

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /AIRPZ-S6: Fences and walls.	Susan Dallas	25.33	Oppose	The submitter opposes fence and wall standards.	Delete Fences and Walls activity standards in their entirety from the District Plan.(Inferred relief requested)	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /AIRPZ-S6: Fences and walls.	Natasha Duncan-Sutherland	31.31	Oppose	Considers that a limit on fence heights to 1.2 metres will place children at risk of dog attacks. The submitter seeks no restriction on fence heights with the exception that a new rule is introduced that requires front fence heights of at least 6 feet where a large-breed dog is owned.	Delete any restriction on fence heights and introduce a new rule requiring a front fence of at least 6 feet on properties where a large-breed dog is owned.	Open Submission
AIRPZ - Airport Zone /Issues /AIRPZ-I3: Management of effects.	Angie Denby	149.2	Oppose	Opposes any provision that enables buildings close to the estuary edge. Any resource consent for buildings close to the estuary boundary require consultation with mana whenua and wildlife advocacy group; requires a buffer of native plantings; buildings to be in a recessive design/colour; and stormwater to be treated. The small piece of DoC land within airport area to be retained in DoC ownership.	Seeks sufficient separation between any new building and the estuary edge. Any resource consent for buildings close to the estuary boundary require consultation with mana whenua and wildlife advocacy group; requires a buffer of native plantings; buildings to be in a recessive design/colour; and stormwater to be treated. The small piece of DoC land within airport area to be retained in DoC ownership.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R7: Activities not otherwise provided for.	- Angie Denby	149.4	Amend	Oppose any solar farm in close proximity to the Ahuriri Estuary.	Council to have full understanding of potential impacts of solar farms of wildlife and best practice for the protection of wildlife for decision making processes.	Open Submission
AIRPZ - Airport Zone /Introduction	Sera Chambers	150.253	Amend	Considers that the wording should be changed to reference protection of the property rights for adjoining landowners which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient. -Nurturing authentic relationships with our community and partners. Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.	Amend as follows: <u>Infrastructure that supports economic growth, including the airport and flights/charter/helicopters/other aircraft travelling over Napier residents' properties, is enabled and protected while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.</u>	Open Submission
AIRPZ - Airport Zone /Introduction	Sera Chambers	150.254	Amend	Considers that the wording should be changed to reference protection of the property rights for adjoining landowners which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend to say: infrastructure that supports economic growth, including the airport and flights/charter/helicopters/other aircraft travelling over Napier residents' properties, is enabled and protected while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects	Open Submission
AIRPZ - Airport Zone /Introduction	Sera Chambers	150.255	Oppose	Opposes on the basis that the current and proposed noise overlay for the Airport do not provide for the full extent of noise disturbance from this infrastructure outside of the Inner and Outer Airport Control Boundary Overlays. It does not take into consideration health and safety and environmental impacts from increased flights over residential areas e.g. noise and dust. Adjoining landowners should be notified and able to have their say, with enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting the enjoyment.	Seeks for adjoining landowners to be notified and able to have their say about the impacts and mitigations.	Open Submission

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AIRPZ - Airport Zone /Introduction	Sera Chambers	150.256	Oppose	Opposes on the basis that excess noise is damaging to health and noise limits should be monitored to ensure all entities are avoiding unnecessary exposure to adjoining landowners, including monitoring current flight paths over land (not just within overlays). Adjoining landowners should be notified and be able to have their say, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting the enjoyment including compensation from the entity to pay for existing building modifications to alleviate reverse sensitivity effects. Submitter notes that in other parts of NZ where an airport has increased its noise effect, consideration has been given to retrofitting acoustic insulation to existing houses depending on the noise levels.	Seeks for adjoining landowners to be notified and be able to have their say, to allow for their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting the enjoyment including compensation from the entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /Introduction	Sera Chambers	150.257	Oppose	Opposes on the basis that the current and proposed overlays for the airport do not provide for the full extent of disturbance from this infrastructure outside of the Inner and Outer Airport Control Boundary Overlays.	Seeks for the people of Napier to continue to be allowed the enjoyment of their property rights as a guiding principle by maintaining their rights to have their say on how a development may impact their property and any options to have the impact mitigated and compensated by the entity affecting them.	Open Submission
AIRPZ - Airport Zone /Introduction	Sera Chambers	150.258	Amend	Amend to continue to allow the people of Napier the enjoyment of their property rights as a guiding principle by maintaining their rights to have their say on how a development may impact their property and the surrounding environment and any options to have the impact mitigated and compensated by the entity affecting them or the surrounding environment.	Amend using the enjoyment of property rights as a guiding principle.	Open Submission
AIRPZ - Airport Zone /Introduction	Sera Chambers	150.259	Amend	Amend to continue to allow the people of Napier the enjoyment of their property rights as a guiding principle by maintaining their rights to have their say on how a development may impact their property and the surrounding environment and any options to have the impact mitigated and compensated by the entity affecting them or the surrounding environment.	Amend using enjoyment of property rights as a guiding principle.	Open Submission
AIRPZ - Airport Zone /Issues	Sera Chambers	150.260	Amend	Considers that the wording should be changed to reference protection of the property rights for adjoining landowners which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient. -Nurturing authentic relationships with our community and partners. Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.	Amend as follows: <u>infrastructure that supports economic growth, including the airport and flights/charter/helicopters/other aircraft travelling over Napier residents' properties, is enabled and protected while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.</u>	Open Submission
AIRPZ - Airport Zone /Issues	Sera Chambers	150.261	Amend	Considers that the wording should be changed premised on the enjoyment of the property rights as a guiding principle which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient. - Nurturing authentic relationships with our community and partners. Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.	Amend as follows: <u>infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) airport and flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.</u>	Open Submission

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AIRPZ - Airport Zone /Issues	Sera Chambers	150.262	Oppose	Opposes on the basis that excess noise is damaging to health and noise limits should be monitored to ensure all entities are avoiding unnecessary exposure to adjoining landowners, including monitoring current flight paths over land. Adjoining landowners should be notified and be able to have their say, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting the enjoyment including compensation from the entity to pay for existing building modifications to alleviate reverse sensitivity effects. Submitter notes that in other parts of NZ where an airport has increased its noise effect, consideration has been given to retrofitting acoustic insulation to existing houses depending on the noise levels.	Seeks for adjoining landowners to be notified and be able to have their say, to allow for their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting the enjoyment including compensation from the entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /Issues /Non-airport-related activities can generate reverse sensitivity effects on the safe and efficient operation of the airport and/or detract from the vitality and vibrancy of the centre and commercial areas in Napier.	Sera Chambers	150.263	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment.	Seeks for adjoining landowners to be notified and be able to have their say, to allow for their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity.	Open Submission
AIRPZ - Airport Zone /Issues /The Airport Zone is located within a Special Landscape Character Overlay. In order to balance the landscape values with the functional requirements of the airport, development needs to be appropriately managed within the Landscape Sensitive Areas and identified view shafts.	Sera Chambers	150.264	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area and outside of this area.	Seeks for adjoining landowners to be notified and be able to have their say, to allow for their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area and outside of this area.	Open Submission
AIRPZ - Airport Zone /Objectives Relates to AIRPZ-11	Sera Chambers	150.265	Amend	Considers that the wording should be changed to reference protection of the property rights for adjoining landowners which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient. -Nurturing authentic relationships with our community and partners. Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.	Amend as follows: <u>infrastructure that supports economic growth, including the airport and flights/charter/helicopters/other aircraft travelling over Napier residents' properties, is able to develop and operate while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.</u>	Open Submission
AIRPZ - Airport Zone /Objectives /The airport is maintained as an attractive gateway to the city and achieves a standard of amenity reflective of the role and function of the airport and its setting within the landscape known as Te Whanganui ā Orotū, as well as its proximity to Ahuriri estuary, Watchman Road Reserve, Westshore Wildlife Reserve, and the Westshore residential area. Relates to AIRPZ-12	Sera Chambers	150.266	Amend	Considers that the wording should be amended premised on the enjoyment of property rights by affected adjoining landowners as a guiding principle. Adjoining landowners should be notified and able to have their say where their enjoyment may be impacted. This fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient. -Nurturing authentic relationships with our community and partners. Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.	Amend as follows: <u>infrastructure that supports economic growth, including the airport and flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.</u>	Open Submission

