

From: [Phil Mitchell](#)
To: [Adonica Giborees](#)
Subject: RE: Feedback on updated application & s92 response: proposed helipad at 38 Rawene Avenue, Westmere (LUC60389929)
Date: Tuesday, 11 June 2024 10:37:09 am
Attachments: [image001.gif](#)
[ATT00001.gif](#)
[Screenshot_2024-06-07_134717.png](#)

Hi Adonica

In response to your Question 3, the bird roost is approximately 35 meters from landing location with a 6m drop over that distance, as per the attached image.

Re your Question 4, HeliTranz have indicated that the helicopter will be approximately 340 metres from the landing location as it passes through 500ft – this applies to both take off and landing, but as you can appreciate this is an approximate figure.

That leaves only the map referred to in your Question 1 that I will forward to you as soon as I receive it.

Kind regards



Phil Mitchell
Partner

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From: Phil Mitchell
Sent: Friday, June 7, 2024 11:51 AM
To: Adonica Giborees <adonica.giborees@aucklandcouncil.govt.nz>
Subject: RE: Feedback on updated application & s92 response: proposed helipad at 38 Rawene Avenue, Westmere (LUC60389929)

Hi Adonica

Please see below our initial response to the questions you raised, noting that a couple of them are a “work in progress” that will take a little time to finalise. I’ve copied your questions onto this email, and the responses are in **bold red text and underlined**.

Helipad location drawing

The following matter relates to Items 9 and 11 of the s92 request dated 9 December 2021.

1. Page 4 of the updated AEE contains the site plan *attached* which we understand to be based on architectural drawings approved under BUN60383789. Whilst on site, it was observed that a new landscape design has been implemented on site which does not correlate with the drawings approved under BUN60373967 (dwelling consent) nor of CST60383790/BUN60383789 (seawall consent). The applicant indicated that they had followed a set of landscape design drawings for this work and it would be helpful if the proposed helipad location was shown on one of these drawings, as a base, so that the exact location of the landing area (on the newly defined grass terrace area) can be confirmed accurately.

In addition, we note the location of the helipad shown in Figure 4 is immediately north of the swimming pool; whereas the flight section shown in Figure 4 (pg 5 of the updated AEE, as per the *attached*) does not align with the proposed helipad location (it appears to be further north).

Could you please provide a plan which shows the proposed helipad, the proposed 'flight sector' (in relation to the helipad location), the location of existing trees, and the location of the trees to be planted as required by the coastal protection structures resource consent (*also refer to comments below*). *Also note: we were advised on site that the coastal edge planting as required by the coastal protection structures resource consent (CST60383790/BUN60383789) is yet to be implemented.*

The requested plan is being prepared and will be provided ASAP, hopefully early next week

Trees

The following matters relate to Items 11 and 12 of the s92 request dated 9 December 2021.

2. It is noted that the proposed location of the helicopter operation on site is regularly susceptible to strong wind from the sea, however, the strong forces from the proposed helicopter operation will further increase the stresses on the existing trees along the coastal environment and 20m MHWS near to the operation locations. The forces generated by the proposed helicopter operation will likely damage the branches of these existing trees and resulted in alteration on the trees, which will trigger resource consent under E15.4.1 (A21) and/or (A22).

For the effect of proposed helicopter operation on the trees proposed for rehabilitation purposes along the coastal environment and 20m MHWS under resource consents LUC60383791 and CST60383790 and near to the operation location of the helicopter, it is also very likely that the proposed helicopter operations would have significant effect on their survival and establishment to fulfil the function of coastal protection.

Can you please address the above, including the following:

- a) Further information / assessment by a suitably qualified arborist to demonstrate compliance with AUP(OP) rules E15.4.1 (A21) and/or (A22) in respect of existing trees.

