

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	General //	198.1	Amend	Submitter provides direction to the full submission for contextual information	No relief sought.
Hawke's Bay Airport Limited (HBAL)	Definitions /Definitions /ACTIVITIES SENSITIVE TO AIRCRAFT NOISE	198.2	Amend	Considers the definition to be generally consistent with the expert acoustic advice provided by Marshall Day Acoustics and attached as Appendix 4 to this submission.  HBAL considers however, that the definition should refer to "long term visitor accommodation", consistent	Amend as follows:  means any residential activity, <u>long term</u> visitor accommodation ....
Hawke's Bay Airport Limited (HBAL)	Definitions /Definitions /AIRCRAFT OPERATION	198.3	Amend	Considers the definition to be generally consistent with the expert acoustic advice provided by Marshall Day Acoustics and attached as Appendix 4 to this submission. HBAL considers, however, that the definition should also refer to heads of state and dignitaries as per the Notice of Requirement.	Amend as follows:  <del>means</del> <u>includes</u> ground movements, take offs and landings, but excludes:  ...  f) <u>Aircraft carrying heads of state and/or senior dignitaries acting in their official capacity;</u> g) <u>other military aircraft operations;</u> and h) <u>Aircraft undertaking firefighting or search and rescue duties.</u>
Hawke's Bay Airport Limited (HBAL)	Definitions /Definitions /AIRPORT ACTIVITY	198.4	Amend	Considers the definition appropriately includes a variety of activities which are directly related or ancillary to the function and operation of the Airport. The current wording limits the interpretation of Airport Activities to the list provided. The wording should be amended to enable additional activities essential to running an airport which may not have been considered at this time and to incorporate activities anticipated by the definition of 'Airport Related Activities' which is requested to be deleted.	Amend as follows:  means the <del>following</del> use of land and/or buildings related to or ancillary to the function and operation of the Hawke's Bay Airport, <u>including</u> : ... j) <del>retail activities within terminal buildings;</del> ... l) <del>activities and facilities directly</del> <u>activities and facilities</u> associated with servicing the needs of airport passengers, visitors, and employees; ... r) <del>stormwater facilities, and infrastructure, and utility</del> <u>stormwater facilities, and infrastructure, and utility</u> activities;
Hawke's Bay Airport Limited (HBAL)	Definitions /Definitions /AIRPORT RELATED ACTIVITIES	198.5	Oppose	Consider this definition replicates the definition of "Airport Activity" and may cause confusion for the plan user. The definition should be deleted and incorporated into the definition of 'Airport Activity'.  The use of aerodromes or airports has evolved well beyond the provision of traditional 'runways and terminals'. Modern airports now encompass a broad range of activities in order to provide for the needs and demands of aircraft passengers, crew, ground staff, airport workers and those that meet and greet travellers. Airports now often provide for a range of industrial, commercial and logistical land uses, as such uses either provide direct servicing to the aviation industry, or feed directly off it. As noted above, those Airports with diversified income streams were found to recover more quickly from the sudden halt in air travel as a result of Covid-19. This requires flexibility to properly enable forward planning and development necessary to respond to changing demands that arise at a modern airport. Previous court cases support this (see full submission for more detail).  The PDP has separate definitions for Airport Activities and Airport Related Activities, which have a high-level overlap. The key distinction is whether or not the activity is undertaken by a "third party".  Many operational functions of the Airport are provided by third parties eg. air traffic control, and are not directly undertaken by HBAL. Furthermore, the effects of these activities are materially the same whether they are undertaken by HBAL or a "third party". The distinction created by these two definitions is therefore artificial and the definition of "Airport Related Activities" should therefore be deleted and consequential amendments made to the provisions of the Airport Zone.	Delete.
Hawke's Bay Airport Limited (HBAL)	Definitions /Definitions /CAFÉ	198.6	Oppose	Café is a commonly understood term and this definition does not appear to provide any unique understanding within the context of the PDP. It is therefore unnecessary.	Delete.
