

# LIGHT - Light

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
LIGHT - Light /LIGHT - Light - Standards Table /LIGHT-S3 Table 1: Maximum height of light support structures in a zone	Sera Chambers	150.118	Amend	considers that Stadium, Airport, and Port zones require height limits to allow adjoining landowners to be notified and be able to have their say on this, to allow the enjoyment of property rights as a guiding principle and the options to have the impact mitigated by the entity impacting the enjoyment.	amend the standard to include height limits for Stadium, Airport, and Ports Zones.	Open Submission
LIGHT - Light /Objectives /LIGHT-O1: Appropriate lighting activities	Sheena McGuire	168.87	Support	Supports this objective that provides for artificial lighting to be used for operational and functional purposes and to provide for the security and safety of people and properties.	Retain as proposed.	Open Submission
LIGHT - Light /Policies /LIGHT-P1: Adverse effects of artificial lighting on the amenity and character of areas	Sheena McGuire	168.88	Support	Supports this policy that enables the appropriate level of artificial light for operation and functional purposes.	Retain as proposed.	Open Submission
LIGHT - Light/Policies/LIGHT-P2: Adverse effects of artificial lighting	Sheena McGuire	168.89	Support	Supports this policy which requires artificial lighting to be located, designed and operated to ensure the safe and efficient operation of the transport network.	Retain as proposed.	Open Submission
LIGHT - Light/Policies/LIGHT-P3: Appropriate lighting activities	Sheena McGuire	168.90	Amend	Supports this policy but seeks inclusion of rail signals.	Amend as follows:  Recognise the positive effects of lighting for the safety of the community by enabling: a. traffic <u>and rail</u> signals and navigation aids; b. lights of vehicles, trains and aircraft, and c. temporary lighting for the purposes of emergency response.	Open Submission
LIGHT - Light /LIGHT - Light - Rules Table	Sheena McGuire	168.91	Amend	Supports this rule but seeks inclusion of rail signals.	Amend as follows:  LIGHT-R2: Traffic <u>and rail</u> signals and navigation aids; lights of vehicles, trains and aircraft; and temporary lighting for the purposes of emergency response.	Open Submission
LIGHT - Light/Standards Table	Sheena McGuire	168.92	Amend	Supports this standard for light spill and lighting design but seeks amendment to the exemptions for this standard to include rail as well as roads.	Amend as follows:  1. Light spill conditions for all land uses other than for the purposes of illuminating a road or <u>rail corridor</u> ;	Open Submission
LIGHT - Light/LIGHT - Lighting - Standards Table	Cameron Drury	170.9	Amend	Considers it advantageous to enable packing down of equipment following activities in a safe environment.	Amend so as to increase the number of days in LIGHT-S1: Stadium Zone 1(b) to 5 days and the duration to 12.00pm.	Open Submission
LIGHT - Light/:IGHT - Light - Standards Table	Cameron Drury	170.10	Amend	Considers it necessary to enable packing down of equipment following activities in a safe environment.	Seeks to amend to increase the number of days in LIGHT-S1: Stadium Zone 1(b) to 5 days and the duration to 12.00pm for to Section SO 9752the Church Road concert venue.	Open Submission
LIGHT - Light/LIGHT - Light - Standards Table/LIGHT-S1: Light spill and lighting design	Mark Leggett	180.7	Oppose	Considers that it is unclear from the table whether light spill and lighting design requirements set out in Standard LIGHT-S1 apply in the PORTZ Zone. Notes that it is assumed that it is not intended that such standards do apply in the PORTZ Zone given the operational needs of this area and that the PORTZ Zone is not mentioned in the left hand column. Supports if assumption is correct but seeks an explicit statement to this effect would provide additional clarity and certainty.	<b>Amend</b> Standard LIGHT-S1 to include the following statement:  <u>'This standard does not apply to sites located in the PORTZ – Port Zone.'</u>	Open Submission
LIGHT - Light/LIGHT - Light - Standards Table	Mark Leggett	180.8	Oppose	Notes that the table indicates that for 'All Special Purpose Zones' the maximum height of light support structures in a zone must not exceed 20m in height, but also states that for the 'Port Zone' no height limit applies. Notes that it is assumed that the second, more specific reference is the correct one, where the PORTZ Zone is concerned. Seeks rearranged table for clarity.	<b>Amend</b> LIGHT-S3 Table 1 by rearranging it to clarify that the 20m height limit only applies in Special Purpose Zones other than those specifically listed (where no height limit applies).	Open Submission