- b) In view of the helicopter operation will trigger resource consent under E15.4.1 (A21) and or (A22) for the existing trees within 20m MHWS, an arborist report by suitably qualified arborist to support the application in accordance with the assessment criteria under E15 of AUP.
- c) An assessment by a suitably qualified arborist to demonstrate the level of effect on the trees proposed for rehabilitation purposes along the coastal environment and 20m MHWS under resource consents LUC60383791 and CST60383790 and near to the operation location of the helicopter movements.

Regarding Questions 2 a) and b), there is no evidential basis for asserting that existing trees will be damaged by the use of the helipad and consent has not been sought to damage any existing trees under the rules listed. In the extremely unlikely event that some damage occurred, that would be a compliance / enforcement matter.

Regarding Question 2 c), we are happy to have a condition requiring that the new plantings are to be screened until they mature in order to protect them from the from the wind. This would also protect them from any other disturbance. However, this is not a matter affecting notification.

Ecological matters

The following matters relate to Item 1 of the s92 request dated 9 December 2021.

- 3. The Ecological Report and updated AEE do not mention how far away the proposed Helipad is from the high tide bird roost. The AEE mentions the proposed helipad is 6m from and 6m above the planting for CST60383790, is this next to the high tide bird roost?

We will get you a precise answer ASAP

- 4. The AEE mentions '*the total time elapsed on take-off is approximately 50 seconds; 30 seconds for the engine to start up and 20 seconds to take off and reach a height of 500 ft. The total time elapsed on landing is 90 seconds, 60 seconds being the approach to landing (from a height of 500 ft)*'. However, this does not provide information on how far the helicopter can travel horizontally in that time. Please provide the horizontal distance the helicopter will travel when it reaches 500ft on both arrival and departure.

HeliTranz has been requested to provide these details, which we will get to you ASAP

Proposed activity

The following matters are not pursuant to section 92 of the RMA, however would help me better understand the proposed activity, its effect on the environment, and ways any adverse effects on the environment might be mitigated.

Whilst on site, there was a discussion on the proposed/intended helicopter operations, noting:

5. The helipad operation will be akin to a 'loading zone' (as described by the applicant) whereby the helicopter will arrive, load/unload and take-off. Could you please confirm this, in particular that the helicopter will not be on site for any extended length of time (e.g. overnight)?

You are correct – the helicopter will not be on site for an extended length of time.

6. We understand from our onsite discussion that the helipad will be used much less frequently than the amount of times currently being sought in the application. It may be appropriate to amend the application to better reflect the likely future use of the helipad (i.e. it is unlikely to be used twice a day (four helicopter movements) 365 days of the year); instead the applicant may wish to put forward some form of maximum number of flights per week, for example.

The applicant's experts have assessed the effects of twice-daily flights and their assessments show that the effects are acceptable. That said, we are happy to discuss potential consent conditions with Council in due course, but this is not a matter affecting notification.

I trust the above is clear and I will get the other material to you as soon as I receive it.

Kind regards

From: Adonica Giborees <adonica.giborees@aucklandcouncil.govt.nz>

Sent: Thursday, June 6, 2024 2:23 PM

To: Phil Mitchell <phil.mitchell@mitchelldaysh.co.nz>

Subject: RE: Feedback on updated application & s92 response: proposed helipad at 38 Rawene Avenue, Westmere (LUC60389929)

Thanks Phil, much appreciated.

Kind Regards,

Adonica Giborees | Principal Project Lead

Premium Resource Consents

Auckland Council

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Auckland Council, Auckland House, Level 6, 135 Albert Street

Visit our website: www.aucklandcouncil.govt.nz

Please note I take every second Friday as a scheduled day off. I work from the Albert Street office Monday and Thursday, and from home Tuesday, Wednesday and Friday. I am contactable by phone, email or MS Teams. Thanks!