Hawke's Bay Airport Limited (HBAL)	Definitions /Definitions /NETWORK UTILITY	198.7	Support	The definition appropriately relates to network utility operator.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	Definitions /Definitions /NETWORK UTILITY OPERATOR	198.8	Support	Supports the definition as it aligns with the National Planning Standards.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	Definitions /Definitions /NOISE SENSITIVE SPACE	198.9	Amend	It is appropriate to include a definition of noise sensitive spaces which identify those parts of buildings that require acoustic treatment in order to manage noise effects. The definition requires expanding however, to ensure it captures noise sensitive spaces where they relate to an activity sensitive to aircraft noise.	Amend as follows:  Any indoor space within a Noise Sensitive Activity or <u>Activity Sensitive to Aircraft Noise that is regularly used for high quality listening or communication, for example, principle living areas and classrooms, or rooms used for sleeping (such as bedrooms).</u> It <del>excludes</del> <u>excluding</u> any bathroom, water closet, laundry, pantry, walk in wardrobe, corridor, hallway, lobby, stairwell, clothes drying area, kitchens not part of a dwelling, garage or other space of a specialised nature occupied neither frequently nor for extended periods.

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Hawke's Bay Airport Limited (HBAL)	Definitions /Definitions /REVERSE SENSITIVITY	198.10	Amend	Considers the definition reflects the commonly referred to principle to "reverse sensitivity" however amendments are requested to improve consistency with the Wellington City Council Proposed District Plan.	Amend as follows:  means the <del>vulnerable</del> potential for the operation of an existing lawfully established activity to be compromised, constrained, or curtailed by the more recent establishment or alteration of another activity which may be sensitive to the actual, potential, or perceived <del>adverse</del> environmental effects generated by the existing activity or structure.
Hawke's Bay Airport Limited (HBAL)	Definitions /Definitions /General	198.11	Amend	Considers new definitions should be included in the Proposed Plan to ensure clear and consistent plan interpretation with respect to the management of activities sensitive to aircraft noise.	Insert the following new definitions:  <u>Aircraft Noise Overlay: means a boundary shown on the District Plan maps, the location of which is based on predicted day/night sound levels of Ldn 55dB from future aircraft operations at Hawke's Bay Airport.</u>
Hawke's Bay Airport Limited (HBAL)	Definitions /Definitions /General	198.12		Considers new definitions should be included in the Proposed Plan to ensure clear and consistent plan interpretation of the terms significant infrastructure and regionally significant infrastructure, both of which are used throughout the Proposed Plan.	Regionally Significant Infrastructure: has the same meaning as 'Strategic Infrastructure' in the Hawke's Bay Regional Resource Management Plan (as below):  <u>Strategic Infrastructure</u> <u>Those necessary facilities, services and installations which are of greater than local significance, and can include infrastructure that is nationally significant. The following are examples of strategic infrastructure:</u>  a) <u>strategic transport networks</u> b) <u>Hawke's Bay Regional Airport</u> c) <u>Port of Napier</u> d) <u>Omarunui Regional Landfill</u> e) <u>strategic telecommunications and radiocommunications facilities</u> f) <u>the electricity transmission network and electricity distribution networks</u> g) <u>renewable electricity generation activities</u> h) <u>pipelines and gas facilities used for the transmission and distribution of natural and manufactured gas</u> i) <u>public or community sewage treatment plants and associated reticulation and disposal systems;</u> j) <u>public water supply intakes, treatment plants and distribution systems</u> k) <u>public or community rural water storage infrastructure, including distribution systems</u> l) <u>public or community drainage systems, including stormwater systems</u> m) <u>flood protection schemes</u> n) <u>other strategic network utilities.</u>
Hawke's Bay Airport Limited (HBAL)	Abbreviations /Abbreviations /AANC Annual Aircraft Noise Contours (Ldn)	198.13	Amend	Considers the abbreviation is correct, however the explanation that follows is not.	Delete the words "produced annually by CIAL based on the previous year's aircraft operations."
Hawke's Bay Airport Limited (HBAL)	Abbreviations /Abbreviations /HBAL Hawkes Bay Airport Limited	198.14	Amend	Considers the abbreviation is correct, however there is a small spelling error.	Hawke's should have an apostrophe.
Hawke's Bay Airport Limited (HBAL)	Abbreviations /Abbreviations /OLS Obstacle Limitation Surfaces (Civil Aviation regulations)	198.15	Support	The abbreviation is correct.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	Abbreviations /Abbreviations /REPA Runway End Protection Area	198.16	Support	The abbreviation is correct.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	SD - Transport and Infrastructure Provision /Introduction	198.17	Amend	The introduction references the Napier Transport Strategy. The link takes the plan user to the Transportation Procurement Strategy, which appears to be an internal guidance document.	Amend link.