LIGHT - Light/LIGHT - Light - Standards Table	Alan Petersen	187.37	Amend	Light spill for all commercial, industrial, and Rural Zones and Precincts – Agree with item c. in regard to residential activities. The Port needs to ensure light spill is minimised on residential areas in the Port Noise Zones.	Light spill for all commercial, industrial, and Rural Zones and Precincts – Agree with item c. in regard to residential activities. The Port needs to ensure light spill is minimised on residential areas in the Port Noise Zones.	Open Submission

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
LIGHT - Light /General /General	Ellen Robotham	198.49	Oppose	<p>Civil Aviation regulations largely govern lighting requirements within the aircraft operational areas of Hawke’s Bay Airport. Beyond these areas, both within the Airport Zone and beyond, poorly managed lighting can pose a significant safety risk to aircraft on approach and take off.</p> <p>As currently drafted, the objectives within the Light chapter focus on operational and functional purposes, safety security and amenity. Subsequent policies, rules and methods make either tacit or explicit reference to the potential effects of lighting on aircraft, as well as the effects of aircraft lighting.</p> <p>As drafted, insufficient recognition is afforded to the potential effects of lighting on aircraft safety and a disconnect exists between the objectives, policies and methods. The objectives do not recognise the potential effect of poorly managed lighting on aircraft operations. The policies and standards seek to avoid adverse effects of lighting on the safety of aircraft, however it is unclear which objective such provisions are giving effect to. The matters of discretion do not include consideration of aircraft safety effects, despite being included as a standard, nor do the assessment criteria applying to discretionary activities.</p> <p>There are significant gaps within the lighting framework as it relates to the potentially adverse effect on aircraft operations and safety and seeks that the Light chapter be reworked to addressed the matters raised above and the relevance of policies and rules that seek to enable lighting vehicles, trains and aircraft and considers this is best left to the relevant legislation that governs each. are questioned.</p>	No relief sought.	Open Submission
LIGHT - Light /Objectives /LIGHT-O2: Adverse effects of artificial lighting on the amenity and character of areas	Ellen Robotham	198.50	Oppose	<p>The chapter needs to appropriately reflect the risk of poorly managed lighting on aircraft safety. Civil Aviation regulations largely govern lighting requirements within the aircraft operational areas of Hawke’s Bay Airport. Beyond these areas, both within the Airport Zone and beyond, poorly managed lighting can pose a significant safety risk to aircraft on approach and take off.</p> <p>As currently drafted, the objectives within the Light chapter focus on operational and functional purposes, security, safety and amenity. Subsequent policies, rules and methods make either tacit or explicit reference to the potential effects of lighting on aircraft, as well as the effects of aircraft lighting.</p> <p>As drafted, insufficient recognition is afforded to the potential effects of lighting on aircraft safety and a disconnect exists between the objectives, policies and methods. The objectives do not recognise the potential effect of poorly managed lighting on aircraft operations. The policies and standards seek to avoid adverse effects of lighting on the safety of aircraft, however it is unclear which objective such provisions are giving effect to. The matters of discretion (which apply when a standard is breached) do not include consideration of aircraft safety effects, despite being included as a standard, nor do the assessment criteria applying to discretionary activities.</p> <p>There are significant gaps within the lighting framework as it relates to the potentially adverse effect on aircraft operations and safety and seeks that the Light chapter be reworked to addressed the matters raised above. The relevance of policies and rules that seek to enable lighting vehicles, trains and aircraft and considers this is best left to the relevant legislation that governs</p>	<p>Amend as follows:</p> <p>LIGHT-O2: Adverse effects of artificial lighting on <u>aircraft safety</u> and the amenity and character of areas</p> <p>Artificial lighting is located, designed, and operated to maintain <u>aircraft safety</u>, character and amenity values.</p>	Open Submission

