



25th September 2020

Application No: RMA/2019/235

Thames-Coromandel District Council
c/- Beca Consulting
PO Box 903
Tauranga 3140

By Email: keith.frentz@beca.com

Dear Keith

ALTERATION TO DESIGNATION TC 312 OF THE PROPOSED DISTRICT PLAN – THAMES AIRFIELD

This letter is to inform you of:

ALTERATION TO DESIGNATION

Thames-Coromandel District Council **confirms** the alteration to the designation in relation to the Thames Airfield (TC 312) under sections 171 and 181(3) of the Resource Management Act 1991 being:

The Thames Airfield purpose shall include the following:

- a) Aircraft movements, maintenance, servicing and storage, including taxiing, take-off and landing manoeuvres whether for commercial, tourism, defence, emergency or private use, whether by powered or unpowered flight and whether of fixed wing or rotary winged aircraft, and ancillary services and activities.
- b) Terminal activities including cargo handling, passenger reception and embarkation, goods transshipment and ancillary services related to these activities.
- c) Aircraft fuel storage and refuelling activities.
- d) Runways (sealed and unsealed), navigation aids and other equipment for the maintenance and management of the designated area to ensure the safe operation of the airfield.
- e) Airport lighting, carparking.
- f) Emergency and security services.
- g) Air traffic control facilities.
- h) Hospitality, including but not necessarily limited to cafeteria, cafes and restaurants within the designated area serving in whole, or in part, passengers, visitors and staff attending the airfield.
- i) Hangars, including for the use of:
 - i. Aeronautics engineering
 - ii. Manufacture and sale of aircraft and goods related to aircraft, the operation of the air field and related activities
 - iii. Storage.
- j) Hangar accommodation ancillary to airfield operations and activities, being residential accommodation associated with airfield use, and/or users within a hangar located

within the defined Hangar Dwelling Area on the plan entitled Thames Airfield Master Plan, prepared by AIRBIZ, dated 06 August 2019.

- k) Commercial activities serving passengers, visitors and staff attending the airport, including but not necessarily limited to:
 - i. Rental vehicle services
 - ii. General retail and aviation tourism activities.
- l) Pilot and aviation industry training and education.
- m) Aviation recreation activities.
- n) Ancillary aviation related uses.
- o) Festivals featuring the use of the airfield and aircraft.”

The agreement to the alteration to designation is subject to the following conditions:

1. The existing access onto State Highway 25 shall be upgraded and designed in accordance with Section 3.16 of the Manual of Traffic Signs and Markings (MOTSAM, Transport Agency, 2011) prior to the commencement of construction of the first residential dwelling unit. Preliminary designs must be submitted to Waka Kotahi (NZTA) for approval prior to the commencement of any physical works.
2. In the event that the Thames Airfield (designated area) is provided with access from any location on State Highway 25 other than at the existing access location (e.g. as a result of the construction of the roundabout shown on the Kopu Structure Plan or as the result of any other lawfully constructed access from the State Highway), then the existing access shall be physically and legally closed to all traffic. Any costs associated with the closure of the existing access shall be met by the applicant, including any required changes to the internal site road layout.
3. Any proposal that provides for more than 20 one or two-bedroom residential dwellings in total within the Thames Airfield designation shall include an Integrated Transport Assessment (ITA) that assesses the anticipated effects of the establishment of more than 20 dwellings within the designation. The ITA must be reviewed by Waka Kotahi and shall be amended to include any mitigation measures required on the State Highway Network as a result of the review.
4. For buildings within the Thames Airfield designation:
 - i. Residential accommodation within a hangar shall only be located in the area identified as Hangar Dwelling Area on the plan entitled Thames Airfield Master Plan, prepared by AIRBIZ, dated 06 August 2019.
 - ii. Residential accommodation may only be developed in conjunction with a hangar, or hangars, provided for the use, protection and maintenance of aircraft or other purpose related to the use of the airfield. The residential accommodation (excluding associated decks at mezzanine level) shall be provided for within the building envelope of the hangar building.
 - iii. All bedrooms and at least one communal living area within the residential accommodation shall be provided for at the mezzanine level within the building envelope of the hangar.
 - iv. Any new accommodation in a hangar shall be designed and constructed to achieve an insulation rating of $DnTw + Ctr > 40dB$ for the building envelope of all habitable rooms being added to, altered or extended, measured with ventilating windows open.
 - v. Any addition, extension or alteration to existing accommodation in a hangar shall be designed and constructed to achieve an insulation rating of $DnTw + Ctr > 40dB$ for the building envelope of all habitable rooms being added to, altered or extended, measured with ventilating windows open.