Hawke's Bay Airport Limited (HBAL)	SD - Transport and Infrastructure Provision /Issues /SD-TI-1: Provision of infrastructure	198.18	Support	Considers the Airport is nationally and regionally significant infrastructure which needs to be provided for and protected by the Proposed Plan.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	SD - Transport and Infrastructure Provision /Issues /SD-TI-2: Transport	198.19	Support	Considers the Airport is nationally and regionally significant infrastructure which needs to be provided for and protected by the Proposed Plan.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	SD - Transport and Infrastructure Provision /Issues /SD-TI-3: Adverse effects arising from infrastructure	198.20	Amend	Considers the drafting of the two statements under SD-TI-13 can be further refined without losing the intent of each statement.	Amend as follows:  Infrastructure has functional and operational requirements <del>necessary to its operation</del> which may result in adverse effects on the environment, <del>including the</del> <u>The quality of the environment and the well-being of people and communities. <del>are affected by choices about the management of infrastructure.</del></u>
Hawke's Bay Airport Limited (HBAL)	SD - Transport and Infrastructure Provision /Issues /SD-TI-4: Significant infrastructure and reverse sensitivity	198.21	Support	Considers the Airport is nationally and regionally significant infrastructure which needs to be provided for and protected by the Proposed Plan.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O1: Enabling infrastructure	198.22	Support	Considers the Airport is nationally and regionally significant infrastructure which needs to be provided for and protected by the Proposed Plan.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O2: Transport	198.23	Support	Considers the Airport is nationally and regionally significant infrastructure which needs to be provided for and protected by the Proposed Plan.	Retain as notified.

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Hawke's Bay Airport Limited (HBAL)	SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O3: Managing adverse effects of infrastructure	198.24	Amend	Considers functional need relates to the needs for an activity to traverse, locate or operate in a particular environment. This is an important consideration as airport activities have particular operational and locational constraints which means that some adverse effects cannot be reasonably avoided, remedied or mitigated.	Amend as follows:  The adverse effects of infrastructure are managed with regard to the economic, social, environmental, and cultural benefits and the technical, <u>functional</u> and operational needs of infrastructure.
Hawke's Bay Airport Limited (HBAL)	SD - Transport and Infrastructure Provision /Strategic Objectives /SD-TI-O4: Significant infrastructure and reverse sensitivity	198.25	Support	Considers the Airport is nationally and regionally significant infrastructure which needs to be provided for and protected by the Proposed Plan.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	SD - Urban Form and Development /Issues /SD-UFD-I4: Constraints on industrial growth	198.26	Amend	Considers the issue accurately reflects constraints on industrial growth in Napier, however the Proposed Plan needs to recognise the function of the Airport Zone in hosting light industrial activities.	Seeks clarification that the constraint relates to heavy industrial rather than light industrial activities that can be accommodated within the Airport Zone.
Hawke's Bay Airport Limited (HBAL)	SD - Urban Form and Development /Objectives /SD-UFD-O4: Economic activity	198.27	Support	Supports that economic and innovation activities be located in appropriate places.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	SD - Urban Form and Development /Objectives /SD-UFD-O6: Industrial zones	198.28	Support	Supports the recognition of the contribution of industrial development to the wellbeing of the region.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	SD - Urban Form and Development /Objectives /SD-UFD-O9: Infrastructure and land use planning	198.29	Support	Considers it is important that future urban development is appropriately provided for by infrastructure, and that sensitive urban development (for example new residential developments) does not give rise to reverse sensitivity effects on existing infrastructure.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	SD - Urban Form and Development /Policies /SD-UFD-P3: Greenfield growth	198.30	Amend	Considers it is important that greenfield residential development does not give rise to reverse sensitivity effects, particularly for existing infrastructure such as network utilities which have functional and operational requirements.	Amend to insert additional bullet:  b) avoids urban rezoning in areas with highly productive soils, <del>and</del> c) enables the provision of social facilities to meet the diverse demographic and cultural needs of people and communities., <u>and</u> d) <u>avoids potential reverse sensitivity effects on existing significant infrastructure arising from the development of incompatible activities.</u>
Hawke's Bay Airport Limited (HBAL)	NU - Network utilities /Introduction	198.31	Amend	Considers the introduction should recognise the Airport as a network utility, as per the definition of network utility operator under section 166 of the RMA. However, an exemption needs to be applied within this chapter which clarifies that the rules within the NU chapter do not apply to Airport Activities within the Airport Zone.	Amend the introduction to include reference to Hawke's Bay Airport as a network utility, as follows:  Network utilities are physical resources that include road and rail networks, cycleway and walkway networks, airports, telecommunication networks, radio communication facilities, electricity and gas transmission and distribution networks, infrastructure service networks such as reticulated water, sewerage, trade waste and stormwater drainage networks, and ancillary activities including associated buildings, structures, equipment and customer connections.  ..... <u>The methods within the NU chapter do not apply to Airport Activities undertaken in the Airport Zone. Such activities are managed under the Airport Zone chapter.</u>