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AIRPZ - Airport Zone /Objectives /The airport's special operational and functional needs are provided for while ensuring that the adverse effects of airport activities on the environment are avoided, remedied, or mitigated. Relates to AIRPZ-I3	Sera Chambers	150.267	Oppose	Opposes on the basis that excess noise is damaging to health and noise limits should be monitored to ensure all entities are avoiding unnecessary exposure to adjoining landowners, including monitoring current flight paths over land. Adjoining landowners should be notified and be able to have their say, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting the enjoyment including compensation from the entity to pay for existing building modifications to alleviate reverse sensitivity effects. Submitter notes that in other parts of NZ where an airport has increased its noise effect, consideration has been given to retrofitting acoustic insulation to existing houses depending on the noise levels.	Seeks for adjoining landowners to be notified and be able to have their say, to allow for their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting the enjoyment including compensation from the entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /Objectives /Airport-related and non-airport activities are: compatible with the efficient, operation, maintenance, and upgrading of the airport and its associated effects; compatible with the efficient and integrated functioning of other transport networks, and managed to avoid reverse sensitivity effects on the airport. Relates to AIRPZ-I4	Sera Chambers	150.268	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment.	Seeks for adjoining landowners to be notified and be able to have their say, to allow for their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity.	Open Submission
AIRPZ - Airport Zone /Objectives /Long distance views are maintained from the State Highway to north of the Airport entrance and from Watchman Road to the southwest. Relates to AIRPZ-I5	Sera Chambers	150.269	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area and outside of this area.	Seeks for adjoining landowners to be notified and be able to have their say, to allow for their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity within the Landscape Sensitive area and outside of this area.	Open Submission
AIRPZ - Airport Zone /Objectives /Development within the Airport Zone maintains and enhances the identified landscape values within the Sensitive Landscape Control Areas. Relates to AIRPZ-I5	Sera Chambers	150.270	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area and outside of this area.	Seeks for adjoining landowners to be notified and be able to have their say, to allow for their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity within the Landscape Sensitive area and outside of this area.	Open Submission
AIRPZ - Airport Zone /Policies /AIRPZ-P1: Airport operation and development	Sera Chambers	150.271	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment.	Seeks for adjoining landowners to be notified and be able to have their say, to allow for their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity.	Open Submission
AIRPZ - Airport Zone /Policies /Provide for airport-related activities that support the operation of the airport. Relates to AIRPZ-O4	Sera Chambers	150.272	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment.	Seeks for adjoining landowners to be notified and be able to have their say, to allow for their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity.	Open Submission
AIRPZ - Airport Zone /Policies /Enable compatible light industrial activities within the Airport Business Precinct, where these complement the function and operation of Hawke's Bay Airport and/or the airport location, without compromising the adjacent sensitive receiving environment and/or the vitality and vibrancy of the city centre and other commercial nodes. Relates to AIRPZ-O4	Sera Chambers	150.273	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment.	Seeks for adjoining landowners to be notified and be able to have their say, to allow for their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity.	Open Submission

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AIRPZ - Airport Zone /Policies /Manage development within the Airport Zone, particularly within the Airport Business Precinct, in a way that maintains the amenity of the surrounding area and contributes to an attractive entrance to Napier. Relates to AIRPZ-O2	Sera Chambers	150.274	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area and outside of this area.	Amend as follows: <u>infrastructure that supports economic growth, including the airport and flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.</u>	Open Submission
AIRPZ - Airport Zone /Policies /Manage activity, building, and structure effects. Relates to AIRPZ-O3	Sera Chambers	150.275	Oppose	Opposes on the basis that excess noise is damaging to health and noise limits should be monitored to ensure all entities are avoiding unnecessary exposure to adjoining landowners, including monitoring current flight paths over land. Adjoining landowners should be notified and be able to have their say, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting the enjoyment including compensation from the entity to pay for existing building modifications to alleviate reverse sensitivity effects. Submitter notes that in other parts of NZ where an airport has increased its noise effect, consideration has been given to retrofitting acoustic insulation to existing houses depending on the noise levels.	Seeks for adjoining landowners to be notified and be able to have their say, to allow for their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting the enjoyment including compensation from the entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /Policies /Manage building height and form to meet the functional requirements of the airport while maintaining the identified views across the airport. Relates to AIRPZ-O5	Sera Chambers	150.276	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area and outside of this area.	Seeks for adjoining landowners to be notified and be able to have their say, to allow for their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity within the Landscape Sensitive area and outside of this area.	Open Submission
AIRPZ - Airport Zone /Policies /Ensure development within the Sensitive Landscape Control Areas respects the identified landscape values and manages the interface between the airport and Te Whanganui-ā-Orotū through: requiring the incorporation of a landscape buffer and planting throughout the Sensitive Landscape Control Areas 1 and 2, and encouraging lower level development, carparking, and stormwater management within Sensitive Landscape Control Area 1, and discouraging tall and bulky buildings. Relates to AIRPZ-O6	Sera Chambers	150.277	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area and outside of this area.	Seeks for adjoining landowners to be notified and be able to have their say, to allow for their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity within the Landscape Sensitive area and outside of this area.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R1A AIRPZ-R1B	Sera Chambers	150.278	Amend	Considers that the wording should be changed to reference protection of the property rights for adjoining landowners which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend based on position that infrastructure that supports economic growth, including the airport and flights/charter/helicopters/other aircraft travelling over Napier residents' properties, is enabled and protected while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission

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AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table	Sera Chambers	150.279	Amend	Considers that the wording should be changed to reference protection of the property rights for adjoining landowners which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend based on position that infrastructure that supports economic growth, including the airport and flights/charter/helicopters/other aircraft travelling over Napier residents' properties, is enabled and protected while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R3: Cafes located outside the terminal buildings within the Airport Business Precinct	Sera Chambers	150.280	Amend	Considers that the wording should be changed to reference protection of the property rights for adjoining landowners which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend based on position that infrastructure that supports economic growth, including cafes located outside the terminal buildings within the Airport Business Precinct and flights/charter/helicopters/other aircraft travelling over Napier residents' properties, is enabled and protected while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R4A AIRPZ-R4B	Sera Chambers	150.281	Amend	Considers that the wording should be changed to reference protection of the property rights for adjoining landowners which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend based on position that infrastructure that supports economic growth, including light manufacturing and servicing (including cafes located outside the terminal buildings within the Airport Business Precinct and flights/charter/helicopters/other aircraft travelling over Napier residents' properties, is enabled and protected while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R5A AIRPZ-R5B	Sera Chambers	150.282	Amend	Considers that the wording should be changed to reference protection of the property rights for adjoining landowners which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend based on position that infrastructure that supports economic growth, including warehousing, transport depots (excluding livestock or logging freight), and vehicle sales (and ancillary retailing or office) within the Airport Business Precinct and flights/charter/helicopters/other aircraft travelling over Napier residents' properties, is enabled and protected while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission

