**

CAA-certificated operators are now required by CAA, and the Health and Safety at Work Act 2015, to establish Safety Management Systems (SMS). The purpose of an SMS is to proactively identify and pre-emptively manage risks associated with the conduct of their business. The mandate of an SMS goes well beyond simple compliance with the aviation rules and includes ensuring the safety of workers and of others affected by their work

In short, in the unlikely event that a helicopter is landing or taking off at the same time as a recreational user is transiting beneath the flight path, and close enough to be affected by the downwash, any adverse effects should be negated by complying with existing CAA requirements.

Under the CAA/HWSA-mandated Safety Management System, the operator must further ensure any residual risks, should any be identified, will have controls in place to ensure such risks were managed to a level as low as reasonably practicable.

Responsibility for this sits with the helicopter operator.

**Fly Neighbourly**

The AEE Appendix 4 Proposed Conditions at condition (4) states: "the consent holder shall require that all pilots using the site plan [sic] route and fly in accordance with the recommendations of the Helicopter Association International 'Fly Neighbourly Guide."

A fundamental and well understood practice in these guidelines to minimise disturbance on the ground is to fly as steep an approach and departure as helicopter performance permits.

Adherence to these guidelines by the helicopter operator/pilot, as committed to by the consent holder, would be a further mitigation of any remaining effects on recreational users of Cox's Bay.

**Question 10:**

***The application makes provision for flights to and from the helipad to deviate from the flight sector shown in Figure 1 of the acoustic assessment by HAC in order to comply with CAA NZ requirements. I note this could result in noise levels that differ from those modelled by HAC.***

***Please provide comment on the likelihood of flights being restricted to within the proposed flight sector, taking into account the requirements of CAA NZ and subsequently, the ability to comply with the noise modelling provided.***

**CAA requirements**
The principal Civil Aviation Rule governing the use of helipads is that referred to above (CAR 91.127 Use of Aerodromes).

I am unaware of any other CAA requirement that would require a flight to 'deviate from the flight sector' identified in Figure 1 of the acoustic assessment.
As outlined in my previous answer, the responsibility for ensuring the safety of the approaches and departures is that of the pilot in command.

A potential scenario that might lead a 'flight to deviate from the flight sector' in order to comply with a CAA requirement may be a pilot responding to instructions from Air Traffic Control. However, the airspace within the area that is the subject of this application is outside Air Traffic Control and responsibility for the flight path is solely that of the pilot.

**Operational considerations**
The applicants have agreed to restrict the flight sector to a 90° quadrant, nominally from 315° through 045°.
Certain wind conditions may render approach and departure flights within that sector 'undesirable' on a given day.

Such conditions are operational considerations for the pilot. (i.e., not a CAA requirement).
These conditions would not, in my opinion, be justification to operate outside the flight sector. If flights cannot be conducted safely within the self-imposed limits (quadrant), the flight should not take place.

With that in mind however, a decision by the pilot to deviate from the flight sector because of wind conditions, I expect, would be recorded in the Flight Log and the reasons for that decision and any resultant effect on safety or noise could be reviewed.

**Emergencies**

The remaining scenario that might cause the flight to 'deviate from the flight sector' may be that of an emergency arising that required the pilot to respond appropriately to ensure the safety of the passengers and the aircraft. While this scenario would be highly unlikely, should it occur resulting in flight outside the sector to protect lives or property, I believe such action could be justified.

John Fogden

Total Aviation Quality Ltd.

23 February 2022

MT HOBSON GROUP
Town Planning & Resource Consent Solutions

# ATTACHMENT 5 – GEMMA PARTON (HELETRANZ) LETTER

markb@mhg.co.nz 021 0267 2078
www.mhg.co.nz

30 March 2022

Mark Benjamin
Mt Hobson Group
Via email to MarkB@mhg.co.nz

**RE: Response to request for further information – consent application LUC60389929**

My name is Gemma Parton, and I am the General Manager of Heletranz, a boutique helicopter operator based in Auckland, New Zealand.