From: Phil Mitchell <phil.mitchell@mitchelldaysh.co.nz>

Sent: Thursday, June 6, 2024 12:47 PM

To: Adonica Giborees <adonica.giborees@aucklandcouncil.govt.nz>

Subject: RE: Feedback on updated application & s92 response: proposed helipad at 38 Rawene

Avenue, Westmere (LUC60389929)

Hi Adonica

I'll get back to you asap.

Cheers



Phil Mitchell
Partner

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From: Adonica Giborees <adonica.giborees@aucklandcouncil.govt.nz>

Sent: Wednesday, June 5, 2024 4:11 PM

To: Phil Mitchell <phil.mitchell@mitchelldaysh.co.nz>

Subject: Feedback on updated application & s92 response: proposed helipad at 38 Rawene Avenue, Westmere (LUC60389929)

Good afternoon Phil,

As per earlier correspondence, we have now reviewed all additional information provided, inclusive of responses to the s92 request dated 9 December 2021.

The below incorporates comments and queries from myself and all specialists following review of the application documentation and a site visit undertaken on 31st May 2024.

Helipad location drawing

The following matter relates to Items 9 and 11 of the s92 request dated 9 December 2021.

Page 4 of the updated AEE contains the site plan *attached* which we understand to be based on architectural drawings approved under BUN60383789. Whilst on site, it was observed that a new landscape design has been implemented on site which does not correlate with the drawings approved under BUN60373967 (dwelling consent) nor of CST60383790/BUN60383789 (seawall consent). The applicant indicated that they had followed a set of landscape design drawings for this work and it would be helpful if the proposed helipad location was shown on one of these drawings, as a base, so that the exact location of the landing area (on the newly defined grass terrace area) can be confirmed accurately.

In addition, we note the location of the helipad shown in Figure 4 is immediately north of the swimming pool; whereas the flight section shown in Figure 4 (pg 5 of the updated AEE, as per the *attached*) does not align with

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Next steps

At this point, some s92 requests remain outstanding as outlined above. Once you have provided the requested information, I will review what you have provided to make sure it adequately addresses all of the points of the s92 request dated 9 December 2021.

Note that, whilst the application remains on hold under s92 RMA while the above matters are resolved, I will continue to process the application as far as I can without the above information.

I will be able to give you an updated forecast on a notification decision date on request once you have provided the information requested above.