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AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R6A AIRPZ-R6B	Sera Chambers	150.283	Amend	Considers that the wording should be changed to reference protection of the property rights for adjoining landowners which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend based on position that infrastructure that supports economic growth, including research and innovation activities (and ancillary retailing) within the Airport Business Precinct and flights/charter/helicopters/other aircraft travelling over Napier residents' properties, is enabled and protected while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /Activity Status: Non-complying	Sera Chambers	150.284	Amend	Considers that the wording should be changed to reference protection of the property rights for adjoining landowners which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend based on position that infrastructure that supports economic growth, including activities not otherwise provided for (including all retailing, commercial, and industrial activities not otherwise provided for in AIRPZ-R5 to AIRPZ-R6) and flights/charter/helicopters/other aircraft travelling over Napier residents' properties, is enabled and protected while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Landscape Sensitive Control Areas 1 and 2 and View Shaft Control Area Rules Table /Activity Status: Restricted Discretionary A	Sera Chambers	150.285	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Landscape Sensitive Control Areas 1 and 2 and View Shaft Control Area Rules Table	Sera Chambers	150.286	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table / Purpose: to maintain the character, landscape, and cultural values of the northern entrance to the city while enabling development that can accommodate activities appropriate in the Airport Zone as well as reduce dominating impacts on adjacent activities and ecological habitats.	Sera Chambers	150.287	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area, the overall site coverage threshold in the Airport Business Precinct and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /Purpose: to maintain the character, amenity, landscape, and cultural values of the northern entrance to the city while enabling development that can accommodate activities appropriate in the Airport Zone.	Sera Chambers	150.288	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area, the General Height Control Area and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /Purpose: to maintain the character, landscape, and cultural values of the northern entrance to the city while enabling development that can accommodate activities appropriate in the Airport Zone as well as reduce dominating impacts on adjacent activities.	Sera Chambers	150.289	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area, the height in relation to boundary area and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /Purpose: to maintain amenity to surrounding zones while recognising the functional and operational requirements of the airport.	Sera Chambers	150.290	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area, the yard area and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /Purpose: to provide for the functional needs of activities while ensuring storage areas do not detract from the visual amenity of the Airport Zone, public roads, and adjoining zones, or adversely affect people's health and safety and the quality of the environment.	Sera Chambers	150.291	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area, the outdoor storage (including refuse storage) area and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient. -Nurturing authentic relationships with our community and partners. Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /Purpose: to provide for safety and attractiveness of streetscapes.	Sera Chambers	150.292	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area, the fence and walls area and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient. -Nurturing authentic relationships with our community and partners. Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /	Sera Chambers	150.293	Amend	Seeks amendment based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /Assessment criteria /	Sera Chambers	150.294	Amend	Seeks to amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /Assessment criteria /	Sera Chambers	150.295	Amend	Seeks to amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /Assessment criteria /	Sera Chambers	150.296	Amend	Seeks to amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /Assessment criteria /The availability of daylight to adjoining properties. The effects on the privacy of adjoining properties.	Sera Chambers	150.297	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient. -Nurturing authentic relationships with our community and partners. Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /Assessment criteria /AIRPZ-AC5: Infringement of landscaping standard (AIRPZ-S7)	Sera Chambers	150.298	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient. -Nurturing authentic relationships with our community and partners. Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /Assessment criteria /For discretionary activities, Council's assessment is not restricted to these matters, but it may consider them (among other factors). For restricted discretionary activity, the assessment is restricted to those matters set out below.	Sera Chambers	150.299	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the function of the Airport Zone area and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient. -Nurturing authentic relationships with our community and partners. Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /Assessment criteria /Function of commercial zones Whether the activity will compromise the function of industrial and commercial zones in the city.	Sera Chambers	150.300	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the function of commercial zones area and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient. -Nurturing authentic relationships with our community and partners. Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.	Amend for all aspects of AIRPZ-AC6 based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /Assessment criteria /Amenity and landscape character and ecological habitat.	Sera Chambers	150.301	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the function of the Amenity and landscape character and ecological habitat area and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient. -Nurturing authentic relationships with our community and partners. Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.	Amend for all aspects of AIRPZ-AC6 based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /Assessment criteria /Safe and efficient transport network	Sera Chambers	150.302	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the safe and efficient transport network and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient. -Nurturing authentic relationships with our community and partners. Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.	Amend for all aspects of AIRPZ-AC6 based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /Assessment criteria /Infrastructure and servicing.	Sera Chambers	150.303	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the infrastructure and servicing area and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend for all aspects of AIRPZ-AC6 based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /Assessment criteria /The extent to which the integrated site layout, building, and landscape design provides a high quality and visually attractive frontage to Te Whanganui-ā-Orotū/Westshore Wildlife Reserve. The extent to which development layout seeks to incorporate carparking and stormwater management devices within Landscape Sensitive Control Area 1 as opposed to buildings to manage the transition between the airport and Te Whanganui-ā-Orotū. The extent to which planting is designed to achieve a regular structure and rhythm along State Highway reinforcing a gateway to the city/airport.	Sera Chambers	150.304	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission
AIRPZ - Airport Zone /Assessment criteria /The extent to which buildings and structures within identified view shafts impact on key views across the Airport Zone, and the extent to which mitigation measures reduce the impacts on key views.	Sera Chambers	150.305	Amend	Amend premised on the enjoyment of property rights by affected landowners as a guiding principle by being notified and able to have their say, including the option to have the impact mitigated by the entity impacting the enjoyment within the Landscape Sensitive area and outside of this area which fits with NCC's strategic priorities: - A resilient city - the ability to thrive and withstand impacts, knocks and shocks. <i>Council makes good future planning and investment decisions to prepare for a changing climate future and enables our community to build self-reliance. Our people, our economy and infrastructure is resilient.</i> -Nurturing authentic relationships with our community and partners. <i>Council fosters meaningful relationships, demonstrating our commitment to listen to our community's needs, concerns, and aspirations.</i>	Amend based on position that infrastructure that requires development, including Hawke's Bay Airport Ltd (HBAL) flights/charter/helicopters/other aircraft travelling over Napier residents' properties, needs to balance the lasting impacts of its activities while allowing adjoining landowners to be notified on changes and to be able to have their say on this, to allow their enjoyment of property rights as a guiding principle and the option to have the impact mitigated by the entity impacting them including compensation from the business/entity to pay for existing building modifications to alleviate reverse sensitivity effects.	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /Introduction /	Ellen Robotham	198.75	Amend	<p>Seeks to amend the wording in the introduction of this chapter. The designation also provides for forecasted growth, therefore enable more than “current operations”.</p> <p>The proposed wording provides clarity regarding the different plan mechanisms which control adverse effects associated with airport activities. The designation includes conditions relating to the management of noise arising from airport activities in order to manage adverse effects on nearby activities sensitive to aircraft noise. Meanwhile, the noise chapter includes provisions which manage reverse sensitivity effects and avoid noise sensitive activities establishing within close proximity to the Airport.</p> <p>Reference to airport related activities is deleted as a consequential amendment.</p> <p>A more integrated approach to managing landscape effects is sought to reduce overlapping consent considerations and ensure the Airport Zone is effective and efficient.</p> <p>Refer to full submission for more detail on reasoning.</p>	<p>Amend as follows: The airport is a <u>nationally and regionally significant regional</u> infrastructure asset that facilitates access and economic activity in the local and broader regional economies...</p> <p>... Hawke’s Bay Airport Limited (HBAL) holds designations over land located within the Airport Zone that enable current operations, a range of airport activities, and airport related activities. Aircraft operations are managed through the designation conditions. ...</p> <p>... Matters relating to activities sensitive to aircraft noise within the <u>Aircraft Noise Overlay Inner and Outer Control Boundary overlays for aircraft operations</u> noise are addressed in both the Noise chapter. <u>The effects of aircraft noise on the surrounding communities is addressed through</u> and the Airport Purpose Designation. ...</p> <p>The Airport Zone is located within a Special Landscape Character Overlay. However the provisions of the Natural Features and Landscape chapter do not apply within the Airport Zone. There are two Landscape Sensitive Areas within the zone where development needs to be managed to not detract from the identified landscape values. These are managed as specific control</p>	Open Submission
AIRPZ - Airport Zone /Issues /AIRPZ-11: Airport - regionally important infrastructure.	Ellen Robotham	198.76	Amend	<p>The issue appropriately recognises the unique role and function of the Airport in the Hawke’s Bay transport network and its contribution to the social, economic and cultural wellbeing of the region.</p>	<p>Amend as follows: Hawke’s Bay Airport is a <u>nationally and regionally significant important</u> infrastructure...</p>	Open Submission
AIRPZ - Airport Zone /Issues /AIRPZ-12: Attractiveness of the Hawke’s Bay Airport gateway for visitors and residents.	Ellen Robotham	198.77	Amend	<p>Seeks to amend Issue 2 in a way that focuses on ensuring development at the Airport is cohesive with the surrounding landscape without compromising the functional and operational needs of the Airport.</p>	<p>Amend as follows: <u>Hawke’s Bay Airport is located within the Te Whanganui-a-Orotu Special Character Landscape and is As</u> a key gateway to the region, Hawke’s Bay Airport <u>contributing es</u> to the first and last impressions of visitors and residents to the city and region. Development at the airport therefore, needs to <u>provide for balance the lasting impacts of its activities on visitors and residents with</u> the functional and operational <u>requirements imperatives</u> of the airport d. This necessitates managing the built form of buildings and structures to maintain a coherent form of development in a sensitive landscape.</p>	Open Submission

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AIRPZ - Airport Zone /Issues /AIRPZ-13: Management of effects.	Ellen Robotham	198.78	Amend	<p>Considers that the Airport is well buffered from adjoining residential areas by public reserves, estuarine environments, rural land, and terrestrial transport routes, and that HBAL the effects of noise, light and transportation need to be managed at the airport. Such matters are covered by other chapters of the plan and it is therefore unnecessary to duplicate those considerations in this issue statement.</p> <p>Adverse effects on wetlands may not always be able to be avoided due to the functional and operational constraints of the Airport. It is noted that the NPS-FM and NES-F provide pathways for specified infrastructure, including airport activities, to manage adverse effects through the effects management hierarchy so effects do not have to be avoided. This is managed through Regional Council consent processes.</p>	<p>Amend as follows:</p> <p>The land within the AIRPZ - Airport Zone is generally well buffered from adjoining residential areas by public reserves, estuarine environments, rural land, and terrestrial transport routes. However, some airport operations may generate adverse effects beyond the zone that require careful management, such as noise, light, and transportation.</p> <p>The airport adjoins the ecologically sensitive areas of Te Whanga (Ahuriri Estuary), Watchman Road Reserve, and Westshore Wildlife Reserve, which are important wetlands and represent some of the few remaining coastal wetlands along the east coast of New Zealand.</p> <p>Activities within the Airport Zone need to be carefully managed to ensure that any adverse effects on these wetlands are avoided. <u>managed in accordance with the National Policy Statement for Freshwater Management.</u></p>	Open Submission
AIRPZ - Airport Zone /Issues /AIRPZ-14: Compatibility of non-airport-related activities.	Ellen Robotham	198.79	Support	Considers it is important that the function and operation of the Airport is maintained.	Retain as notified.	Open Submission
AIRPZ - Airport Zone /Issues /AIRPZ-15: Special landscape character values.	Ellen Robotham	198.80	Support	<p>Considers a more integrated management approach to landscape values is proposed, with suggested changes to AIRPZ-12 being proposed.</p> <p>If not deleted, case law indicates two distinctive definitions for functional and operational requirements. Wording should be updated to reflect that both are relevant when considering requirements of the Airport.</p>	<p>Amend as follows:</p> <p>The Airport Zone is located within a the Te Whanganui-a-Orotū Special Landscape Character Overlay. In order to balance the landscape values with the functional <u>and operational</u> requirements of the airport, development needs to be appropriately managed within the <u>Airport Business Precinct Landscape Sensitive Areas and identified view shafts.</u></p>	Open Submission
AIRPZ - Airport Zone /Objectives /AIRPZ-01: Airport - regionally important infrastructure. Relates to AIRPZ-11	Ellen Robotham	198.81	Amend	Amendments are sought to ensure the objective appropriately recognises the unique role and function of the Airport in the Hawke's Bay transport network and its contribution to the social, economic and cultural wellbeing of the region.	<p>Amend as follows:</p> <p>Hawke's Bay Airport is a <u>nationally and regionally significant</u> important infrastructure...</p>	Open Submission
AIRPZ - Airport Zone /Objectives /AIRPZ-02: Character and amenity. Relates to AIRPZ-12	Ellen Robotham	198.82	Oppose	Considers the notified wording of AIRPZ-02 is considered to place too much weight on the amenity of residential neighbours which, as identified in AIRPZ-13, is well buffered from surrounding areas.	<p>Amend as follows:</p> <p>The airport is maintained as an attractive gateway to the city and achieves a standard of amenity reflective of the role and function of the airport and its setting within the landscape known as Te Whanganui ā Orotū, as well as its proximity to Ahuriri estuary, Watchman Road Reserve, Westshore and Wildlife Reserve, and the Westshore residential area.</p>	Open Submission
AIRPZ - Airport Zone /Objectives /AIRPZ-03: Management of environmental effects. Relates to AIRPZ-13	Ellen Robotham	198.83	Amend	Considers amendments are required to align with NU-02 and reflect the Airport's status as a network utility with operational and functional requirements.	<p>Amend AIRPZ-03 as follows:</p> <p>The airport's special operational and functional needs are provided for while ensuring that the adverse effects of airport activities on the environment are avoided, remedied, or <u>mitigated as far as practicable.</u></p>	Open Submission
AIRPZ - Airport Zone /Objectives /AIRPZ-04: Compatibility of activities with the airport operation. Relates to AIRPZ-14	Ellen Robotham	198.84	Amend	Seeks a consequential amendment for deleting airport related activities and ensuring defined terms are able to be hyper-linked.	<p>Amend as follows:</p> <p>AIRPZ-04: Compatibility of activities with the airport operation Airport-related and Non-airport activities are:</p> <ul style="list-style-type: none"> a) compatible with the efficient, operation, maintenance, and upgrading of the airport and its associated effects; b) compatible with the efficient and integrated functioning of other transport networks, and c) managed to avoid reverse sensitivity effects on the airport. 	Open Submission