- vi. Where windows are required to remain closed to achieve the acoustic requirement of the building envelope, alternative ventilation must be provided to ventilate rooms in accordance with the Building Code. When measured 1m from the diffuser, noise from the ventilation system alone must not exceed 35dB LAeq.
- vii. Before any new building, or addition, extension or alteration is constructed, and as part of the Outline Plan submission, the building design shall be certified by a suitably qualified acoustic professional as being able to achieve compliance with this condition.

Note: DnTw + Ctr is a single figure rating method that describes the airborne sound insulation of a building façade as measured on site. The Ctr adjustment focuses on the low frequency range (100 – 315Hz).

- 5. Hazardous substances, including but not limited to aircraft fuel, required for the lawful operation of activities in accordance with the purpose of the designation shall be stored and used at the airfield in accordance with the relevant hazardous substances legislation.
- 6. The hours of operation of activities being undertaken in accordance with the purpose of the designation is not limited by these conditions.

Advisory Notes

- 1. Waka Kotahi will not provide funding for any works associated with the closure of the existing access onto State Highway 25. Further discussions are required with Thames-Coromandel District Council regarding funding of the structure plan roundabout as shown on the Kopu Structure Plan.
- 2. No works shall be undertaken within State Highway 25 without the prior approval of Waka Kotahi pursuant to Section 51 of the Government Roding Powers Act 1989. A Traffic Management Plan and Consent to Work on the Highway shall be submitted to and approved by Waka Kotahi at least seven working days prior to the commencement of any works on the state highway.
- 3. Section 91 of the GRPA enables Waka Kotahi to authorise the use of a crossing place on a limited access road, impose conditions on its usage, specify the location of a crossing place or cancel the right to use any crossing place if legal access is available from another road. In accordance with Section 92 of the GRPA, no person may drive or move any vehicle or animal, or permit any vehicle or animal to be driven or moved, on to or from any limited access road except at any crossing place authorised by Waka Kotahi. The Thames Airfield access is not identified as a legal road parcel, therefore authorisation is required under S91 of the GRPA. Once the above works have been undertaken and the new crossings completion inspection has been undertaken by our network consultants, please contact Waka Kotahi to arrange a new section 91 crossing authorisation for the vehicle crossing.

The Council's administrative charges for receiving and processing this application in accordance with sections 36, 36AAA and 36AAB of the RMA, must be paid in full within 15 working days of receipt of the invoice for this decision, unless otherwise agreed in writing with the Council's Development Planning Manager.

Any variation to the plans may require further outline plan approval from Council.

If you have any questions or concerns about any aspect of the decision or consent conditions, please contact the Council on (07) 868 0200.

Signed for and on behalf of the Thames-Coromandel District Council:



.....
AR Watson
Independent RMA Commissioner

Dated this 25th day of September 2020.



RESOURCE MANAGEMENT ACT 1991

ASSESSMENT OF AN APPLICATION FOR ALTERATION TO A DESIGNATION

Reporting Officer:	Christina Walker
Consent Number:	RMA/2019/235
Applicant:	Thames-Coromandel District Council
Site Address:	395 Ngati Maru Highway, Thames
Legal Description:	<ul style="list-style-type: none">• Parehuia 4B Block• Part Parehuia A Block• Part Ohoupo Block• Lot 2 DPS 1948• Parehuia 4A Block• Part Maramarahi 5A Block• Part Section 9 Block VII Thames SD• Part Maramarahi 5C Block• Section 1 SO 59565• Part Kareremokai Block• Part Section 3 Block VII Thames SD• Part Maramarahi 5B Block• Part Section 3 Block VII Thames SD• Part DP 26269• Part Maramarahi 5D Block• Part Parehuia B Block

Application: Alteration to designation TC 312 of the Proposed District Plan to clarify the purpose of the designation and provide for ancillary residential development.