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LIGHT - Light /Policies /LIGHT-P1: Adverse effects of artificial lighting on the amenity and character of areas	Ellen Robotham	198.51	Oppose	<p>The chapter needs to appropriately reflect the risk of poorly managed lighting on aircraft safety. Civil Aviation regulations largely govern lighting requirements within the aircraft operational areas of Hawke’s Bay Airport. Beyond these areas, both within the Airport Zone and beyond, poorly managed lighting can pose a significant safety risk to aircraft on approach and take off.</p> <p>As currently drafted, the objectives within the Light chapter focus on operational and functional purposes, security, safety and amenity. Subsequent policies, rules and methods make either tacit or explicit reference to the potential effects of lighting on aircraft, as well as the effects of aircraft lighting.</p> <p>As drafted, insufficient recognition is afforded to the potential effects of lighting on aircraft safety and a disconnect exists between the objectives, policies and methods. The objectives do not recognise the potential effect of poorly managed lighting on aircraft operations. The policies and standards seek to avoid adverse effects of lighting on the safety of aircraft, however it is unclear which objective such provisions are giving effect to. The matters of discretion (which apply when a standard is breached) do not include consideration of aircraft safety effects, despite being included as a standard, nor do the assessment criteria applying to discretionary activities.</p> <p>There are significant gaps within the lighting framework as it relates to the potentially adverse effect on aircraft operations and safety and seeks that the Light chapter be reworked to address the matters raised above. The relevance of policies and rules that seek to enable lighting vehicles, trains and aircraft and considers this is best left to the relevant legislation that governs</p>	<p>Amend as follows:</p> <p>LIGHT-P1: Adverse effects of artificial lighting on <u>aircraft safety and</u> the amenity and character of areas</p> <p>Allow an appropriate level of artificial lighting for operational and functional purposes while maintaining <u>aircraft safety and</u> the predominant character and amenity of each zone.</p>	Open Submission
LIGHT - Light /Policies /LIGHT-P2: Adverse effects of artificial lighting	Ellen Robotham	198.52	Oppose	<p>The chapter needs to appropriately reflect the risk of poorly managed lighting on aircraft safety. Civil Aviation regulations largely govern lighting requirements within the aircraft operational areas of Hawke’s Bay Airport. Beyond these areas, both within the Airport Zone and beyond, poorly managed lighting can pose a significant safety risk to aircraft on approach and take off.</p> <p>As currently drafted, the objectives within the Light chapter focus on operational and functional purposes, security, safety and amenity. Subsequent policies, rules and methods make either tacit or explicit reference to the potential effects of lighting on aircraft, as well as the effects of aircraft lighting.</p> <p>As drafted, insufficient recognition is afforded to the potential effects of lighting on aircraft safety and a disconnect exists between the objectives, policies and methods. The objectives do not recognise the potential effect of poorly managed lighting on aircraft operations. The policies and standards seek to avoid adverse effects of lighting on the safety of aircraft, however it is unclear which objective such provisions are giving effect to. The matters of discretion (which apply when a standard is breached) do not include consideration of aircraft safety effects, despite being included as a standard, nor do the assessment criteria applying to discretionary activities.</p> <p>There are significant gaps within the lighting framework as it relates to the potentially adverse effect on aircraft operations and safety and seeks that the Light chapter be reworked to address the matters raised above. The relevance of policies and rules that seek to enable lighting vehicles, trains and aircraft and considers this is best left to the relevant legislation that governs</p>	<p>Amend as follows:</p> <p>LIGHT-P2: Adverse effects of artificial lighting</p> <p>Artificial lighting is located, designed, and operated to:</p> <ul style="list-style-type: none"> <li>a) avoid light spill and glare creating a nuisance in residential and open space zones;</li> <li>b) control the maximum level of light overspill;</li> <li>c) manage adverse light spill effects on adjacent properties to ensure that the health and safety of people and views of the night sky are not reduced, and</li> <li>d) avoid adverse effects on the safety of the transport network, <u>including aircraft</u>.</li> </ul>	Open Submission