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AIRPZ - Airport Zone /Objectives /AIRPZ-05: Special landscape character values - view shaft. Relates to AIRPZ-15	Ellen Robotham	198.85	Oppose	<p>The Proposed Plan includes a number of mechanisms to protect landscape values within the Airport Zone including the Special Landscape Overlay, Viewshafts, and two Sensitive Landscape Control Areas.</p> <p>The approach as notified, does not provide clear guidance to plan users regarding the types of activities that are appropriate within these areas, and duplicates matters which are already accounted for in the main rule framework. HBAL recommend the landscape management framework in the Airport Zone is amended to remove duplication and provide for activities of appropriate scale as permitted activities.</p> <p>An assessment undertaken by Wayfinder (refer Appendix 3 of full submission), concludes some limitations of the viewshafts identified and have made a number of recommendations. As a result, HBAL request that the proposed viewshafts are deleted and all provisions in the Airport Zone relating to viewshafts are also deleted as a consequential amendment. Alternative viewshafts have been suggested.</p> <p>HBAL request that the description of Te Whanganui-a-Orotū Special landscape Character is amended to more closely reflect the area's present character, and as modified by the Airport. The Isthmus Napier Landscape Study recognises that the area is not natural enough to be considered 'Outstanding' and that the Airport is an area of greater development intensity.</p> <p>HBAL consider that the Special Landscape Control Areas and associated rule AIRPZ-R9 are unnecessary and should be deleted. Issues, objectives and</p>	Delete.	Open Submission
AIRPZ - Airport Zone /Objectives /AIRPZ-06: Special landscape character values - sensitive landscape control areas. Relates to AIRPZ-15	Ellen Robotham	198.86	Oppose	<p>The Proposed Plan includes a number of mechanisms to protect landscape values within the Airport Zone including the Special Landscape Overlay, Viewshafts, and two Sensitive Landscape Control Areas.</p> <p>The approach as notified, does not provide clear guidance to plan users regarding the types of activities that are appropriate within these areas, and duplicates matters which are already accounted for in the main rule framework. HBAL recommend the landscape management framework in the Airport Zone is amended to remove duplication and provide for activities of appropriate scale as permitted activities.</p> <p>An assessment undertaken by Wayfinder (refer Appendix 3 of full submission), concludes some limitations of the viewshafts identified and have made a number of recommendations. As a result, HBAL request that the proposed viewshafts are deleted and all provisions in the Airport Zone relating to viewshafts are also deleted as a consequential amendment. Alternative viewshafts have been suggested.</p> <p>HBAL request that the description of Te Whanganui-a-Orotū Special landscape Character is amended to more closely reflect the area's present character, and as modified by the Airport. The Isthmus Napier Landscape Study recognises that the area is not natural enough to be considered 'Outstanding' and that the Airport is an area of greater development intensity.</p> <p>HBAL consider that the Special Landscape Control Areas and associated rule AIRPZ-R9 are unnecessary and should be deleted. Issues, objectives and</p>	<p>Amend as follows:</p> <p>AIRPZ-06: Special landscape character values —sensitive landscape control areas</p> <p>Development within the Airport Zone maintains and enhances the identified landscape values within the <u>Te Whanganui-a-Orotū Special Character Landscape Overlay</u>.Sensitive Landscape Control Areas.</p>	Open Submission

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AIRPZ - Airport Zone /Policies /AIRPZ-P1: Airport operation and development. Relates to AIRPZ-O1, AIRPZ-O4	Ellen Robotham	198.87	Amend	<p>Considers the deletion of the term Airport Related Activities means the difference between AIRPZ-P1 and AIRPZ-P2 is arbitrary, with both policies essentially relating to the enablement of airport activities. These two policies are proposed to be replaced by one new policy.</p> <p>This new policy more coherently gives effect to AIRPZ-O1 and AIRPZ-O4 by establishing the key purpose of the Airport Zone.</p>	<p>Delete AIRPZ-P1 and P2 and replace with new policy as follows: <u>AIRPZ-PX: Airport Activities</u></p> <p><u>Recognise and provide for the operation and development of the Hawke’s Bay Airport by:</u></p> <ol style="list-style-type: none"> <u>enabling airport activities;</u> <u>enabling activities which support the economic resilience of the airport;</u> <u>supporting carbon neutral outcomes, including through transport decarbonisation, and renewable or low carbon energy generation, storage, and use; and</u> <u>ensuring the airport is not constrained or compromised by reverse sensitivity effects and conflict between incompatible activities.</u> 	Open Submission
AIRPZ - Airport Zone /Policies /AIRPZ-P2: Airport-related activities. Relates to AIRPZ-O4	Ellen Robotham	198.88	Amend	<p>Considers the deletion of the term Airport Related Activities means the difference between AIRPZ-P1 and AIRPZ-P2 is arbitrary, with both policies essentially relating to the enablement of airport activities. These two policies are proposed to be replaced by one new policy.</p> <p>This new policy more coherently gives effect to AIRPZ-O1 and AIRPZ-O4 by establishing the key purpose of the Airport Zone.</p>	<p>Delete AIRPZ-P1 and P2 and replace with new policy as follows: <u>AIRPZ-PX: Airport Activities</u></p> <p><u>Recognise and provide for the operation and development of the Hawke’s Bay Airport by:</u></p> <ol style="list-style-type: none"> <u>enabling airport activities;</u> <u>enabling activities which support the economic resilience of the airport;</u> <u>supporting carbon neutral outcomes, including through transport decarbonisation, and renewable or low carbon energy generation, storage, and use; and</u> <u>ensuring the airport is not constrained or compromised by reverse sensitivity effects and conflict between incompatible activities.</u> 	Open Submission
AIRPZ - Airport Zone /Policies /AIRPZ-P3: Non-airport activities within the Airport Business Precinct. Relates to AIRPZ-O4	Ellen Robotham	198.89	Amend	<p>As demonstrated by economic evidence, a number of activities are considered compatible with the Airport so this policy should not limit consideration of compatible activities to light industrial activities only.</p> <p>It does not make sense to require compatible activities to complement the location of the airport. The location of the airport is fixed.</p> <p>It is considered more appropriate to require the management of adverse effects arising from compatible non-airport activities than require that they do not “compromise”. AIRPZ-P5 already requires the management of adverse effects so it does not need to be repeated in AIRPZ-P3.</p>	<p>Amend as follows:</p> <p>Enable compatible light industrial activities within the Airport Business Precinct, where these complement the function and operation of Hawke’s Bay Airport, <u>would benefit from locating within an airport setting and appropriately manage effects on the Airport and/or the airport location, without compromising the adjacent sensitive receiving environment and/or the vitality and vibrancy of the city centre and other commercial nodes.</u></p>	Open Submission
AIRPZ - Airport Zone /Policies /AIRPZ-P4: Airport built environment. Relates to AIRPZ-O2	Ellen Robotham	198.90	Support	<p>The matters are appropriate for managing the built environment and maintaining the amenity of the gateway experience.</p>	<p>Retain as notified.</p>	Open Submission

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AIRPZ - Airport Zone /Policies /AIRPZ-P5: Management of effects. Relates to AIRPZ-O3	Ellen Robotham	198.91	Amend	<p>Considers that activities should be compatible with the role and function of the Airport, not the Airport Zone. The role and function of the Airport Zone, as with any zone, is to manage activities in a given area.</p> <p>Reverse sensitivity is generally managed by HBAL's designations and noise contours. Refer full submission.</p> <p>The grammar of clause 7 does not match rest of drafting, and is potentially inconsistent with the direction of the opening sentence.</p> <p>Clause 8 does not appropriately weight the operational and functional requirements of the Airport and the suggested wording reflects amendments to AIRPZ-O2.</p>	<p>Amend as follows:</p> <p>Manage activity, building, and structure effects, having regard to:</p> <ol style="list-style-type: none"> compatibility with the role and function of the Airport Zone; whether the activity, building, or structure is ancillary to and/or supports airport activities; safety, security, and resilience of the airport (and surrounding infrastructure) as an air and land transport hub; efficiency, capacity, and safety of the transport network that services the airport; whether the activity can be appropriately serviced, including wastewater, stormwater, and potable drinking water supply; potential reverse sensitivity with established or permitted activities on adjoining and adjacent land outside the Airport Zone; the effects on the activity on the ecologically sensitive Ahuriri Estuary, Watchman Road Reserve, and Westshore Wildlife Reserve are minimised, and whether the activity achieves a level of amenity reflective of <u>the Airport's operational and functional requirements and its proximity to Ahuriri Estuary, Watchman Road Reserve, Westshore Wildlife Reserve, and Westshore residential area.</u> 	Open Submission
AIRPZ - Airport Zone /Policies /AIRPZ-P6: Special landscape character values - view shafts. Relates to AIRPZ-O5	Ellen Robotham	198.92	Oppose	<p>Considers that the approach to managing landscape values does not provide plan users with clear guidance regarding types of activities that are appropriate within these areas and duplicates matters already accounted for in the main rule framework. Recommends that framework to manage landscape values is amended to avoid duplication and provide for an appropriate scale of permitted activities. Alternative view shafts are suggested and provisions to manage these are suggested to be included in the NFL chapter. Considers it necessary to also make changes to the description of Te Whanganui-ā-Orotū Special Landscape Character to more closely reflect the areas current character and to the provisions managing this character so that those activities and scale of development expected to occur t the Airport are provided for.</p>	Delete AIRPZ-P6	Open Submission
AIRPZ - Airport Zone /Policies /AIRPZ-P7: Special landscape character values - sensitive landscape control areas. Relates to AIRPZ-O6	Ellen Robotham	198.93	Amend	<p>Considers that the approach to managing landscape values does not provide plan users with clear guidance regarding types of activities that are appropriate within these areas and duplicates matters already accounted for in the main rule framework. Recommends that framework to manage landscape values is amended to avoid duplication and provide for an appropriate scale of permitted activities. Alternative view shafts are suggested and provisions to manage these are suggested to be included in the NFL chapter. Considers it necessary to also make changes to the description of Te Whanganui-ā-Orotū Special Landscape Character to more closely reflect the areas current character and to the provisions managing this character so that those activities and scale of development expected to occur at the Airport are provided for.</p> <p>Refer to full submission for more detail.</p>	<p>Amend as follows:</p> <p>AIRPZ-P7: Special landscape character values —sensitive landscape control areas</p> <p>Ensure development within the <u>Airport Business Precinct Sensitive Landscape Control Areas</u> has regard to the <u>identified landscape values of the Te Whanganui-a-Orotū Special Character Landscape Overlay</u>, <u>respects the identified landscape values and manages the interface between the airport and Te Whanganui-ā-Orotū through:</u></p> <ol style="list-style-type: none"> requiring the incorporation of a landscape buffer and planting throughout the Sensitive Landscape Control Areas 1 and 2, and encouraging lower level development, carparking, and stormwater management within Sensitive Landscape Control Area 1, and discouraging tall and bulky buildings. 	Open Submission

