

DRAFT DISTRICT PLAN

Topic summary:

HAWKE'S BAY AIRPORT

KEY OUTCOMES

- *Great urban areas*
- *Regional approach to industry*



INTRODUCTION

Hawke's Bay Airport is a strategic asset that facilitates access and economic activity in the local and broader regional economies.

The HB Airport provides facilities for the transportation of people and freight and is a key asset to the city and region in terms of supporting the local tourism industry and the needs of local and business travellers.

The purpose of the Airport Zone is to provide for a range of activities that support and complement the operation, development, and primary function of the HB Airport. This includes a wide range of convenience and service activities within the terminal building to cater for travellers' needs.

The new Airport Zone also recognises that in order to increase its economic resilience the Airport needs to diversify its operations to reduce reliance on simply the movement of people. There are other non-airport activities (offices, cafes, light manufacturing and warehousing) that may appropriately be located outside of the terminal but within the Airport Zone, provided the vitality and vibrancy of the centre, and commercial and industrial areas of Napier are maintained and not compromised by their establishment.

To protect its long term functioning, the HB Airport has also worked with noise experts to project their predicted noise levels out to 2045 (being an industry adopted standard that aligns with the expected life of the HB Airport Masterplan).

Future noise contours are lines on a map that predict what level of noise is likely to be experienced at a point in time. The contours are produced using computer modelling that considers things such as the source of noise, types of aircraft likely to be operating, hours of operation and current and future operational scenarios. The model is then calibrated with real time monitoring results. The Council and the HB Airport are guided in how to address airport generated noise by the New Zealand Standard (NZS6805:1992).

MOVING FORWARD / OUR APPROACH

The new Airport Zone

The Draft District Plan increases the range of activities that may establish within the Airport Zone. However resource consent may still be required to ensure adverse effects are considered, such as retaining the vitality and vibrancy of the city centre, assessing servicing and infrastructure requirements, and potential effects on sensitive natural areas and wetlands, including the Ahuriri Estuary.

Recognition is given to the potential of the Airport Zone to support such activities as:

- Large floorplate offices, as there are only limited options for this type of activity elsewhere in the city
- Light manufacturing and servicing activities
- Research and innovation activities
- A limited number of cafes to support workers within the zone.

Provisions to manage the effects of other activities on HB Airport are contained in the relevant chapters for the nearby zones and precincts. Matters relating to the height of structures both within and outside the Airport Zone are addressed through the existing and operative Airport Height Control Designation (Designation Reference D173), and relevant zones and precincts in the Draft Plan.

Matters relating to activities sensitive to aircraft noise within the Outer Control Boundary are addressed in the Noise chapter, where noise sensitive activities such as dwellings are expected to insulate themselves from the impacts of airport generated noise.

Airport Port Noise Contours

The Draft District Plan includes airport noise contours that impact on existing dwellings for the first time.

The extension of the airport contours impacts on some residents in Bay View to the north and Parklands to the south.

Future noise contours identify at specific locations where particular levels of noise are likely to be experienced, in this case out to 2045. These future contours are then used to produce 'noise boundaries' that follow property boundaries in the District Plan. For the HB Airport the noise report has suggested the adoption of an Ldn 55dB contour as an 'outer control boundary' (OCB).

The OCB is where HB Airport is able to generate noise up to 55dBA but not exceed this limit as measured at the OCB. The OCB identifies areas of Napier that over time as activity at the airport gradually increases may be impacted by airport generated noise up to 55dBA. If your house falls within the OCB and you add on a new room, or build a new house on your site it will need to be built to withstand the higher noise level experienced within this boundary.

The cost for noise protection for new houses or house extensions within these boundaries is met by the landowner. This approach is consistent with the NZ Standard and other district plan provisions around the country.

The new lines proposed for the Draft District Plan can be viewed at www.sayitnapier.nz