Christina Walker, Consultant Planner for the Thames-Coromandel District Council, has prepared this report. This report reviews the application for an alternation to a designation and addresses the relevant information and issues pertinent to the application. It has been prepared to assist the Independent Commissioner in considering the application. The report has no status other than as a staff report on the recommendation. It is not a decision and the recommendation should not be construed or used as such.

1.0 Introduction

1.1 Introduction

Pursuant to Section 181 of the Resource Management Act 1991 (RMA), Becca Limited, on behalf of the Applicant, Thames-Coromandel District Council, have applied for an alteration to Designation TC312 of the Proposed Thames Coromandel District Plan (PDP) to clarify the purpose of the designation and provide for ancillary residential development.

1.2 Site Description

A site visit was undertaken on the 20th of June 2019.

The subject site is known as the Thames Airfield and is located south of Thames Township, between the Waihou River to the west and Ngati Maru Highway (SH25) to the east. Access to the site is via SH 25.

An aerial photograph demonstrating the location of the site is included in Figure 1, below.



Figure 1: Location of Thames Airfield

The Thames Airfield is currently used for the following purposes:

- A grass runway and shorter cross runway
- Hauraki Aero Club
- Skyworks Helicopters
- Sky Tours (recently ceased)
- Hangers
- Underground fuel tanks and dispensers
- Car parking and access areas
- Airfield related events
- Thames Clay Target Club
- Council wastewater treatment ponds

The wastewater treatment ponds are located to the south of the site and the Clay Target Club to the west. All other activities are accommodated within the cluster of

buildings/hangers at the east of the site. There is a roadway extending around the majority of the site perimeter (with the exception of the area to the south of the Clay Target Club and the treatment ponds). There is also a drain network located along much of the site's perimeter and stopbanks are located to the west of the site, between the site and the Waihou River.

1.3 Existing Designation

The PDP identifies the purpose of the designation as 'airfield' and defines it as:

Activities and/or buildings that directly relate to air transport activities. Examples include, but are not limited to:

- *Hanger, aircraft repair workshop, aircraft fuel storage*
- *Passenger terminal for flights*
- *Runways, aeroplane parking areas,*
- *Airshow festival*
- *Movement of planes, helicopters, hot air balloons"*

1.4 Special Purpose Provisions and Overlays

Proposed District Plan

Under the PDP, the Airfield is subject to the following special purpose provisions/policy overlays.

- Airfield Height and Noise overlay
- Kopu to Thames Structure Plan
- Defended Area
- Designation TC312 'Airfield'
- Partially within the Coastal Environment Line

Operative District Plan

- Airfield
- Designation TC_164 Thames Airfield, Thames Wastewater Treatment and Disposal

1.5 Underlying Zoning

Proposed District Plan

Under the PDP, the site is located within the following Zones.

- Airfield Zone
- Open Space Zone
- Recreation Passive Zone
- Rural Zone

Operative District Plan

Under the ODP, the Thames Airfield is located within the following Zones:

- Open Space
- Rural Zone

2.0 Proposal

The proposal to alter the designation includes altering the primary purpose of the designation from 'Airfield' to 'Thames Airfield' and expanding the list of activities to include all those activities currently being undertaken (with the exception of the Thames Clay Target Club, which will continue to operate under existing use rights) and to allow for residential development.

A proposed master plan for the airfield site has been provided with the application. A copy of this is included in Figure 2, below.



FIGURE 4-4 MASTER PLAN

Figure 2: Proposed Master Plan – Thames Airfield

It is proposed that the following activities be provided for within the designation (note these have been altered from what was originally applied for as a result of notification of the application):

- a) *Aircraft movements, maintenance, servicing and storage, including taxiing, take-off and landing manoeuvres whether for commercial, tourism, defence, emergency or private use, whether by powered or unpowered flight and whether of fixed wing or rotary winged aircraft, and ancillary services and activities.*
- b) *Terminal activities including cargo handling, passenger reception and embarkation, goods transshipment and ancillary services related to these activities.*
- c) *Aircraft fuel storage and refuelling activities.*