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AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /General	Ellen Robotham	198.94	Amend	<p>Submission point of general nature with attached table showing requested changes throughout Airport Zone chapter. Each change is requested through separate submission points within this submission. In summary, considers that the rule references are incorrect, do not reflect the numbering system used in column one and, in some cases, appear to relate to conditions that do not exist.</p> <p>Amendments to conditions and matters of discretion are requested to correct cross- references and ensure that matters of discretion where compliance with a standard are not achieved are restricted to the assessment criteria related to that standard only and to simplify and streamline the overlap between Matters of Discretion and Assessment Criteria. New rules are proposed to be inserted in accordance with economic evidence as set out in HBAL's full submission. A new standard is proposed to provide confidence to NCC that new developments will be appropriately serviced. Refer to separate submission points or full submission for more detailed explanation of changes requested.</p>	Relief sought can be found in separate submission points or refer to full submission for details of requested changes to Airport Zone chapter.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Landscape Sensitive Control Areas 1 and 2 and View Shaft Control Area Rules Table /General	Ellen Robotham	198.95	Oppose	<p>The Proposed Plan includes a number of mechanisms to protect landscape values within the Airport Zone including the Special Landscape Overlay, Viewshafts, and two Sensitive Landscape Control Areas.</p> <p>The approach as notified, does not provide clear guidance to plan users regarding the types of activities that are appropriate within these areas, and duplicates matters which are already accounted for in the main rule framework. HBAL recommend the landscape management framework in the Airport Zone is amended to remove duplication and provide for activities of appropriate scale as permitted activities.</p> <p>An assessment undertaken by Wayfinder (refer Appendix 3 of full submission), concludes some limitations of the viewshafts identified and have made a number of recommendations. As a result, HBAL request that the proposed viewshafts are deleted and all provisions in the Airport Zone relating to viewshafts are also deleted as a consequential amendment. Alternative viewshafts have been suggested.</p> <p>HBAL request that the description of Te Whanganui-a-Orotū Special landscape Character is amended to more closely reflect the area's present character, and as modified by the Airport. The Isthmus Napier Landscape Study recognises that the area is not natural enough to be considered 'Outstanding' and that the Airport is an area of greater development intensity.</p> <p>HBAL consider that the Special Landscape Control Areas and associated rule AIRPZ-R9 are unnecessary and should be deleted. Issues, objectives and</p>	Delete table. Delete AIRPZ-R8. Delete AIRPZ-R9.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /General	Ellen Robotham	198.96	Amend	<p>Submission is of a general nature and relates to the standards table of the Airport Zone. Submission points specific to each standard can be found in separate submission points. Activity status where compliance with a standard is not met has already been provided in the Rule Table. Some of the activity statuses and matters for discretion contradict those in the Rule Table and create confusion for plan users. This leads to inefficient resource consent applications which require repetitive assessments for similar, overlapping matters of discretion against the rule conditions and the standards. Refer to full submission.</p>	Relief sought can be found in separate submission points. Refer to full submission for outline of changes requested.	Open Submission

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AIRPZ - Airport Zone /Assessment criteria /	Ellen Robotham	198.97	Amend	<p>Considers that the proposed wording provides a greater level of clarity regarding the Council's matters of discretion.</p> <p>The Council is not limited in its discretion for applications for Discretionary or Non- Complying activities and is therefore not required to identify matters of discretion for those applications.</p> <p>There is no stated rule purpose. A purpose is only included for standards.</p>	<p>Amend as follows:</p> <p>When considering an application <u>for a Controlled or a Restricted Discretionary Activity</u>, the Council will have regard to the relevant objectives and policies of this plan <u>relevant to the condition or standard that was not complied with</u>, the purpose of the rules and standards, and regard will also be had to the relevant assessment criteria set out below.</p>	Open Submission
AIRPZ - Airport Zone /Assessment criteria /AIRPZ-AC1: Infringement of general height control and height in relation to boundary standards (AIRPZ-S2 and AIRPZ-S3).	Ellen Robotham	198.98	Amend	<p>The Proposed Plan includes a number of mechanisms to protect landscape values within the Airport Zone including the Special Landscape Overlay, Viewshafts, and two Sensitive Landscape Control Areas.</p> <p>The approach as notified, does not provide clear guidance to plan users regarding the types of activities that are appropriate within these areas, and duplicates matters which are already accounted for in the main rule framework. HBAL recommend the landscape management framework in the Airport Zone is amended to remove duplication and provide for activities of appropriate scale as permitted activities.</p> <p>An assessment undertaken by Wayfinder (refer Appendix 3 of full submission), concludes some limitations of the viewshafts identified and have made a number of recommendations. As a result, HBAL request that the proposed viewshafts are deleted and all provisions in the Airport Zone relating to viewshafts are also deleted as a consequential amendment. Alternative viewshafts have been suggested.</p> <p>HBAL request that the description of Te Whanganui-a-Orotū Special landscape Character is amended to more closely reflect the area's present character, and as modified by the Airport. The Isthmus Napier Landscape Study recognises that the area is not natural enough to be considered 'Outstanding' and that the Airport is an area of greater development intensity.</p> <p>HBAL consider that the Special Landscape Control Areas and associated rule AIRPZ-R9 are unnecessary and should be deleted. Issues, objectives and</p>	<p>Amend as follows:</p> <p>a) The extent to which the additional height is necessary for the operational or functional needs of the airport, or otherwise results in adverse effects on the safe, efficient, and effective function and operation of Hawke's Bay Airport.</p> <p>b) The extent to which the additional height results in adverse bulk and dominance effects and/or shading on adjoining sites or publicly accessible areas.</p> <p>c) The extent to which the building or structure has the potential to become a dominant feature in the landscape.</p> <p>d) The ability to mitigate any potential adverse effects.</p> <p>e) Whether proposals for additional height avoid locating within Landscape Sensitive Control Area 1 or 2, or a View Shaft Control Area.</p> <p>f) <u>Whether the development will detract from the identified values of the Te Whanganui-ā-Orotū Special Landscape Character.</u></p>	Open Submission
AIRPZ - Airport Zone /Assessment criteria /AIRPZ-AC2: Infringement of yard standard (AIRPZ-S4).	Ellen Robotham	198.99	Support	<p>The assessment criteria are relevant to and appropriate for non-compliance with AIRPZ-S4.</p>	Retain as notified.	Open Submission
AIRPZ - Airport Zone /Assessment criteria /AIRPZ-AC3: Infringement of outdoor storage (including refuse storage) standard (AIRPZ-S5).	Ellen Robotham	198.100	Support	<p>The assessment criteria are relevant to and appropriate for non-compliance with AIRPZ-S5.</p>	Retain as notified.	Open Submission
AIRPZ - Airport Zone /Assessment criteria /AIRPZ-AC4: Infringement of fences and walls standard (AIRPZ-S6)	Ellen Robotham	198.101	Amend	<p>Assessment criteria b does not relate to the purpose of AIRPZ-S6 and is not considered relevant in the context of the Airport Zone.</p> <p>Assessment criteria c is considered to be adequately assessed under AIRPZ-AC1 which relates to height of buildings.</p>	<p>Amend as follows:</p> <p>AIRPZ-AC4: Infringement of fences and walls standard (AIRPZ-S6)</p> <p>a) The availability of daylight to adjoining properties.</p> <p>b) The effects on the privacy of adjoining properties.</p> <p>c) The scale and bulk of the building in relation to the site and area.</p> <p>d) The effects on character and amenity values of the site and area.</p>	Open Submission