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LIGHT - Light /Policies /LIGHT-P3: Appropriate lighting activities	Ellen Robotham	198.53	Oppose	<p>The chapter needs to appropriately reflect the risk of poorly managed lighting on aircraft safety. Civil Aviation regulations largely govern lighting requirements within the aircraft operational areas of Hawke’s Bay Airport. Beyond these areas, both within the Airport Zone and beyond, poorly managed lighting can pose a significant safety risk to aircraft on approach and take off.</p> <p>As currently drafted, the objectives within the Light chapter focus on operational and functional purposes, security, safety and amenity. Subsequent policies, rules and methods make either tacit or explicit reference to the potential effects of lighting on aircraft, as well as the effects of aircraft lighting.</p> <p>As drafted, insufficient recognition is afforded to the potential effects of lighting on aircraft safety and a disconnect exists between the objectives, policies and methods. The objectives do not recognise the potential effect of poorly managed lighting on aircraft operations. The policies and standards seek to avoid adverse effects of lighting on the safety of aircraft, however it is unclear which objective such provisions are giving effect to. The matters of discretion (which apply when a standard is breached) do not include consideration of aircraft safety effects, despite being included as a standard, nor do the assessment criteria applying to discretionary activities.</p> <p>There are significant gaps within the lighting framework as it relates to the potentially adverse effect on aircraft operations and safety and seeks that the Light chapter be reworked to address the matters raised above. The relevance of policies and rules that seek to enable lighting vehicles, trains and aircraft and considers this is best left to the relevant legislation that governs</p>	<p>Amend as follows:</p> <p>LIGHT-P3: Appropriate lighting activities</p> <p>Recognise the positive effects of lighting for the safety of the community by enabling:</p> <ul style="list-style-type: none"> <li>a) traffic signals and navigation aids;</li> <li>b) <del>lights of vehicles, trains and aircraft,</del> and</li> <li>c) temporary lighting for the purposes of emergency response.</li> </ul>	Open Submission
LIGHT - Light /LIGHT - Light - Rules Table	Ellen Robotham	198.54	Oppose	<p>The chapter needs to appropriately reflect the risk of poorly managed lighting on aircraft safety. Civil Aviation regulations largely govern lighting requirements within the aircraft operational areas of Hawke’s Bay Airport. Beyond these areas, both within the Airport Zone and beyond, poorly managed lighting can pose a significant safety risk to aircraft on approach and take off.</p> <p>As currently drafted, the objectives within the Light chapter focus on operational and functional purposes, security, safety and amenity. Subsequent policies, rules and methods make either tacit or explicit reference to the potential effects of lighting on aircraft, as well as the effects of aircraft lighting.</p> <p>As drafted, insufficient recognition is afforded to the potential effects of lighting on aircraft safety and a disconnect exists between the objectives, policies and methods. The objectives do not recognise the potential effect of poorly managed lighting on aircraft operations. The policies and standards seek to avoid adverse effects of lighting on the safety of aircraft, however it is unclear which objective such provisions are giving effect to. The matters of discretion (which apply when a standard is breached) do not include consideration of aircraft safety effects, despite being included as a standard, nor do the assessment criteria applying to discretionary activities.</p> <p>There are significant gaps within the lighting framework as it relates to the potentially adverse effect on aircraft operations and safety and seeks that the Light chapter be reworked to address the matters raised above. The relevance of policies and rules that seek to enable lighting vehicles, trains and aircraft and considers this is best left to the relevant legislation that governs</p>	<p>Amend as follows:</p> <p>LIGHT-R2: Traffic signals and navigation aids; <del>lights of vehicles, trains and aircraft,</del> and temporary lighting for the purposes of emergency response.</p>	Open Submission
LIGHT - Light /Issues /LIGHT-I2: Appropriate lighting activities	Grant Russell	202.19	Support	<p>Considers Light - Issues - Light-I2: Appropriate lighting activities is appropriate given navigation aids are a requirement for maritime safety and for the functional and operation needs of the Port.</p>	<p>Retain Light - Issues - Light-I2: Appropriate lighting activities that notes the positive effects on safety by providing navigational aids as notified.</p>	Open Submission