I am providing this information in response to Auckland Council's Request for Further Information in relation to resource consent application LUC60389929 for helicopter take-off and landing at 38 Rawene Avenue, Westmere.

The applicants, Anna Mowbray and Ali Williams, have been working with us for some time for their helicopter transportation activities, and will be continuing to work with us for the purposes of helicopter transport from their private residence in the event their application for resource consent is successful.

Further to the response prepared by John Fogden addressing operational matters and compliance with CAA requirements in relation to question 8 of the request for further information, I can confirm that we exclusively manage the aircraft on behalf of the applicants, including providing pilots to fly the aircraft.

Heletranz is a CAA certified organisation under CAR119 Part 135. As a certified operator, we are upheld to rigorous compliance standards including regular internal and external audits, SMS certification and our pilots go through stringent check and training programs. Please see **attached** our Operations Specification that details the aircraft and our SMS certification to assist with the assessment of the application. Further to this our pilots are required to hold a Commercial Pilots Licence (CPL), under which they are required to demonstrated key objectives around Confined Area Operations as detailed in the Flight Test Standards Guides ref p. 78.

We have reviewed the proposed helipad location (as shown on the Ponting Fitzgerald site plan) and consider that it is suitable for use by the proposed aircraft. We may consider the helipad at 38 Rawene Road a Confined Area and the Flight Test Standards Guides noted above provide key training around the use of such helipads including risk mitigations like go-around point, obstacle clearance or the knowledge of hazards of recirculation. Under our Air Operators Certificate our pilots further complete a yearly competency check and route assessment, which would include review of ability to identify and respond to hazards during helicopter operation.

Please also see **attached** a copy of our Heliport Register document r60 which is the initial framework that we use to assess remote landing sites. This document aids in identifying and managing risks associated with the take-off and landing of helicopters, and in particular how to manage risks to people's safety during the conduct of our operations at remote helipads. Our Chief Pilot must complete this form with the assistance of the Safety

Manager before commencing helicopter operations at a new heliport, and this requirement in conjunction with complying with existing CAA requirements ensure risks are appropriately identified and managed.

Further to this, if at any stage during a helicopter flight the Pilot In Command (PIC) determined the site to be unsuitable or compromised for landing, they would use skills obtained as during CPL training, specifically those relating to Confined Area Operations to determine the safest course of action which would include the options outlined in the report by John Fogden. Therefore, in conjunction with CAA requirements around a comprehensive site review to identify likely hazards and appropriate mitigation specific to that helipad after consent is granted for a helipad to be used as well as training and certification, all our pilots are also required to undertake flight-specific risk assessments for every flight and every landing, and are specifically trained to identify risks and to respond accordingly to avoid any risk to the safety of members of the public.

In 2021 we opened our Carbon Zero initiative to our private helicopter owners, and the Mowbray Family have chosen to offset their private flights. Our Carbon Zero partner is Tu Toi, who complete a yearly audit for us in accordance with the ISO Standard.

I trust this will assist Auckland Council in assessing this application.

Regards Gemma Parton

gemma@heletranz.co.nz

0273608391

# Air Operator Certificate
# Operations Specifications

## *Heletranz Limited*

This Specification forms part of Certificate No. AOC83045 granted pursuant to Sections 9 and 7(3) of the Civil Aviation Act 1990 and CAR 119.15.
It also references the Operator's Exposition policies, procedures and other details as accepted and held by the Director. Any changes to these details require prior acceptance by the Director. (Ref. CAR 119.165)

## 1. Location of the Principal Base of Operation

Rosedale Road, Albany, Auckland.