Hawke's Bay Airport Limited (HBAL)	NU - Network utilities /Objectives /NU-O1: Essential role of network utilities	198.32	Support	HBAL is a lifeline utility under the Civil Defence Emergency Management Act 2002. Cyclone Gabrielle highlighted the essential role of HBAL as a Lifeline Utility, with flood waters obstructing and causing significant damage to land transport networks. The Airport became the base for search and rescue teams, the link to the outside, source of generators, communications etc. This further emphasises why it is important to appropriately recognise and provide for the ongoing operation and development of Hawke's Bay Airport and the need for more robust access to the airport terminal and greater provision of apron space.  Generally support the intent of this chapter and provisions which appropriately recognise the essential role of network utilities and enable the ongoing operation and development of network utilities, however Airport Activities within the Airport Zone should be managed through the designation and zone chapters, rather than the NU rules. An exclusion to this effect should therefore be included within the NU chapter.  It is appropriate to limit the exclusion to Airport Activities within the Airport Zone only, as some airport activities occur beyond the Airport Zone (such as weather stations and navigational aids).	Retain as notified.

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Hawke's Bay Airport Limited (HBAL)	NU - Network utilities /Objectives /NU-O2: Adverse effects of network utilities	198.33	Support	<p>HBAL is a lifeline utility under the Civil Defence Emergency Management Act 2002. Cyclone Gabrielle highlighted the essential role of HBAL as a Lifeline Utility, with flood waters obstructing and causing significant damage to land transport networks. The Airport became the base for search and rescue teams, the link to the outside, source of generators, communications etc. This further emphasises why it is important to appropriately recognise and provide for the ongoing operation and development of Hawke's Bay Airport and the need for more robust access to the airport terminal and greater provision of apron space.</p> <p>Generally support the intent of this chapter and provisions which appropriately recognise the essential role of network utilities and enable the ongoing operation and development of network utilities, however Airport Activities within the Airport Zone should be managed through the designation and zone chapters, rather than the NU rules. An exclusion to this effect should therefore be included within the NU chapter.</p> <p>It is appropriate to limit the exclusion to Airport Activities within the Airport Zone only, as some airport activities occur beyond the Airport Zone (such as weather stations and navigational aids).</p>	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	NU - Network utilities /Objectives /NU-O3: Adverse effects on network utilities	198.34	Support	<p>HBAL is a lifeline utility under the Civil Defence Emergency Management Act 2002. Cyclone Gabrielle highlighted the essential role of HBAL as a Lifeline Utility, with flood waters obstructing and causing significant damage to land transport networks. The Airport became the base for search and rescue teams, the link to the outside, source of generators, communications etc. This further emphasises why it is important to appropriately recognise and provide for the ongoing operation and development of Hawke's Bay Airport and the need for more robust access to the airport terminal and greater provision of apron space.</p> <p>Generally support the intent of this chapter and provisions which appropriately recognise the essential role of network utilities and enable the ongoing operation and development of network utilities, however Airport Activities within the Airport Zone should be managed through the designation and zone chapters, rather than the NU rules. An exclusion to this effect should therefore be included within the NU chapter.</p> <p>It is appropriate to limit the exclusion to Airport Activities within the Airport Zone only, as some airport activities occur beyond the Airport Zone (such as weather stations and navigational aids).</p>	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	NU - Network utilities /Policies /NU-P1: Essential role of network utilities	198.35	Support	<p>HBAL is a lifeline utility under the Civil Defence Emergency Management Act 2002. Cyclone Gabrielle highlighted the essential role of HBAL as a Lifeline Utility, with flood waters obstructing and causing significant damage to land transport networks. The Airport became the base for search and rescue teams, the link to the outside, source of generators, communications etc. This further emphasises why it is important to appropriately recognise and provide for the ongoing operation and development of Hawke's Bay Airport and the need for more robust access to the airport terminal and greater provision of apron space.</p> <p>Generally support the intent of this chapter and provisions which appropriately recognise the essential role of network utilities and enable the ongoing operation and development of network utilities, however Airport Activities within the Airport Zone should be managed through the designation and zone chapters, rather than the NU rules. An exclusion to this effect should therefore be included within the NU chapter.</p> <p>It is appropriate to limit the exclusion to Airport Activities within the Airport Zone only, as some airport activities occur beyond the Airport Zone (such as weather stations and navigational aids).</p>	Retain as notified.