- d) *Runways (sealed and unsealed), navigation aids and other equipment for the maintenance and management of the designated area to ensure the safe operation of the airfield.*
- e) *Airport lighting, carparking.*
- f) *Emergency and security services.*
- g) *Air traffic control facilities.*
- h) *Hospitality, including but not necessarily limited to cafeteria, cafes and restaurants within the designated area serving in whole, or in part, passengers, visitors and staff attending the airfield.*
- i) *Hangars, including for the use of:*
 - i. Aeronautics engineering*
 - ii. Manufacture and sale of aircraft and goods related to aircraft, the operation of the air field and related activities*
 - iii. Storage.*
- j) *Hangar accommodation ancillary to airfield operations and activities, being residential accommodation associated with airfield use, and/or users within a hangar located within the defined Hangar Dwelling Area on the plan entitled Thames Airfield Master Plan, prepared by AIRBIZ, dated 06 August 2019.*
- k) *Commercial activities serving passengers, visitors and staff attending the airport, including but not necessarily limited to:*
 - i. Rental vehicle services*
 - ii. General retail and aviation tourism activities.*
- l) *Pilot and aviation industry training and education.*
- m) *Aviation recreation activities.*
- n) *Ancillary aviation related uses.*
- o) *Festivals featuring the use of the airfield and aircraft.”*

In support of the application a set of conditions has also been proposed. For completeness these are included below:

- 7. *The existing access onto State Highway 25 shall be upgraded and designed in accordance with the Section 3.16 of the Manual of Traffic Signs and Markings (MOTSAM, Transport Agency, 2011) prior to the commencement of construction of the first residential dwelling unit. Preliminary designs must be submitted to Waka Kotahi for approval prior to the commencement of any physical works.*
- 8. *In the event that the Thames Airfield (designated area) is provided with access from any location on State Highway 25 other than at the existing access location (e.g. as a result of the construction of the roundabout shown on the Kopu Structure Plan or as the result of any other lawfully constructed access from the State Highway), then the existing access shall be physically and legally closed to all traffic. Any cost associated with the closure of the existing access shall be met by the applicant, including any required changes to the internal site road layout.*
- 9. *Any proposal that provides for more than 20 one or two-bedroom residential dwellings in total within the Thames Airfield designation shall include an Integrated Transport Assessment (ITA) that assesses the anticipated effects of the establishment of more than 20 dwellings within the designation. The ITA must be reviewed by Waka Kotahi and shall be amended to include any mitigation measures required on the State Highway Network as a result of the review.*
- 10. *For buildings within the Thames Airfield designation:*

- viii. *Residential accommodation within a hangar shall only be located in the area identified as Hangar Dwelling Area on the plan entitled Thames Airfield Master Plan, prepared by AIRBIZ, dated 06 August 2019.*
- ix. *Residential accommodation may only be developed in conjunction with a hangar, or hangars, provided for the use, protection and maintenance of aircraft or other purpose related to the use of the airfield. The residential accommodation (excluding associated decks at mezzanine level) shall be provided for within the building envelope of the hangar building.*
- x. *All bedrooms and at least one communal living area within the residential accommodation shall be provided for at the mezzanine level within the building envelope of the hangar.*
- xi. *Any new accommodation in a hangar shall be designed and constructed to achieve an insulation rating of $DnTw + Ctr > 40dB$ for the building envelope of all habitable rooms being added to, altered or extended with ventilating windows open.*
- xii. *Any addition, extension or alteration to an existing accommodation in a hangar shall be designed and constructed to shall be to achieve an insulation rating of $DnTw + Ctr > 40dB$ for the building envelope of all habitable rooms being added to, altered or extended with ventilating windows open.*
- xiii. *Where windows are required to remain closed to achieve the acoustic requirement of the building envelope, alternative ventilation must be provided to ventilate rooms in accordance with the Building Code. When measured 1m from the diffuser, noise from the ventilation system alone must not exceed 35dB LAeq.*
- xiv. *Before any new building, or addition, extension or alteration is constructed and as part of the Outline Plan submission, the building design shall be certified by a suitably qualified acoustic professional as being able to achieve compliance with this condition.*

Note: $DnTw + Ctr$ is a single figure rating method that describes the airborne sound insulation of a building façade as measured on site. The Ctr adjustment focuses on the low frequency range (100 – 315Hz).