## 2. Other Bases

Nil

## 3. Address For Service

Heletranz Limited
234 Rosedale Road
Rosedale
Auckland 0632

## 4. Other Business Trading Names

Nil

## 5. Types of Air Operations Authorised

### Part 135 Domestic Helicopter

**Flight Rules:** IFR, VFR Day, VFR Night

**Air Transport Operation**

**Service Type:** Passenger Non-regular, Goods Non-regular

**Commercial Transport Operation:** Remote Area, Pax Duty

***Limitations:***
*Night VFR operations are limited to those described in the night VFR procedures in Section 3.7, Pilot Hand Book Rev 62 dated 10 August 2018.*
***CAA W/R for Change:*** *18/119G/300 dated 10 August 2018*
*IFR shall only be conducted in ZK-HBH Agusta AW109S S/N 22013. This in accordance with procedures in Instrument Flight Handbook Rev 61 dated 31 July 2018*
***CAA W/R for change :*** *18/119G/300 dated 10 August 2018*



Authorised By: ..... Dated 22 March 2022

Replaces Operations Specification Dated 13 December 2021

## 6. Nominated Senior Persons

| Title per CAA Rule | Name | Company Title | CAA No |
|---|---|---|---|
| Chief Executive | Mr A C Joyce | Chief Executive | 85004 |
| **Senior Persons** | | | |
| Crew Training & Competency Assessment | Mr J A Forward | Training Manager | 58543 |
| Crew Training & Competency Assessment | Mr D J O'Reilly | Training Manager - IFR | 76842 |
| Flight & Ground Operations | Mr D J O'Reilly | Chief Pilot IFR | 76842 |
| Flight & Ground Operations | Mr B J Collier | Chief Pilot VFR | 61207 |
| Maintenance Control | Mr D P Banks | Maintenance Controller | 34541 |
| Occurrence Investigation | Miss G L Parton | Occurrence Investigations | 95817 |
| System for Safety Management | Miss G L Parton | Deputy Safety Manager | 95817 |
| System for Safety Management | Mr K N Bedford | Safety Manager | 57809 |

***Exposition Reference:*** *Heletranz Company, Senior Persons and Structure Manual, Section 2, Revision 73 dated 03 March 2022*
***CAA W/R For Changes:*** *22/119A/273 dated 22 March 2022*

## 7. NZ Registered Aircraft Authorised For Use

The following aircraft are authorised for Air Operations:

| Type | Reg | S/N |
|---|---|---|
| Agusta A109S | HBH | 22013 |
| Eurocopter EC 130 B4 | HBZ | 3766 |
| Eurocopter AS 350 BA | HFZ | 1784 |
| Eurocopter EC 120 B | HHT | 1502 |
| Eurocopter AS 350 B2 | HJZ | 1230 |
| Aerospatiale AS 355 F1 | HPI | 5211 |
| Bell 505 | HYB | 65086 |
| Eurocopter AS 350 B2 | HYO | 4409 |
| Aerospatiale AS 355 F1 | IAV | 5041 |
| Eurocopter EC 130 B4 | IGW | 4925 |
| Robinson R44 II | IHE | 13299 |
| Bell 427 | IRP | 56078 |
| Eurocopter EC 130 B4 | IZI | 4148 |

***CAA W/R For Changes:*** *22/119A/167 dated 13 December 2021*

## 8. Use of Aircraft Under Lease or Hire

Heletranz Limited is authorised to use the following aircraft for Air Operations, in accordance with the Heletranz Helicopters Exposition and the applicable lease agreement, for periods of up to 27 days:

| Type | Reg | S/N |
|---|---|---|
| Eurocopter AS 350 BA | HZD | 1265 |
| Eurocopter AS 350 BA | HBR | 1386 |
| Eurocopter AS 350 BA | IEY | 1448 |
| Eurocopter AS 350 BA | IEQ | 2164 |

Registered Owner/Operator of ZK-HZD is Helicopter Services (BOP) Ltd. The control and direction of maintenance for this aircraft remains with Helicopter Services (BOP) Ltd. Registered Owner/Operator of ZK-HBR, ZK-IEQ and ZK-IEY is Inflite Ski Planes Ltd. The control and direction of mantenance remains with Inflite Ski Planes Ltd.