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AIRPZ - Airport Zone /Assessment criteria / AIRPZ-AC5: Infringement of landscaping standard (AIRPZ-S7)	Ellen Robotham	198.102	Amend	<p>The Proposed Plan includes a number of mechanisms to protect landscape values within the Airport Zone including the Special Landscape Overlay, Viewshafts, and two Sensitive Landscape Control Areas.</p> <p>The approach as notified, does not provide clear guidance to plan users regarding the types of activities that are appropriate within these areas, and duplicates matters which are already accounted for in the main rule framework. HBAL recommend the landscape management framework in the Airport Zone is amended to remove duplication and provide for activities of appropriate scale as permitted activities.</p> <p>An assessment undertaken by Wayfinder (refer Appendix 3 of full submission), concludes some limitations of the viewshafts identified and have made a number of recommendations. As a result, HBAL request that the proposed viewshafts are deleted and all provisions in the Airport Zone relating to viewshafts are also deleted as a consequential amendment. Alternative viewshafts have been suggested.</p> <p>HBAL request that the description of Te Whanganui-a-Orotū Special landscape Character is amended to more closely reflect the area's present character, and as modified by the Airport. The Isthmus Napier Landscape Study recognises that the area is not natural enough to be considered 'Outstanding' and that the Airport is an area of greater development intensity.</p> <p>HBAL consider that the Special Landscape Control Areas and associated rule AIRPZ-R9 are unnecessary and should be deleted. Issues, objectives and</p>	<p>AIRPZ-AC5: Infringement of landscaping standard (AIRPZ-S7)</p> <p>a) The ability to ensure a high-quality airport gateway is provided.</p> <p>b) The visual effects of buildings and activities when viewed from State Highway 2, Watchman Road, and the Airport Link Road.</p> <p>c) <u>Whether the development will detract from the identified values of the Te Whanganui-ā-Orotū Special Landscape Character.</u></p>	Open Submission
AIRPZ - Airport Zone /Assessment criteria /General	Ellen Robotham	198.103	Amend	<p>Submitter seeks a consequential amendment to reflect addition of new standard AIRPZ-S8</p>	<p>Insert new assessment criteria as follows:</p> <p><u>AIRPZ-ACX: Servicing</u></p> <p>a) <u>Whether the development can be sufficiently serviced by water, wastewater, and stormwater infrastructure, including through the use of low-impact stormwater design, where appropriate.</u></p> <p>b) <u>Whether the proposed servicing will have an adverse effect on ecological habitat, including any adverse effects on the Ahuriri estuary and its margins.</u></p>	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /Assessment criteria /AIRPZ-AC6: General.	Ellen Robotham	198.104	Oppose	<p>Considers that assessment criteria should be more focused. Amendments are proposed to delete criteria which is not relevant to a Restricted Discretionary activity, or are more appropriately considered under another assessment criteria.</p> <p>For example, it is unnecessary for each application to provide economic evidence. The FDS has demonstrated reliance on industrial development at the Airport and the Property Economics report has identified activities which can occur without adverse economic distribution effects on the Centres Hierarchy.</p> <p>HBAL also request that the application of matters of discretion are simplified, and duplication is removed. The rule table contains matters of discretion for each rule, and the standards table also includes matters of discretion for each standard. This approach is highly repetitive and is not effective or efficient.</p>	<p>AIRPZ-AC6: General</p> <p>For discretionary activities, Council's assessment is not restricted to these matters, but it may consider them (among other factors). For restricted discretionary activity, the assessment is restricted to those matters set out below.</p> <p>Function of the Airport Zone</p> <p>a) Whether the activity will compromise the functional and operational requirements of airport activities, including planned or potential growth of Hawke's Bay Airport.</p> <p>b) Whether the proposed land use will have an adverse actual or potential effect on the safety, efficiency, and operation (including landings and take-offs) of Hawke's Bay Airport.</p> <p>Function of commercial zones</p> <p>c) Whether the activity will compromise the function of industrial and commercial zones in the city. Amenity and landscape character and eEcological habitat</p> <p>d) Whether the development to accommodate the activity will detract from the local landscape character and visual amenity of the airport, particularly as perceived from the airport terminal, streets, public open spaces, and residential sites.</p> <p>e) Whether the development is in a strategic site and contributes positively to the gateway experience.</p> <p>f) Whether the hours of operation accommodated within the development would will adversely affect the amenity,</p>	Open Submission
AIRPZ - Airport Zone /Assessment criteria /AIRPZ-AC7: Development in Landscape Sensitive Control Areas 1 and 2.	Ellen Robotham	198.105	Oppose	<p>The Proposed Plan includes a number of mechanisms to protect landscape values within the Airport Zone including the Special Landscape Overlay, Viewshafts, and two Sensitive Landscape Control Areas.</p> <p>The approach as notified, does not provide clear guidance to plan users regarding the types of activities that are appropriate within these areas, and duplicates matters which are already accounted for in the main rule framework. HBAL recommend the landscape management framework in the Airport Zone is amended to remove duplication and provide for activities of appropriate scale as permitted activities.</p> <p>An assessment undertaken by Wayfinder (refer Appendix 3 of full submission), concludes some limitations of the viewshafts identified and have made a number of recommendations. As a result, HBAL request that the proposed viewshafts are deleted and all provisions in the Airport Zone relating to viewshafts are also deleted as a consequential amendment. Alternative viewshafts have been suggested.</p> <p>HBAL request that the description of Te Whanganui-a-Orotū Special landscape Character is amended to more closely reflect the area's present character, and as modified by the Airport. The Isthmus Napier Landscape Study recognises that the area is not natural enough to be considered 'Outstanding' and that the Airport is an area of greater development intensity.</p> <p>HBAL consider that the Special Landscape Control Areas and associated rule AIRPZ-R9 are unnecessary and should be deleted. Issues, objectives and</p>	Delete AIRPZ-AC7.	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /Assessment criteria /AIRPZ-AC8: Development in View Shaft Control Area.	Ellen Robotham	198.106	Oppose	<p>The Proposed Plan includes a number of mechanisms to protect landscape values within the Airport Zone including the Special Landscape Overlay, Viewshafts, and two Sensitive Landscape Control Areas.</p> <p>The approach as notified, does not provide clear guidance to plan users regarding the types of activities that are appropriate within these areas, and duplicates matters which are already accounted for in the main rule framework. HBAL recommend the landscape management framework in the Airport Zone is amended to remove duplication and provide for activities of appropriate scale as permitted activities.</p> <p>An assessment undertaken by Wayfinder (refer Appendix 3 of full submission), concludes some limitations of the viewshafts identified and have made a number of recommendations. As a result, HBAL request that the proposed viewshafts are deleted and all provisions in the Airport Zone relating to viewshafts are also deleted as a consequential amendment. Alternative viewshafts have been suggested.</p> <p>HBAL request that the description of Te Whanganui-a-Orotū Special landscape Character is amended to more closely reflect the area's present character, and as modified by the Airport. The Isthmus Napier Landscape Study recognises that the area is not natural enough to be considered 'Outstanding' and that the Airport is an area of greater development intensity.</p> <p>HBAL consider that the Special Landscape Control Areas and associated rule AIRPZ-R9 are unnecessary and should be deleted. Issues, objectives and</p>	Delete AIRPZ-AC8.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R1: Airport related activities AIRPZ-R1A.	Ellen Robotham	198.118	Amend	<p>Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity.</p>	<p>Amend as follows:</p> <p>AIRPZ-R1: Airport related activities</p> <p>AIRPZ-R1A Activity Status: Permitted</p> <p>Where: Compliance with Standards AIRPZ-S1 - AIRPZ-S8.</p> <p>e. AIRPZ-AC5;</p> <p>d. AIRPZ-AC4, and</p> <p>c. AIRPZ-AC3;</p> <p>b. AIRPZ-AC2;</p> <p>a. AIRPZ-AC1;</p> <p>1. <u>The relevant matters of discretion for the standard/s infringed. Purpose of the standard(s), and</u></p> <p>AIRPZ-R1B Activity Status where compliance with activity condition AIRPZ-R1A.1a is not achieved: Restricted Discretionary</p>	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R3: Cafes located outside the terminal buildings within the Airport Business Precinct.	Ellen Robotham	198.119	Amend	Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	Amend as follows: AIRPZ-R3: Cafes located outside the terminal buildings within the Airport Business Precinct Activity Status: Permitted AIRPZ-R3A Where: 1. There is no more than one cafe within the Airport Zone, excluding any cafes located within the terminal buildings; 2. The café has a gross floor area less than 150 m2; and 3. Compliance with Standards AIRPZ-S21 - AIRPZ-S78; and 4. Compliance with Standard S1. AIRPZ-R3B Activity Status where compliance with condition AIRPZ-R3A.1, .2 and .3.4 is not achieved: Matters of discretion are: 1. <u>The relevant matters of discretion for the standard/s infringed. Purpose of the standard(s), and</u> 2. Assessment criteria: a. AIRPZ-AC1; b. AIRPZ-AC2; c. AIRPZ-AC3;	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R4: Light manufacturing and servicing (and ancillary retailing) within the Airport Business Precinct.	Ellen Robotham	198.120	Amend	Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	Amend as follows: AIRPZ-R4: Light manufacturing and servicing (and ancillary retailing or office) within the Airport Business Precinct AIRPZ-R4A Activity Status: Restricted Discretionary Permitted Where: 1. Retailing is limited to: a. goods or services manufactured, processed, repaired, or serviced on the site, and b. a maximum of 35% of the gross floor area of the building. 2. Compliance with Standards AIRPZ-S21-AIRPZ-S78; and 3. Compliance with Standard S1. Matters of discretion are: 1. Assessment criteria AIRPZ-AC6 Matters of discretion are: 1. <u>The relevant matters of discretion for the standard/s infringed. Purpose of the standard(s), and</u> 2. Assessment criteria:	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R5: Warehousing, transport depots (excluding for livestock or logging freight), and vehicle sales (and ancillary retailing or office) within the Airport Business Precinct.	Ellen Robotham	198.121	Amend	Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	Amend as follows: AIRPZ-R5: Warehousing, transport depots (excluding for livestock or logging freight), and vehicle sales (and ancillary retailing or office) within the Airport Business Precinct AIRPZ-R5A Activity Status: Restricted Discretionary Permitted Where: 1. Retailing is limited to: a. goods or services manufactured, processed, repaired or serviced on the site, and b. a maximum of 35% of the gross floor area of the building. 2. Office is limited to: a. the office gross floor area does not exceed 30% of all buildings on the site, or b. the office gross floor area does not exceed 100 m2 3. Compliance with Standards AIRPZ-S2 - AIRPZ-S68 Matters of discretion are: 1. Assessment criteria AIRPZ-AC6 AIRPZ-R5B Activity Status where compliance with condition AIRPZ-R5A.1, 2 and 3-a is not achieved: Restricted Discretionary	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R6: Research and innovation activities (and ancillary retailing) within the Airport Business Precinct.	Ellen Robotham	198.122		Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	Amend as follows: AIRPZ-R6: Research and innovation activities (and ancillary retailing, <u>or office</u>) within the Airport Business Precinct AIRPZ-R6A Activity Status: Restricted Discretionary <u>Permitted</u> Where: 1. Retailing is limited to: a. goods or services manufactured, processed, repaired, or services on the site, and b. a maximum of 35% of the gross floor area of the building. 2. Compliance with Standards AIRPZ-S12 - AIRPZ-S78. 3. Compliance with Standard AIRPZ-S1. Matters of discretion are: a. Assessment criteria AIRPZ-AC6. AIRPZ-R6B Activity Status where compliance with activity condition AIRPZ-	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /General	Ellen Robotham	198.123	Amend	Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	<p>Add new rules:</p> <p><u>AIRPZ- R7: Office accommodation in the Airport Business Precinct not provided for as an ancillary activity</u></p> <p><u>AIRPZ-R7A</u></p> <p><u>Activity Status: Permitted Where:</u></p> <p><u>1. The office accommodation relates to:</u></p> <p><u>a. logistics, export, and rural activities not located on site, or</u></p> <p><u>b. flexible and co-working spaces.</u></p> <p><u>2. Compliance with Standards AIRPZ-S2 - AIRPZ-S8.</u></p> <p><u>3. Compliance with Standard AIRPZ-S1.</u></p> <p><u>AIRPZ-R7B</u></p> <p><u>Activity Status where compliance with AIRPZ-RXA.1 and .2 is not achieved: Restricted Discretionary</u></p> <p><u>Matters of discretion are:</u></p> <p><u>1. The relevant matters of discretion for the standard/s infringed.</u></p> <p><u>2. AIRPZ-AC6.