- 11. *Hazardous substances, including but not limited to aircraft fuel, required for the lawful operation of activities in accordance with the purpose of the designation shall be stored and used at the airfield in accordance with the relevant hazardous substances legislation.*
- 12. *The hours of operation of activities being undertaken in accordance with the purpose of the designation is not limited by these conditions.*

It is noted that the above conditions will only apply to works undertaken by the requiring authority, with all other parties requiring resource consent. In this instance the requiring authority has advised that they will retain ownership of all land associated with the airfield and will be responsible for outline plan applications. The financial arrangements with leaseholders for the construction and/or maintenance of buildings will be a matter between the requiring authority and leaseholders.

1.5 Internal Comments

Bruce Hinson, Council's Operations Group Manager has provided comment to the effect that there is sufficient capacity within Council's network to provide for the water and wastewater demands of the proposed airfield development, including the residential development. Further, he notes that there is provision in the 2018-2028 Long Term Plan for wastewater reticulation of the site.

3.0 Process Matters

3.1 Process Matters

Table 1, below, sets out the key process matters for this consent:

Key Milestones/Dates		Day
Received	17 July 2019	0
Section 92 Issued	7 th August 2019 - Clarification regarding requiring authority - Additional development regarding natural hazards - Additional detail regarding bulk and location of structures and servicing	15
Section 92 Information Received	20 August 2019 - Partial response 29 August 2019 – Partial Response 12 February 2020 – Flood report provided 16 February 2020 – Additional Legal Opinions 24 February 2020 – Final response	15
Section 37	26 September 2019 Applicant requests that application is 'put on hold' with a section 37 notice to be issued at a later date.	
Notification Decision	16 March 2020	30
Application Notified	8 April 2020	47
Submissions Closed	9 June 2020	87
Submissions Resolved	25 August 2020	128
Section 37 issued	28 August 2020 – s.37 for 90 days, including: - 27 days for notification of application - 20 days for the submission period - 43 days for issue of a recommendation	131

Table 1 – Process Matters

4.0 Notification Decision/Submissions

A copy of the notification report and decision is included in Appendix A of this report. A summary of the details of that notification are included below.

The following written approvals were provided by the agent at the time of application:

- Hauraki Aero Club
- Stuart MacDonald Jocelyn Elizabeth Read
- Louise Coats and Greg McMonnell
- Brian John Coopersmith
- Donna Maree and Ronald Alvin Bergersen
- Z Energy

- Thames Clay Target Club

However, written approval was not able to be obtained from the Stevenson Family Trust (Skyworks Helicopters) who are leaseholders within the designation. In addition, the agent consulted with, but was not able to obtain written approvals from, NZ Transport Agency (Waka Kotahi) and Ngati Maru.

As such, subject to Sections 181, 149ZCC and 169 of the RMA the following parties were notified (on a limited basis) of the proposal:

- The New Zealand Transport Agency
- Ngati Maru
- Stevenson Family Trust
- The Civil Aviation Authority
- The Waikato Regional Council

Details of the submissions received and the subsequent resolution of those submissions is outlined in Table 2, below.

Submitter	Oppose/Support	Details of Resolution of Submission	Date Resolved
Skyworks Helicopters Limited	Opposed to the parts of the alteration that enable residential development above hangers.	Resolved subject to agreed conditions	25/08/2020
Waka Kotahi - NZ Transport Agency	Not opposed in principle, however, require further information regarding traffic effects.	Resolved subject to agreed conditions of consent and inclusion of advice notes.	9/08/2020

Table 2 - Submissions

Both submitters have confirmed that they no longer wish to be heard and, as such, no hearing is required under section 100 of the RMA.

5.0 Planning Framework

The alteration to designation is made under section 181 of the RMA. Section 181(3) states that:

A territorial authority may at any time alter a designation in its district plan or a requirement in its proposed district plan if—

- (a) *the alteration—*
 - (i) *involves no more than a minor change to the effects on the environment associated with the use or proposed use of land or any water concerned; or*
 - (ii) *involves only minor changes or adjustments to the boundaries of the designation or requirement; and*
- (b) *written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration; and*
- (c) *both the territorial authority and the requiring authority agree with the alteration—*

Each of these matters is address in turn in the following subsections of this report.