***CAA W/R For Changes:*** *WR 21/119A/226 dated 9 December 2020*

## 9. Foreign Registered Aircraft Authorised For Use

Nil

## 10. Service Providers

| | | | |
|---|---|---|---|
| **Part 145 Organisation** | Airbus New Zealand Limited | Ardmore | 12884 |
| **Part 145 Organisation** | Airwork (NZ) Limited | Ardmore | 45273 |
| **Part 66 LAME** | Mr R G Keast | North Shore | 24621 |
| Trading as Flightline Aviation North Shore Limited. | | | |
| **Part 66 LAME** | Mr S A Coleman | Ardmore | 56107 |
| Trading as Heli Assist Limited. | | | |
| **Part 145 Organisation** | Oceania Aviation Limited | Ardmore | 37477 |
| **Part 145 Organisation** | Heliflite Limited | Ardmore | 66903 |
| **Part 66 LAME** | Mr M Z Goulden | Ardmore | 62016 |
| **Part 66 LAME** | Mr S A Wards | Ardmore | 53580 |
| Trading as Airlift Trading Limited | | | |
| **Part 141 Organisation** | Helilink Limited | Ardmore | 57015 |
| **Part 66 LAME** | Mr D P Banks | North Shore | 34541 |
| **Part 145 Organisation** | South Pacific Avionics Limited | Ardmore | 34386 |
| **Part 66 LAME** | Mr T P R Gordon | Auckland | 90082 |
| **Part 66 LAME** | Mr A D Adams | Queenstown | 93324 |

***Exposition Reference:*** *Heletranz Company, Senior Persons and Structure Manual, Section 4, Revision 73 dated 3 March 2022*
***CAA W/R For Changes:*** *22/119A/273 dated 22 March 2021*

## 11. Training

### Approved Operational Instructors

| | |
|---|---|
| Mr J N Barrow | 74421 |
| Mr R Botha | 78314 |
| Mr B J Collier | 61207 |
| Mr J A Forward | 58543 |
| Mr D J O'Reilly | 76842 |

### Courses

M6 Flight Crew Training
- Part 135 Operations - Initial training
- Part 135 Operations - Recurrent training
- Part 135 Operations - Transition training

P1 Pilot Type Rating

*(Limitation: Approved Ground Course for the AW109S, W/R 16/119G/49 dated 16 October 2015; Approved courses for B427 & AS 355, W/R 18/119G/96 dated 25 October 2017; Approved exams held for the AW109S, W/R 16/119G/49 dated 16 October 2015; Approved exams held for EC130B4 Rev 50 dated 18/08/16, W/R 17/119G/64 dated 19 September 2016; Approved exams Bell 427 and AS 355, W/R 17/119G/168; Approved exams held for EC 120B & Bell 505, W/R 19/119G/71 dated 02 August 2018. Approved course for AS 350, W/R 19/119G/234 dated 05 February 2019. Approved exam for AS 350, W/R 19/119G/234 dated 05 February 2019.)*

P12 Robinson Safety Awareness Training

***Exposition Reference:***
*Heletranz Check & Training Manual section 4.5, Revision 62 dated 31 January 2019*

*Heletranz Company, Senior Persons and Structure Manual, Section 3, Revision 73 dated 03 March 2022*
***CAA W/R For Changes:*** *22/119A/273 dated 22 March 2022*

## 12. Competency Assessments

### Approved Flight Examiners

| | |
|---|---|
| Mr L K Bennett | 13861 |
| Mr M D Cook | 22235 |
| Mr J A Forward | 58543 |
| Mr S A W Howard | 20283 |
| Mr D J O'Reilly | 76842 |
| Mr G R Withers | 31425 |