</u></p> <p><u>Activity Status where compliance with condition AIRPZ-</u></p>	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /General	Ellen Robotham	198.124	Amend	Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	<p>Add new rule:</p> <p>AIRPZ-R8: Supermarkets in the Airport Business Precinct</p> <p>AIRPZ-R7A</p> <p>Activity Status: Permitted</p> <p>Where:</p> <p>1. The office accommodation relates to:</p> <p>a. logistics, export, and rural activities not located on site, or</p> <p>b. flexible and co-working spaces.</p> <p>2. Compliance with Standards AIRPZ-S2 - AIRPZ-S8.</p> <p>3. Compliance with Standard AIRPZ-S1.</p> <p>AIRPZ-R8B</p> <p>Activity Status: Restricted Discretionary</p> <p>Matters of discretion are:</p>	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /General	Ellen Robotham	198.125	Amend	Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	<p>Add new rule:</p> <p><u>AIRPZ-R9: Community Facilities in the Airport Business Precinct</u></p> <p><u>AIRPZ-R9A</u></p> <p><u>Activity Status: Permitted</u></p> <p>Where:</p> <p><u>1. The activity does not include any Activities Sensitive to Aircraft Noise.</u></p> <p><u>2. Compliance with Standards AIRPZ-S2 - AIRPZ-S8.</u></p> <p><u>AIRPZ-R9B</u></p> <p><u>Activity Status where compliance with AIRPZ-R10A.1 is not achieved: Restricted Discretionary</u></p> <p><u>Matters of discretion are:</u></p> <p><u>1. The relevant matters of discretion for the standard/s infringed.</u></p> <p><u>2. AIRPZ-AC6.</u></p> <p><u>Activity Status where compliance with AIRPZ-R10A.2 is not</u></p>	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /General	Ellen Robotham	198.126	Amend	Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	<p>Add new rule:</p> <p><u>AIRPZ-R10: Hotel and Conference Centre in the Airport Business Precinct</u></p> <p><u>AIRPZ-R10A</u></p> <p><u>Activity Status: Restricted Discretionary</u></p> <p>Where:</p> <p><u>1.The activity does not include any Activities Sensitive to Aircraft Noise.</u></p> <p><u>2. Compliance with Standards AIRPZ-S2 - AIRPZ-S8.</u></p> <p><u>Matters of discretion are:</u></p> <p><u>1. AIRPZ-AC6</u></p> <p><u>2. Duration of stay of guests</u></p> <p><u>3. Acoustic treatment</u></p> <p><u>4. Building design and layout</u></p> <p><u>AIRPZ-R10B</u></p> <p><u>Activity Status: Discretionary</u></p>	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R7: Activities not otherwise provided for (including all retailing, commercial, and industrial activities not otherwise provided for in AIRPZ-R5 to AIRPZ-R6)	Ellen Robotham	198.127	Amend	Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	Add new rules - amend: AIRPZ- R7-R11 : Activities not otherwise provided for (including all retailing, commercial, and industrial activities not otherwise provided for in AIRPZ-R5 to AIRPZ-R6) Activity Status: Non-complying <u>Discretionary</u>	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /AIRPZ-S1: Overall site coverage threshold in the Airport Business Precinct.	Ellen Robotham	198.128	Amend	Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	AMEND RULE: AIRPZ-S1: Overall site <u>building</u> coverage threshold in the Airport Business Precinct Purpose: to maintain the character, landscape, and cultural values of the northern entrance to the city while enabling development that can accommodate activities appropriate in the Airport Zone as well as reduce dominating impacts on adjacent activities and ecological habitats and managing adverse effects on adjacent wetland areas. 1. The maximum percentage of site area covered by buildings across the Airport Business Precinct shall be 65%. Activity Status where standards are not met: Discretionary Matters of discretion are: NA <u>1. Purpose of the Standard;</u> <u>2. Function and operation of the Airport;</u> <u>3. Effects on indigenous biodiversity values of adjacent wetlands</u> <u>4. Identified values of the Te Whanganui-a-Orotū Special Landscape Character;</u> <u>5. Cultural values;and</u> <u>6. AIRPZ-AC6.</u>	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /AIRPZ-S2: General height control.	Ellen Robotham	198.129	Amend	Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	<p>AIRPZ-S2: General height control</p> <p>Purpose: to maintain the character, amenity, landscape, and cultural values of the northern entrance to the city while enabling development that can accommodate activities appropriate in the Airport Zone.</p> <ol style="list-style-type: none"> Any part of a building or structure must not exceed 12 m in height. Standard AIRPZ-S2.1 does not apply to solar panels and solar heating devices ancillary to an existing building and where they do not exceed the height limit in Standard AIRPZ-S2.1 by more than 0.5 m measured vertically. <p>Activity Status where standards are not met: Restricted-Discretionary</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> Purpose of the Standard; Function of the Airport Zone; Effects on amenity values, and Landscape and cultural values; <u>and</u> <u>AIRPZ-AC1</u> 	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /AIRPZ-S3: Height in relation to boundary.	Ellen Robotham	198.130	Amend	Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	<p>Delete standard:</p> <p>AIRPZ-S3: Height in relation to boundary</p> <p>Purpose: to maintain the character, landscape, and cultural values of the northern entrance to the city while enabling development that can accommodate activities appropriate in the Airport Zone as well as reduce dominating impacts on adjacent activities.</p> <ol style="list-style-type: none"> Any part of a building or structure must not project beyond a building envelope constructed by drawing planes along all parts of all airport zone boundaries. The planes must commence at 3 m above ground level at the zone boundary and must be inclined at the horizontal at an angle of 45 degrees. Standard AIRPZ-S3.1 does not apply to antennas, aerials, satellite dishes (less than 1 m in diameter), flues, flag poles, and chimneys no more than 1 m wide in any horizontal direction and less than 2.5 m in height beyond the building envelope. Standard AIRPZ-S3.1 does not apply to solar panels and solar heating devices where they do not exceed the height limit in Standard AIRPZ-S2.1 by more than 0.5 m measured vertically. <p>Activity Status where standards are not met: Restricted-Discretionary</p> <p>Matters of discretion are:</p>	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /AIRPZ-S4: Yards.	Ellen Robotham	198.131	Amend	Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	Amend as follows: AIRPZ-S4: Yards Purpose: to maintain amenity to surrounding zones while recognising the functional and operational requirements of the airport. 1. Any part of a building (including eaves and guttering) must not be erected closer than 5 m to any other zone boundary. 2. Standards AIRPZ-S4.1 and AIRPZ-S4.2 does not apply to security fencing around the perimeter of the airport or fencing required to ensure compliance with civil aviation regulations. Activity Status where standards are not met: Restricted-Discretionary Matters of discretion are: 1.Purpose of the standard; 2.Function and operation of the Airport Zone; 3.Effects on amenity values; 4.Landscape and cultural values; 5.Effects of shading, and 6.Effects of dominance on the streetscape, adjacent zones; and 7.AIRPZ-AC2.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /AIRPZ-S5: Outdoor storage (including refuse storage).	Ellen Robotham	198.132	Amend	Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	Amend as follows: Activity Status where standards are not met: Restricted-Discretionary Matters of discretion are: 1.Purpose of the standard; 2.Function and operation of the Airport Zone; 3.Effects on amenity values, and 4.Landscape and cultural values; and 5.AIRPZ-AC3	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /AIRPZ-S6: Fences and walls.	Ellen Robotham	198.133	Amend	Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	Amend as follows: Activity Status where standards are not met: Restricted-Discretionary Matters of discretion are: 1. Purpose of the standard; 2. Function <u>and operation</u> of the Airport-Zone; 3. Effects on amenity values, and 4. The positive effects of fences to mitigate visual and noise effects of nearby land uses; and 5. AIRPZ-AC4	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /AIRPZ-S7: Landscaping.	Ellen Robotham	198.134	Amend	Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	Amend as follows: AIRPZ-S7: Landscaping Purpose: to provide for an attractive gateway to the city reflective of the role and function of the airport and its setting within the landscape known as Te Whanganui-a-Orotū, and to ensure the visual effects of buildings and activities are mitigated. 1. Any new development shall provide a minimum 2-metre wide landscape planting strip between any car parking area, loading bay, service area or building and the Airport Link Road. 2. Where any car parking area, loading area, or building is constructed on any site adjacent to the Watchman Road Reserve, a minimum 3-metre-wide landscape planting strip shall be provided along the legal boundary of the site comprising indigenous species. The planting shall include feature trees at 15 m spacing of a minimum height of 2 m at the time of planting. 3. The planting required by 1 and 2 above shall be undertaken within the first planting season of the commencement of the construction of the building or development and shall be maintained on an ongoing basis. Any plants or trees that die shall be replaced within the next growing season. Activity Status where standards are not met: Restricted-Discretionary Matters of discretion are restricted to:	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /General	Ellen Robotham	198.135	Amend	Explanation as to the reasons for the requested changes can be found in the full submission. The provisions of the Airport Zone chapter need to be amended to provide for the Aeropark Master Plan development aspirations coupled with appropriate controls to ensure effects are managed. Modern airports often provide a wide range of services and land uses including commercial, industrial and logistical, as such services either provide direct servicing to the aviation industry or feed off it. Case law supports this range of services and land uses and notes that these are not necessarily connected to the arrival and departure of passengers. The distinction the PDP makes between Airport activity and Airport-related activity is not necessary as the activities undertaken are the same regardless of who undertakes the activity. Economic evidence supports that a number of activities can occur onsite without negatively impacting on the economic integrity of established commercial areas. The Airport Business Precinct is referred to within the rule but this area is not mapped. It is requested that this area is mapped. Rule references and numbering contain errors and need to be amended to ensure accuracy. Matters of discretion for each rule are repetitive and unnecessary, with some needing to be more focused. The Non-Complying Activity status where certain conditions are not met is opposed and requested to be Discretionary instead.	Amend as follows: <u>AIRPZ-S8: Servicing</u> <u>Purpose: to manage risk to human health and effects on water quality, ecology, and the council's reticulated network; to ensure development layout, operation and design do not contaminate water; to minimise potential flood risks; and to minimise effects on the capacity of the stormwater network.</u> – <u>1. Sites must not drain stormwater directly into Te Whanga (the Ahuriri estuary) or any waterbody.</u> <u>2. Interceptor traps must be used to remove sediment, floating debris, and oil products from all stormwater collected from the site, including general yards and storage areas, prior to any discharge to the Napier City Council reticulated stormwater system.</u> <u>3. New activities that require water must be connected to a public reticulated water supply where a supply is available.</u> <u>4. New activities that discharge wastewater must be connected to a public reticulated wastewater disposal system where a supply is available.</u> <u>Note: Stormwater may only be discharged to a council-reticulated network in compliance with the Napier City Council Stormwater Bylaw.</u>	Open Submission
AIRPZ - Airport Zone /Issues /AIRPZ-14: Compatibility of non-airport-related activities.	Georgina McPherson	215.166	Support	The Fuel Companies agree that managing reverse sensitivity effects is a key issue for the Airport Zone.	Retain as notified.	Open Submission
AIRPZ - Airport Zone /Objectives /AIRPZ-03: Management of environmental effects. Relates to AIRPZ-13	Georgina McPherson	215.167	Support	The Fuel Companies support the intent of this objective and seek that it be retained.	Retain as notified.	Open Submission
AIRPZ - Airport Zone /Objectives /AIRPZ-04: Compatibility of activities with the airport operation. Relates to AIRPZ-14	Georgina McPherson	215.168	Support	The Fuel Companies support the intent of this objective and seek that it be retained.	Retain as notified.	Open Submission
AIRPZ - Airport Zone /Policies /AIRPZ-P1: Airport operation and development. Relates to AIRPZ-01, AIRPZ-04	Georgina McPherson	215.169	Support	The Fuel Companies support the intent of this policy and seek that it be retained.	Retain as notified.	Open Submission
AIRPZ - Airport Zone /Policies /AIRPZ-P5: Management of effects. Relates to AIRPZ-03	Georgina McPherson	215.170	Support	The Fuel Companies support the intent of this policy and seek that it be retained.	Retain as notified.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R1: Airport related activities.	Georgina McPherson	215.171	Support	AIRPZ-R1 applies to 'airport-related activities' which as defined in Part 1 includes "fuel installations and fuel servicing facilities" and "facilities for handling and storage of hazardous substances". This is supported by the Fuel Companies and seek that it be retained.	Retain as notified.	Open Submission
AIRPZ - Airport Zone /Objectives /AIRPZ-03: Management of environmental effects. Relates to AIRPZ-13	Trevor Ellis	253.98	Support	Objective 3 gives effect to the NPS-IB 2023.	Retain as notified.	Open Submission
AIRPZ - Airport Zone /Objectives /AIRPZ-06: Special landscape character values - sensitive landscape control areas. Relates to AIRPZ-15	Trevor Ellis	253.99	Support	Objective 6 gives effect to the NPS-IB 2023.	Retain as notified.	Open Submission