LIGHT - Light /Objectives /LIGHT-O1: Appropriate lighting activities	Grant Russell	202.20	Support	<p>Considers Light - Objectives - Light-O1: Appropriate lighting activities is appropriate given Napier Port requires artificial lighting for operational and functional purposes so this objective is supported and should be retained.</p>	<p>Retain Light - Objectives - Light-O1: Appropriate lighting activities in its entirety.</p>	Open Submission

# LIGHT - Light

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LIGHT - Light /Policies /LIGHT-P3: Appropriate lighting activities	Grant Russell	202.21	Support	Considers Light-P3: Appropriate lighting activities Policy is appropriate given navigation aids are a requirement for maritime safety and for the functional and operational needs of the Port.	Retain Light-P3: Appropriate lighting activities that notes the positive effects on safety by providing navigational aids as was notified.	Open Submission
LIGHT - Light /LIGHT - Light - Rules Table	Grant Russell	202.22	Support	Considers Light - Light-R2: Traffic signals and navigation aids; lights of vehicles, trains and aircraft; and temporary lighting for the purposes of emergency response is supported given navigation aids are a requirement for maritime safety and for the functional and operation needs of the Port.	Retain Light - Light-R2: Traffic signals and navigation aids; lights of vehicles, trains and aircraft; and temporary lighting for the purposes of emergency response as a Permitted Activity as per notification.	Open Submission
LIGHT - Light/LIGHT - Light - Standards Table	Grant Russell	202.23	Amend	Considers Light-S1: Light spill and lighting design Standard Matters of discretion from the Operative Plan to be preferable to that as notified in that it includes health and safety requirements.	Amend Light-S1: Light spill and lighting design Standard Matters of discretion as follows:  Matters of discretion are: 1. Effects on residential amenity <del>and road safety and the extent to which these can be mitigated</del> , and 2. Design, location, and external appearance <del>of the artificial lighting, including the support structure(s), and</del> 3. <u>The effects on traffic safety</u> 4. <u>The positive effects on pedestrian safety</u> 5. <u>The effects on the health, safety and wellbeing of people.</u>	Open Submission
LIGHT - Light/LIGHT - Light - Standards Table	Grant Russell	202.24	Oppose	Opposes as Napier Port may require a light support structure greater than 25 metres in the General Industrial Zone and therefore discretion on this maximum is sought.	Delete All Industrial Zones 25m height limit in Light-S3 Table 1: Maximum height of light support structures in a zone as Napier Port may require a light support structure greater than 25 metres in the General Industrial Zone.	Open Submission
LIGHT - Light/LIGHT - Light - Standards Table	Grant Russell	202.25	Support	Supports the "No height limit" in the Port Zone for Light-S3 Table 1: Maximum height of light support structures in a zone.	Retain the "No height limit" in the Port Zone for Light-S3 Table 1: Maximum height of light support structures in a zone as notified.	Open Submission
LIGHT - Light /Assessment criteria	Grant Russell	202.26	Amend	Considers LIGHT-AC1: All activity infringements General should clarify b. any unique characteristics of the site.	Amend LIGHT-AC1: All activity infringements General to clarify b. any unique characteristics of the site as Napier Port supports any reference to the need for artificial lighting as a necessity for operational and / or functional requirements.	Open Submission
LIGHT - Light /LIGHT - Light - Rules Table	Amelia Longley	222.133	Support	Support rules that provide for outdoor lighting.	Retain LIGHT-R1.	Open Submission
LIGHT - Light/LIGHT - Light - Standards Table	Amelia Longley	222.134	Support	Support rules that provide for Outdoor lighting.	Retain LIGHT-S1.	Open Submission
LIGHT - Light/LIGHT - Light - Standards Table	Sian Stirling Jessica Ensing	231.31	Amend	Supports the control of light spill hours of 10pm to 7am and the overall light spill and lighting design standards. Amend provision LIGHT-S1 to read 'habitable room' rather than habitable space to allow for consistency in the plan.	Amend to:  <b>Light spill and lighting design</b>  All Residential Zones and all Open Space, Sports Parks, and Conservation Zones (except for McLean Park Sports Stadium)  1. Light spill conditions for all land uses other than for the purposes of illuminating a road:  c. between the hours of 10.00 p.m. and 7.00 a.m. the following day, any outdoor lighting must not cause an added illuminance in excess of 10 lux, measured horizontally or vertically as an average (at any window of a habitable <del>space</del> <u>room</u> within a building located on any other site), and d. outdoor lighting ....	Open Submission