### Competency Assessments

A5 Instrument Rating
- Additional Aid
- Continued Competency
- Multi-engine

A8 Operational Competency
- Part 135 Operations

***Exposition Reference:*** *Heletranz Company, Senior Persons and Structure Manual, Section 3, Revision 73 dated 03 March 2022*
***CAA W/R For Changes:*** *22/119A/273 dated 22 March 2022*

## 13. System for Safety Management

Accepted

***Exposition Reference:*** *Heletranz Safety Management System Manual, Revision 65 dated 23 June 2021*
***CAA W/R For Changes:*** *22/119A/5 dated 5 November 2021*

## 14. Internal Quality or Management System

Incorporated in System for Safety Management

## 15. Aircraft Maintenance Programmes

Accepted

***Exposition Reference:*** *Heletranz Operators Maintenance Manual, Revision 70 dated 18 November 2021*
***CAA W/R For Changes:*** *22/119A/167 dated 13 December 2021*

## 16. Fatigue of Flight Crew

Accepted

***Exposition Reference:*** *Chief Pilot Handbook Section 8, Revision 61 dated 31 July 2018*
***CAA W/R For Changes:*** *18/119G/300 dated 13 August 2018*

## 17. Security Programme

Nil

## 18. Exemptions

Nil

## 19. Limitations and Conditions

The certificate holder is not authorised to:

Use or hire an aircraft that is not maintained to an accepted Maintenance Programme

Perform air operations beyond NZ Domestic FIR

Perform NVG flight operations in an aircraft that is not verified as compatible and dated as current for NVIS in sections 7 or 8

***CAA W/R For Changes:*** *18/119G/300 dated 13 August 2018*

HELETRANZ HELICOPTERS

| | |
|---|---|
| **HELIPORT:** | |
| **PROPRIETORS NAME:** | |
| **MOBILE NUMBER:** | |
| **LANDLINE NUMBER:** | |
| **EMAIL:** | |
| **WEBSITE:** | |