AIRPZ - Airport Zone

Section / Sub-section / Provision	Submitter Name	Submission number / Point Number	Position	Summary of Submission	Relief Summary	Link to Submission (click to open)
AIRPZ - Airport Zone /Policies /AIRPZ-P5: Management of effect.	Trevor Ellis	253.100	Amend	Considers that Policy 6 should be amended to ensure its wording is in line with Objective 3. The language used in Objective 3 is ensuring the Effects Management Hierarchy is used as per the requirements of the NPS-IB 2023.	Seeks to amend AIRPZ-P5 as follows: AIRPZ-P5: Management of effects Manage activity, building, and structure effects, having regard to: (...) 7. the effects of the activity on the ecologically sensitive Ahuriri Estuary, Watchman Road Reserve, and Westshore Wildlife Reserve are <u>avoided, remedied, or</u> minimised, and 8. whether the activity achieves a level of amenity reflective of its proximity to Ahuriri Estuary, Watchman Road Reserve, Westshore Wildlife Reserve, and Westshore residential area.	Open Submission
AIRPZ - Airport Zone /Policies /AIRPZ-P7: Special landscape character values - sensitive landscape control areas. Relates to AIRPZ-O6	Trevor Ellis	253.101	Support	Supports as AIRPZ-P7 provides for sensitive landscape controls to protect the nearby Ahuriri Estuary and Public Conservation Land.	Retain as notified.	Open Submission
AIRPZ - Airport Zone /Policies /AIRPZ-P4: Airport built environment. Relates to AIRPZ-O2	Nichola Nicholson	264.4	Amend	Supports in principle the proposed approach to imposing setbacks from ecologically sensitive areas. Non-airport activities that may appropriately be located outside of the terminal but within the Airport Zone should not be located within or impact on wetland areas with biodiversity values.	No relief sought. Retain as notified (Inferred).	Open Submission
AIRPZ - Airport Zone /Policies /AIRPZ-P7: Special landscape character values - sensitive landscape control areas. Relates to AIRPZ-O6	Nichola Nicholson	264.5	Oppose	Oppose AIRPZ-P7 due to concerns around the encouragement of development within Sensitive Landscape Control Area 1 near Watchman Road Reserve	Delete AIRPZ-P7.	Open Submission
AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /General	Alec Duncan	288.95	Amend	<p>Fire and Emergency's main area of concern is the provision of a water supply and access to this supply which will enable Fire and Emergency to operate effectively and efficiently to save lives and property in the event of a fire. This is best achieved through compliance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ 4509:2008.</p> <p>SNZ 4509:2008 sets out minimum water supply requirements required for firefighting water supply to both reticulated and non-reticulated areas. Where a development is unable to connect to the reticulated network, or the reticulated network has insufficient capacity and/or pressure, an alternative firefighting water source is required by Fire and Emergency. This could be from a dedicated firefighting water supply tank.</p> <p>Fire and Emergency notes that the subdivision chapter includes rules and standards applying to subdivision. Therefore, activities that do not require subdivision will not be subject to the servicing standards within, including SUB S14 that applies to the subdivision of new lots only and requires a firefighting water supply.</p> <p>A new standard is therefore requested in all zones of which development of new buildings are enabled to ensure that new development is provided with a water supply suitable for firefighting purposes.</p> <p>In relation to new standard XXX-SX(1), it is expected that all reticulated water supply networks (whether private or public) will be fully compliant with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008 as required by the Code of Practice for Land Development and</p>	<p>To include a new performance standard as follows: <u>XXX-SX: Firefighting water supply</u></p> <p><u>1. All new developments must be connected to a public reticulated water supply, where one is available.</u></p> <p><u>2. Where the new development will not be connected to a public reticulated water supply, or where an additional level of service is required that exceeds the level of service provided by the reticulated system, the developer must demonstrate how an alternative and satisfactory firefighting water supply can be provided in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008.</u></p> <p><u>Matter of discretion:</u></p> <p><u>1. The extent of consistency with the requirements of the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008.</u></p> <p>Or</p> <p>To similar effect.</p> <p>And</p> <p>any other consequential amendments required to give effect to this new standard.</p>	Open Submission