5.1 Assessment of Environmental Effects

An assessment of environmental effects was completed in the notification report dated 16th March 2020, whereby it was determined the effects of the proposal will be no more than minor. This assessment will not be repeated here. However, a copy of the notification report is included in **Appendix A** for ease of reference.

5.2 Alteration to Designation Boundaries

There are no proposed changes to the boundaries of the designation.

5.3 Consultation and Agreement of Directly Affected Persons

All occupiers of the land subject to the designation have been provided with written notice of the proposed alteration to designation and all have agreed with the alteration.

See section 4.0 of this report for further details regarding notification.

5.4 Council Agreement

The Council are agreeable to the proposed alteration to designation on the basis of the recommended changes to conditions. Those changes have been agreed to by the Requiring Authority.

Overall Assessment

The proposal provides for an alteration to the Thames Airfield designation for the purposes of providing for ancillary residential accommodation and clearly defining the activities provided for by the designation.

The agreement of all parties directly affected by the proposal has been provided and the effects of the proposal are considered to be minor in nature. The Council is also agreeable to the alteration to designation as a manner of providing for improved infrastructure within the site.

As such, the proposed alteration to the Thames Airfield Designation (TC 312) of the Proposed District Plan meets the requirements of section 181(3) and

6.0 Recommendation

In consideration of Sections 171 and 181, I recommend the following:

- a) The alteration to designation 181(3) be confirmed subject to the conditions set out in Section 2 of this report

Reasons for Decision

- 1) The alteration to designation results in changes to effects which are no more than minor.

- 2) There is no alteration to the designation boundaries.
- 3) All owners and occupiers of the land subject to the designation have agreed to the alteration.
- 4) All submissions received have been resolved.

Reporting Officer:

Chalker

Consultant Planner
Christina Walker
4Sight Consulting Limited

7.0 Decision

The Council has, under section 34A of the Resource Management Act 1991, delegated to me as an Independent Commissioner, its functions and powers under the Resource Management Act 1991 (RMA).

That pursuant to sections 168, 171, 181, 149ZCB(1) to (4), 149ZCC(1) to (4), 149ZCE, and 149ZCF and 168A of the Resource Management Act 1991, the alteration to the designation TC 312 by the Thames-Coromandel District Council in the Proposed District Plan **be confirmed subject to conditions**. The alteration is to clarify the purpose of the designation and provide for ancillary residential development.

ADDITIONAL COMMENTARY BY THE APPOINTED COMMISSIONER

I have been appointed in accordance with the provisions of the Resource Management Act 1991 (**RMA**), to consider the above alteration to the designation TC 312 in the Thames-Coromandel Proposed District Plan and the above associated Council section 42A RMA report regarding the alteration and a decision on it. I have earlier considered the matter of notification and determined that limited notification was appropriate. That process has been followed as described in the Council's section 42A RMA report above.

Having perused the above report and having previously perused the notice of requirement and a range of associated papers I find agreement with the recommendation made in the above report that the alteration to the designation be **confirmed subject to conditions**.

Accordingly, and pursuant to sections 168, 171, 181, 149ZCB(1) to (4), 149ZCC(1) to (4), 149ZCE, and 149ZCF and 168A of the Resource Management Act 1991, the alteration to the designation TC 312 for the Thames Airfield by the Thames-Coromandel District Council in the Proposed District Plan **is confirmed subject to conditions** which are included below. The alteration is to clarify the purpose of the designation and provide for ancillary residential development.

The reasons for this decision are as included at Section 6 of the above section 42A RMA report and as otherwise included in the text of that report.

The following activities are provided for within the designation:

- a) Aircraft movements, maintenance, servicing and storage, including taxiing, take-off and landing manoeuvres whether for commercial, tourism, defence, emergency or private use, whether by powered or unpowered flight and whether of fixed wing or rotary winged aircraft, and ancillary services and activities.
- b) Terminal activities including cargo handling, passenger reception and embarkation, goods transshipment and ancillary services related to these activities.
- c) Aircraft fuel storage and refuelling activities.
- d) Runways (sealed and unsealed), navigation aids and other equipment for the maintenance and management of the designated area to ensure the safe operation of the airfield.
- e) Airport lighting, carparking.
- f) Emergency and security services.
- g) Air traffic control facilities.
- h) Hospitality, including but not necessarily limited to cafeteria, cafes and restaurants within the designated area serving in whole, or in part, passengers, visitors and staff attending the airfield.
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 - i. Aeronautics engineering
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 - iii. Storage.
- j) Hangar accommodation ancillary to airfield operations and activities, being residential accommodation associated with airfield use, and/or users within a hangar located within the defined Hangar Dwelling Area on the plan entitled Thames Airfield Master Plan, prepared by AIRBIZ, dated 06 August 2019.
- k) Commercial activities serving passengers, visitors and staff attending the airport, including but not necessarily limited to:
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 - ii. General retail and aviation tourism activities.
- l) Pilot and aviation industry training and education.
- m) Aviation recreation activities.
- n) Ancillary aviation related uses.
- o) Festivals featuring the use of the airfield and aircraft.

The designation is subject to the following conditions:

1. The existing access onto State Highway 25 shall be upgraded and designed in accordance with the Section 3.16 of the Manual of Traffic Signs and Markings (MOTSAM, Transport Agency, 2011) prior to the commencement of construction of the first residential dwelling unit. Preliminary designs must be submitted to Waka Kotahi for approval prior to the commencement of any physical works.
2. In the event that the Thames Airfield (designated area) is provided with access from any location on State Highway 25 other than at the existing access location (e.g. as a result of the construction of the roundabout shown on the Kopu Structure Plan or as the result of any other lawfully constructed access from the State Highway), then the existing access shall be physically and legally closed to all traffic. Any cost associated with the closure of the existing access shall be met by the applicant, including any required changes to the internal site road layout.

3. Any proposal that provides for more than 20 one or two-bedroom residential dwellings in total within the Thames Airfield designation shall include an Integrated Transport Assessment (ITA) that assesses the anticipated effects of the establishment of more than 20 dwellings within the designation. The ITA must be reviewed by Waka Kotahi and shall be amended to include any mitigation measures required on the State Highway Network as a result of the review.
4. For buildings within the Thames Airfield designation:
 - i. Residential accommodation within a hangar shall only be located in the area identified as Hangar Dwelling Area on the plan entitled Thames Airfield Master Plan, prepared by AIRBIZ, dated 06 August 2019.
 - ii. Residential accommodation may only be developed in conjunction with a hangar, or hangars, provided for the use, protection and maintenance of aircraft or other purpose related to the use of the airfield. The residential accommodation (excluding associated decks at mezzanine level) shall be provided for within the building envelope of the hangar building.
 - iii. All bedrooms and at least one communal living area within the residential accommodation shall be provided for at the mezzanine level within the building envelope of the hangar.
 - iv. Any new accommodation in a hanger shall be designed and constructed to achieve an insulation rating of $DnTw + Ctr > 40dB$ for the building envelope of all habitable rooms being added to, altered or extended with ventilating windows open.
 - v. Any addition, extension or alteration to an existing accommodation in a hangar shall be designed and constructed to achieve an insulation rating of $DnTw + Ctr > 40dB$ for the building envelope of all habitable rooms being added to, altered or extended with ventilating windows open.
 - vi. Where windows are required to remain closed to achieve the acoustic requirement of the building envelope, alternative ventilation must be provided to ventilate rooms in accordance with the Building Code. When measured 1m from the diffuser, noise from the ventilation system alone must not exceed 35dB LAeq.
 - vii. Before any new building, or addition, extension or alteration is constructed and as part of the Outline Plan submission, the building design shall be certified by a suitably qualified acoustic professional as being able to achieve compliance with this condition.

Note: $DnTw + Ctr$ is a single figure rating method that describes the airborne sound insulation of a building façade as measured on site. The Ctr adjustment focuses on the low frequency range (100 – 315Hz).

5. Hazardous substances, including but not limited to aircraft fuel, required for the lawful operation of activities in accordance with the purpose of the designation shall be stored and used at the airfield in accordance with the relevant hazardous substances legislation.
6. The hours of operation of activities being undertaken in accordance with the purpose of the designation is not limited by these conditions.

A handwritten signature in black ink, appearing to read 'AR Watson', written in a cursive style.

AR Watson

Independent RMA Commissioner

Dated this 25th day of September 2020