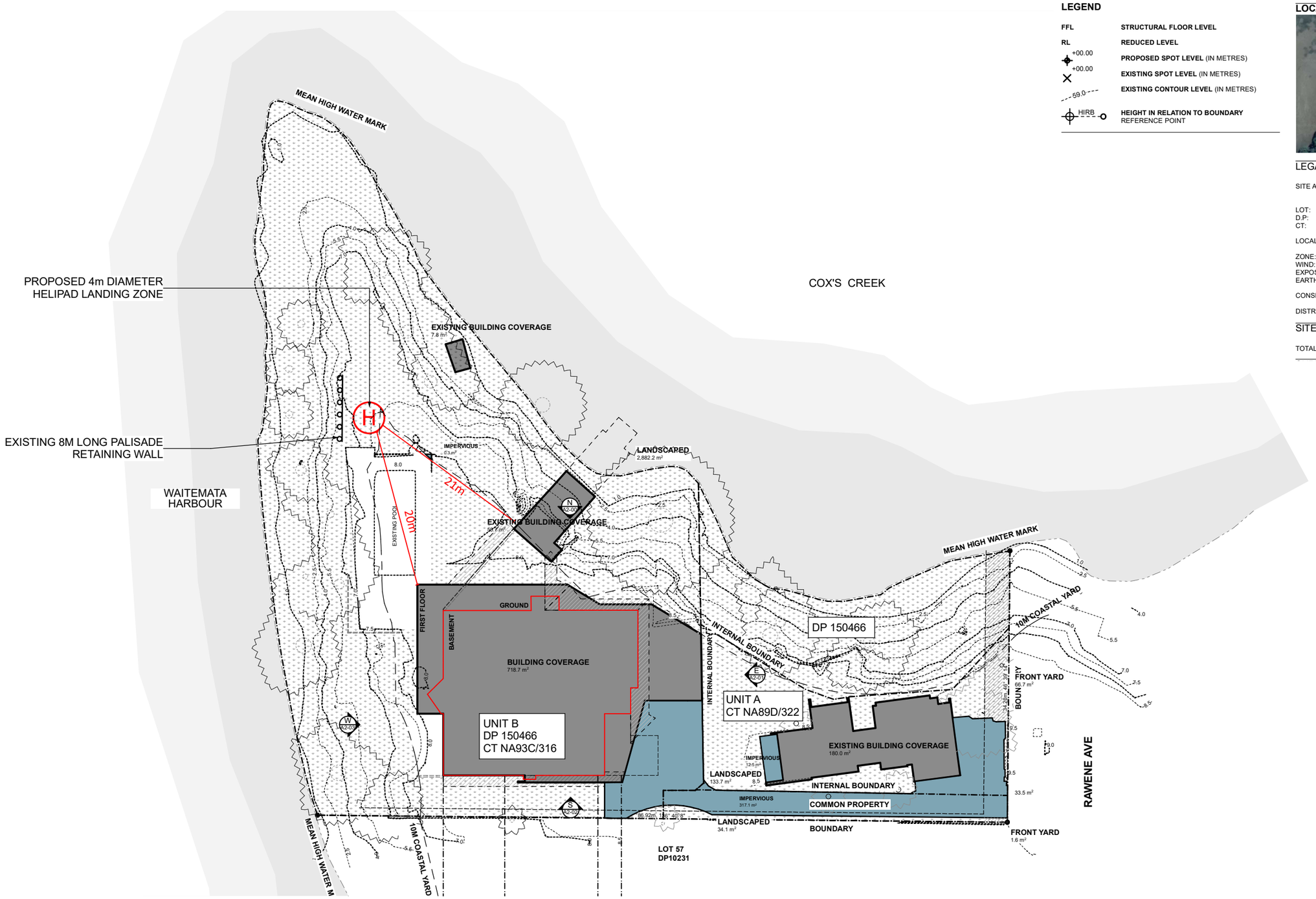
| | |
|---|---|
| **LOCATION CO-ORDINATES:** | |
| **STREET ADDRESS:** | |
| **HELICOPTER TYPE:** | |
| **LANDING SURFACE:** | |
| **ELEVATION:** | |
| **BRIEFING:** | |
| **DETAILS OF OBSTRUCTIONS:** | |
| **FUEL:** | YES / NO |
| **PRIOR PERMISSION REQ.** | YES / NO |
| **CONTACT INFO OF SURROUNDING PROPERTIES:** | |
| **CLASS:** | PUBLIC / PRIVATE |
| **WIND SOCK:** | YES / NO |
| **COMMUNICATION:** | YES / NO |
| **ADDITIONAL NOTES (Lighting):** | Attached Documents: Resource Consent Application, Noise Assessment Lighting |
| **DIAGRAM & PHOTOS:** | As detailed in the noise assessment |

| | |
|---|---|
| **FORM COMPLETED BY:** | |
| **DATE:** | |

MT HOBSON GROUP
Town Planning & Resource Consent Solutions

# ATTACHMENT 6 – SITE PLAN PREPARED BY PONTING FITZGERALD ARCHITECTS

markb@mhg.co.nz 021 0267 2078
www.mhg.co.nz




## LEGEND

| | |
|---|---|
| FFL | **STRUCTURAL FLOOR LEVEL** |
| RL | **REDUCED LEVEL** |
| +00.00 | **PROPOSED SPOT LEVEL** (IN METRES) |
| +00.00 | **EXISTING SPOT LEVEL** (IN METRES) |
| 59.0 | **EXISTING CONTOUR LEVEL** (IN METRES) |
| HIRB | **HEIGHT IN RELATION TO BOUNDARY** REFERENCE POINT |