Kind Regards,

Adonica Giborees | Principal Project Lead

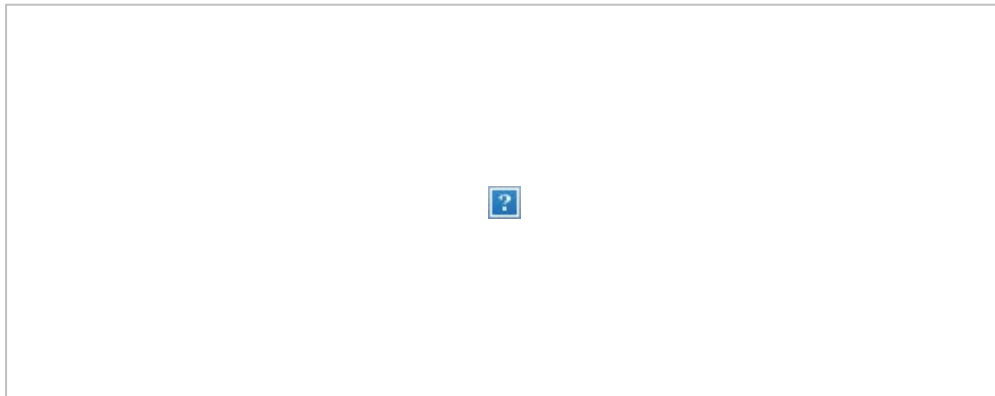
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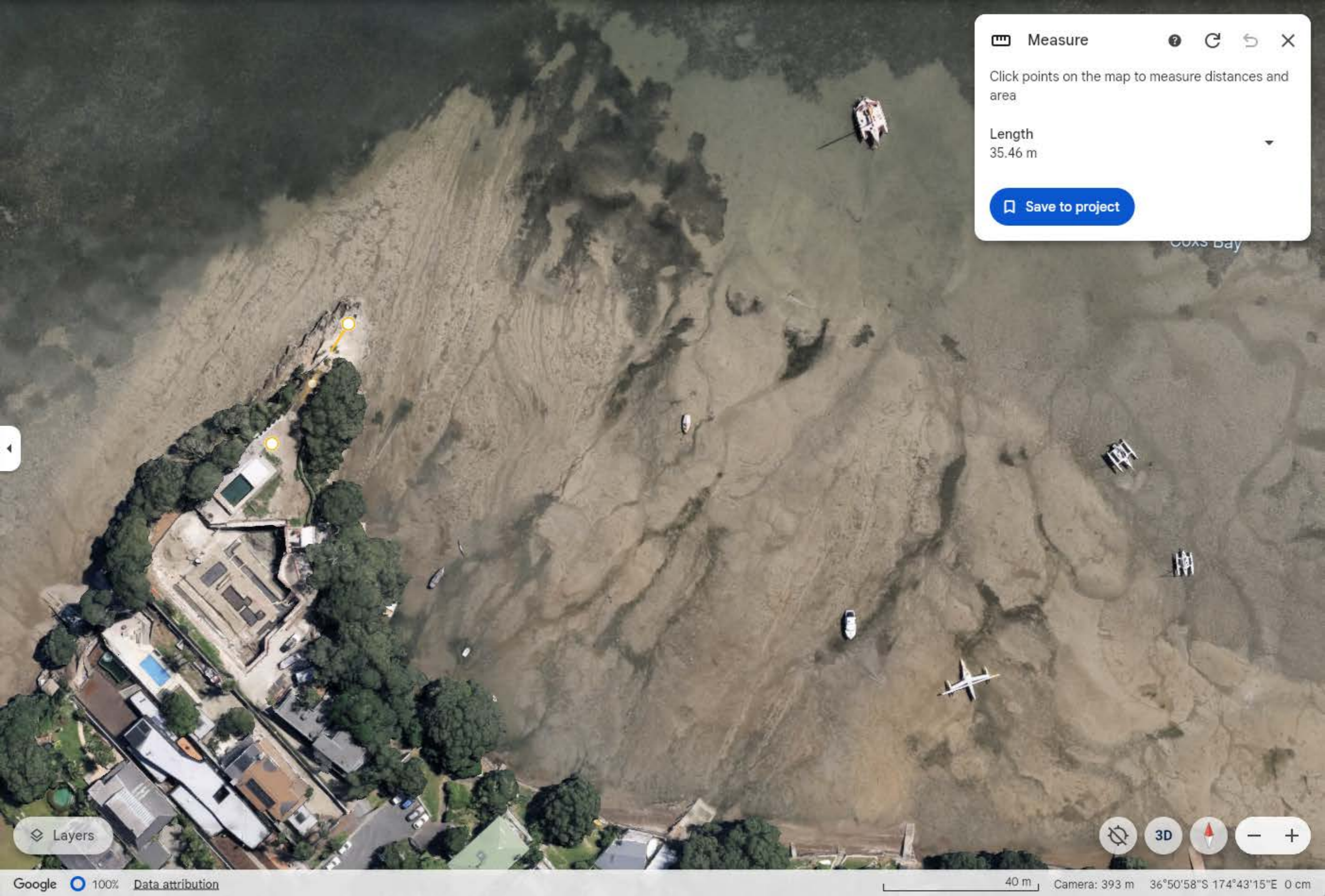
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Please note I take every second Friday as a scheduled day off. I work from the Albert Street office Monday and Thursday, and from home Tuesday, Wednesday and Friday. I am contactable by phone, email or MS Teams. Thanks!





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 Measure    

Click points on the map to measure distances and area

Length
35.46 m 

 Save to project

COXS Bay

 Layers