LIGHT - Light /Objectives /LIGHT-O1: Appropriate lighting activities	Ella Shields Carmen Taylor	246.71	Support	Supports Objective LIGHT-O1: Appropriate lighting activities as artificial lighting is necessary for the reasons identified in this objective, including at industrial sites such as Ravensdown's Napier Works which operates 24-hours a day. For this reason, this objective is supported.	Retain Objective LIGHT-O1 as notified.	Open Submission

# LIGHT - Light

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LIGHT - Light /Objectives /LIGHT-O2: Adverse effects of artificial lighting on the amenity and character of areas	Ella Shields Carmen Taylor	246.72	Support	Supports Light-O2: Adverse effects of artificial lighting on the amenity and character of areas as it is agreed that it is also important that lighting is located, designed and maintained so it does not detract from character and amenity values. For this reason, this objective is supported.	Retain Objective LIGHT-O2 as notified.	Open Submission
LIGHT - Light /Policies /LIGHT-P1: Adverse effects of artificial lighting on the amenity and character of areas	Ella Shields Carmen Taylor	246.73	Amend	Considers that Policy Light-P1: Adverse effects of artificial lighting on the amenity and character of areas should be amended as the policy only refers to lighting needed for operational and functional needs and does not refer to security and safety lighting. Therefore, amendments to the policy are requested to provide for consistency with Objective LIGHT-O1. In addition, allowing for security and safety lighting is important to Ravensdown given that it is required to provide such lighting at its sites.	Amend Policy LIGHT-P1 as follows:  Allow an appropriate level of artificial lighting for operational, <del>and</del> functional, <u>security and safety</u> purposes while maintaining the predominant character and amenity of each zone.	Open Submission
LIGHT - Light /Policies /LIGHT-P2: Adverse effects of artificial lighting	Ella Shields Carmen Taylor	246.74	Support	Supports Policy Light-P2: Adverse effects of artificial lighting as it is considered that the mechanisms identified within this policy reflect the matters to be considered when setting appropriate regulatory controls for artificial lighting.	Retain Policy LIGHT-P2 as notified.	Open Submission
LIGHT - Light /LIGHT - Light - Rules Table	Ella Shields Carmen Taylor	246.75	Support	Supports Light - Rules Table LIGHT-R1: Outdoor lighting as Rule LIGHT-R1A permits artificial lighting provided Standards LIGHT-S1, LIGHT-S2 and Table 1 are complied with, and any support structures comply with yard and height in relation to boundary requirements. Where the requirements of Rule LIGHT-R1A are not complied with, a restricted discretionary land use consent is required (Rule LIGHT-R1B).  Subject to the amendments requested to the LIGHT standards below, providing for artificial lighting, as proposed within this rule, is considered appropriate.  Restricted discretionary activity is also appropriate in circumstances where the conditions of the permitted activity rule are not complied with.	Retain Rule LIGHT-R1 as notified.	Open Submission
LIGHT - Light/LIGHT - Light - Standards Table	Ella Shields Carmen Taylor	246.76	Amend	Considers that Light - Standards Table LIGHT-S1: Light spill and lighting design should be amended as this Standard outlines the light spill requirements for all land use in the city, except where the lighting is for the purpose of illuminating the road. Based on Ravensdown's understanding, these standards seem to reflect standard practice and therefore are generally supported. However, it is considered that an exception, similar to that provided for in relation to illumination of roads, may also be required to accommodate lighting required for health and safety purposes (e.g., warning lights required on tall structures for aircraft safety purposes).	Amend Standard LIGHT-S1 as follows:  1 Light spill conditions for all land uses other than for the purposes of illuminating a road <u>and to meet health and safety requirements:</u> ...	Open Submission