## LOCATION MAP


NOT TO SCALE

## LEGAL DESCRIPTION / RELEVANT SITE INFO

SITE ADDRESS: 38b RAWENE AVE, WESTMERE

| | |
|---|---|
| LOT: | UNIT B |
| D.P: | 150466 |
| CT: | NA93C/316 |
| LOCAL BODY: | AUCKLAND COUNCIL |
| ZONE: | RESIDENTIAL - MIXED HOUSING SUBURBAN |
| WIND: | VERY HIGH |
| EXPOSURE: | ZONE D |
| EARTHQUAKE: | ZONE 1 |
| CONSENT(S): | RESOURCE CONSENT IN PROCESSING |
| DISTRICT PLAN: | AUCKLAND UNITARY PLAN (OPERATIVE) |

## SITE AREAS

| | |
|---|---|
| TOTAL SITE AREA | 4,530m² |

## 1 HELIPDA LOCATION PLAN

A2-18 Scale 1:500

# RC ISSUE - NOT FOR CONSTRUCTION

PONTINGFITZGERALDARCHITECTS

MOWBRAY WILLIAMS RESIDENCE
38b RAWENE AVE, WESTMERE



| NO. | NAME | ISSUE DATE |
|---|---|---|
| DRAWING | HELIPAD LOCATION PLAN | SHEET RC-13 |
| DRAWN BY PFA | SCALE @ A3 | |
| PRINT DATE 1/04/2022 | | REV |

MT HOBSON GROUP
Town Planning & Resource Consent Solutions

# ATTACHMENT 7 – 9 KOTARE AVENUE WRITTEN APPROVAL

markb@mhg.co.nz 021 0267 2078
www.mhg.co.nz

# Written approval of affected persons

Auckland Council
Te Kaunihera o Tāmaki Makaurau

**PART A (to be completed by applicant)**

## PART A – APPLICATION

| | | |
|---|---|---|
| Applicant(s) name: *(please write all names in full)* | Anna Mowbray and Ali Williams | |
| Address of proposed activity: | 38 Rawene Avenue, Westmere | Consent number if known: |

Brief description of proposed activity:

Use of the site for the take-off and landing of a helicopter

Plan references (including title, author and date):

North East of house as shown on figure 1 within Hegley acoustic consultants report "Proposed Helipad 38 Rawene Avenue, Westmere, Assessment of noise dated 24th September 2021

Resource consent(s) being sought for (describe area(s) of non-compliance):

Non-complying activity consent pursuant to H4.4.1 (A1 - Activities not provided for and restricted discretionary activity consent pursuant to E25.4.1 (A2) for an activity that does not comply with standard E25.6.32 noise levels for helicopters take-off and landing

**PART B (to be completed by persons and/or organisations providing written approval)**

## PART B – AFFECTED PERSON(S)

| | | Tick if Owner | Tick if Occupier |
|---|---|---|---|
| Full name: (*in print*) | PETER IAN PARKINSON | ✓ | |
| Full name: (*in print*) | | | |
| Full name: (*in print*) | | | |

Address of affected property: 9 KOTARE Ave Westmere Postcode: 1022

Phone: 09 360 1514 Mobile: 021 636867

## PART B – AFFECTED PERSON(S) *(continued)*

I have authority to sign on behalf of all the other: (*tick one*)

☑ OWNER(S) ☐ OCCUPIER(S)

of the property. Please provide documentation proving this authority.

*Please note: the approval of all the legal owners and the occupiers of the affected property may be necessary.*

**PART C (to be completed by persons and/or organisations providing written approval)**

## PART C – DECLARATION

✓ I/We have been given details of the proposal and plans to which I/we are giving written approval.

✓ I/We have signed each page of the plans in respect of this proposal. These need to accompany this form.

✓ I/We understand that by giving my/our written approval, the Council when considering the application cannot take account of any actual or potential effects of the activity on my/our property.

✓ Further, I/we understand that at any time before the determination of the application, I/we may give notice in writing to the Council that this approval is withdrawn.