LIGHT - Light /LIGHT - Light - Standards Table	Ella Shields Carmen Taylor	246.77	Oppose	Opposes Light-S3 Table 1: Maximum height of light support structures in a zone as Standard LIGHT-S2 requires light support structures to comply with the maximum heights in Table 1 (Condition (1)), while Condition (2) requires support structures to not exceed the Airport Height Control Designation. Table 1 then identifies that the maximum height for such structures in all industrial zones and precincts is 25m.  The 25m maximum height limit for light support structures in the GIZ is not supported by Ravensdown as it does not reflect the fact that in the GIZ there is no maximum height limit, except in the Ahuriri GIZ where the height limit is 24m. Light structure height limits should not be inconsistent with the zone height limits in Industrial zones.	Amend LIGHT-S3 Table 1: Maximum height of light support structures in a zone as follows: ... All Industrial Zones and Precincts – Must not exceed <del>25 in-</del> <u>height the zone or precincts' maximum height limits, and no height limit applies when no maximum height applies in the zone or precinct</u>	Open Submission

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LIGHT - Light/LIGHT - Light - Standards Table	Ella Shields Carmen Taylor	246.78	Oppose	<p>Opposes Light-S3: Table 1: Maximum height of light support structures in a zone as Standard LIGHT-S2 requires light support structures to comply with the maximum heights in Table 1 (Condition (1)), while Condition (2) requires support structures to not exceed the Airport Height Control Designation. Table 1 then identifies that the maximum height for such structures in all industrial zones and precincts is 25m.</p> <p>The 25m maximum height limit for light support structures in the GIZ is not supported by Ravensdown as it does not reflect the fact that in the GIZ there is no maximum height limit, except in the Ahuriri GIZ where the height limit is 24m. Light structure height limits should not be inconsistent with the zone height limits in industrial zones.</p>	<p>Amend LIGHT-S3 Table 1: Maximum height of light support structures in a zone as follows:</p> <p>...</p> <p>All Industrial Zones and Precincts – Must not exceed <del>25m</del> height the zone or precincts' maximum height limits, and no height limit applies when no maximum height applies in the zone or precinct.</p>	Open Submission
LIGHT - Light /LIGHT - Light /General	Trevor Ellis	253.45	Amend	<p>The submitter considers that Long-tailed bats (Threatened – Nationally Critical) are adversely affected by artificial lighting.</p> <p>Considers that to protect indigenous biodiversity so that there is no net loss as required by the NPS-IB, the lighting chapter should include objectives, policies, and rules that enable their protection.</p>	Seeks to amend the LIGHT chapter to include a requirement to avoid adverse effects on indigenous biodiversity.	Open Submission
LIGHT - Light/Policies / LIGHT-P2: Adverse effects of artificial lighting	NZ Transport Agency Waka Kotahi Kelsey Watson	277.77	Support	Supports the recognition of the adverse effects of artificial lighting in subclause d. Considers the 'avoid' directive sets strong directive to manage effects of artificial lighting on the transport network.	Retain as notified.	Open Submission
LIGHT - Light /LIGHT - Light - Rules Table	NZ Transport Agency Waka Kotahi Kelsey Watson	277.78	Amend	Seeks an additional matter of discretion is included to ensure adverse effects of outdoor lighting account for potential adverse effects of the safety and efficiency of the transport network.	Add the following matter of discretion: <u>...3. Effects on the safety of road users and the state highway network.</u>	Open Submission
LIGHT - Light/LIGHT - Light - Standards	NZ Transport Agency Waka Kotahi Kelsey Watson	277.79	Amend	Seeks to amend sub-clause 1.b (All Residential Zones and all Open Space, Sports Parks, and Conservation Zones) and 1.c (All Commercial, Industrial, and Rural Zones and Precincts and Stadium Zone) to ensure adverse effects resulting from lighting are appropriate managed. Considers that the threshold for glare effects not causing a 'significant' adverse effect is too high and inconsistent with LIGHT-P2.	Amend LIGHT-S1 as follows: b/c. outdoor lighting must be selected, located, aimed, adjusted, screened, and maintained to ensure that glare resulting from the lighting does <del>not cause</del> <del>significant</del> avoid adverse effects on the occupants of residential activities, road users, or aircraft.	Open Submission
LIGHT - Light /LIGHT - Light - Standards Table	NZ Transport Agency Waka Kotahi Kelsey Watson	277.80	Amend	Seek to add 'effects on road safety and the extent to which these can be mitigated' as a matter of discretion, to ensure adverse glare effects on the safety and efficiency of the transport network are appropriately considered.	Add the following matter of discretion: <u>Effects on safety and efficiency of the state highway network and the extent to which these can be mitigated</u>	Open Submission