*Note: You should only sign below if you fully understand the proposal. If you require the resource consent process to be explained you can contact the Customer Service Team at the Council who can provide you with information.*

| | | | |
|---|---|---|---|
| Signature(s): | | Date: | 5/3/22 |
| Signature(s): | | Date: | |
| Signature(s): | | Date: | |

### PRIVACY INFORMATION

The council requires the information you have provided on this form to process your application under the RMA and to collect statistics. The council will hold and store the information, including all associated reports and attachments, on a public register. The details may also be made available to the public on the council's website. These details are collected to inform the general public and community groups about all consents which have been processed or issued through the council. If you would like to request access to, or correction of any details, please contact the council.

MT HOBSON GROUP
Town Planning & Resource Consent Solutions

# ATTACHMENT 8 – 29 RAWENE AVENUE WRITTEN APPROVAL

markb@mhg.co.nz 021 0267 2078
www.mhg.co.nz

# Written approval of affected persons

Auckland Council
Te Kaunihera o Tāmaki Makaurau

**PART A (to be completed by applicant)**

## PART A – APPLICATION

| | | |
|---|---|---|
| Applicant(s) name: (*please write all names in full*) | Anna Mowbray and Ali Williams | |
| Address of proposed activity: | 38 Rawene Avenue, Westmere | Consent number if known: |

Brief description of proposed activity:

Use of the site for the take-off and landing of a helicopter

Plan references (including title, author and date):

North East of house as shown on figure 1 within Hegley acoustic consultants report "Proposed Helipad 38 Rawene Avenue, Westmere, Assessment of noise dated 24th September 2021

Resource consent(s) being sought for (describe area(s) of non-compliance):

Non-complying activity consent pursuant to H4.4.1 (A1 - Activities not provided for and restricted discretionary activity consent pursuant to E25.4.1 (A2) for an activity that does not comply with standard E25.6.32 noise levels for helicopters take-off and landing

**PART B (to be completed by persons and/or organisations providing written approval)**

## PART B – AFFECTED PERSON(S)

| | | Tick if Owner | Tick if Occupier |
|---|---|---|---|
| Full name: (*in print*) | PETER IAN PARKINSON | ✓ | |
| Full name: (*in print*) | | | |
| Full name: (*in print*) | | | |

Address of affected property: 29 RAWENE AVE WESTMERE Postcode: 1022

Phone: 09 360 1514 Mobile: 021 636 867

## PART B – AFFECTED PERSON(S) *(continued)*

I have authority to sign on behalf of all the other: (*tick one*)

☑ OWNER(S) ☐ OCCUPIER(S)

of the property. Please provide documentation proving this authority.

*Please note: the approval of all the legal owners and the occupiers of the affected property may be necessary.*

**PART C (to be completed by persons and/or organisations providing written approval)**

## PART C – DECLARATION

✓ I/We have been given details of the proposal and plans to which I/we are giving written approval.

✓ I/We have signed each page of the plans in respect of this proposal. These need to accompany this form.

✓ I/We understand that by giving my/our written approval, the Council when considering the application cannot take account of any actual or potential effects of the activity on my/our property.

✓ Further, I/we understand that at any time before the determination of the application, I/we may give notice in writing to the Council that this approval is withdrawn.

*Note: You should only sign below if you fully understand the proposal. If you require the resource consent process to be explained you can contact the Customer Service Team at the Council who can provide you with information.*

| | | | |
|---|---|---|---|
| Signature(s): | | Date: | 5/5/22 |
| Signature(s): | | Date: | |
| Signature(s): | | Date: | |

### PRIVACY INFORMATION

The council requires the information you have provided on this form to process your application under the RMA and to collect statistics. The council will hold and store the information, including all associated reports and attachments, on a public register. The details may also be made available to the public on the council's website. These details are collected to inform the general public and community groups about all consents which have been processed or issued through the council. If you would like to request access to, or correction of any details, please contact the council.