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Hawke's Bay Airport Limited (HBAL)	NU - Network utilities /Policies /NU-P4: Adverse effects on network utilities	198.36	Amend	<p>Considers it is imperative that infrastructure is protected from incompatible land use activities, including reverse sensitivity effects. Such matters are further elaborated on in the Noise chapter of the PDP. Subparagraph (e) requires further amendment to ensure that that physical obstructions within the obstacle limitation surfaces for Hawke's Bay Airport are avoided in all zones, not just the Airport Zone.</p> <p>HBAL is a lifeline utility under the Civil Defence Emergency Management Act 2002. Cyclone Gabrielle highlighted the essential role of HBAL as a Lifeline Utility, with flood waters obstructing and causing significant damage to land transport networks. The Airport became the base for search and rescue teams, the link to the outside, source of generators, communications etc. This further emphasises why it is important to appropriately recognise and provide for the ongoing operation and development of Hawke's Bay Airport and the need for more robust access to the airport terminal and greater provision of apron space.</p> <p>Generally support the intent of this chapter and provisions which appropriately recognise the essential role of network utilities and enable the ongoing operation and development of network utilities, however Airport Activities within the Airport Zone should be managed through the designation and zone chapters, rather than the NU rules. An exclusion to this effect should therefore be included within the NU chapter. It is appropriate to limit the exclusion to Airport Activities within the Airport Zone only, as some airport activities occur beyond the Airport Zone (such as weather stations and navigational aids).</p>	<p>Retain as notified, subject to the following amendment:</p> <p><del>(e) avoiding physical obstructions within the Airport Zone buildings, structures and vegetation establishing within the obstacle limitation surfaces for Hawke's Bay Airport.</del></p>
Hawke's Bay Airport Limited (HBAL)	NU - Network utilities /NU - Network Utilities - Rules Table	198.37	Amend	<p>Considers it is appropriate for the NU chapter to signal to plan users that some network utilities are managed under a designation.</p> <p>The amendments are required to the NU chapter to ensure that the methods do not inadvertently capture Airport Activities that are managed under the Airport Zone, thus creating a duplication of controls and consenting requirements.</p> <p>HBAL is a lifeline utility under the Civil Defence Emergency Management Act 2002. Cyclone Gabrielle highlighted the essential role of HBAL as a Lifeline Utility, with flood waters obstructing and causing significant damage to land transport networks. The Airport became the base for search and rescue teams, the link to the outside, source of generators, communications etc. This further emphasises why it is important to appropriately recognise and provide for the ongoing operation and development of Hawke's Bay Airport and the need for more robust access to the airport terminal and greater provision of apron space.</p> <p>Generally support the intent of this chapter and provisions which appropriately recognise the essential role of network utilities and enable the ongoing operation and development of network utilities, however Airport Activities within the Airport Zone should be managed through the designation and zone chapters, rather than the NU rules. An exclusion to this effect should therefore be included within the NU chapter. It is appropriate to limit the exclusion to Airport Activities within the Airport Zone only, as some airport activities occur beyond the Airport Zone (such as weather stations and navigational aids).</p>	<p>Amend to more explicitly exclude Airport Activities as follows:</p> <p>Network utilities may be exempt from rules because they operate under designations or national environmental standards, such as the National Environmental Standards for Electricity Transmission Activities (2009) or the National Environmental Standards for Electricity Telecommunication Facilities (2008). Reference should be made to the Ministry for the Environment website for the latest version of any relevant National Environmental Standards.</p> <p><u>The methods within the NU chapter do not apply to Airport Activities undertaken in the Airport Zone. Such activities are managed under the Airport Zone chapter.</u></p>

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Hawke's Bay Airport Limited (HBAL)	NU - Network utilities /NU - Network Utilities - Rules Table /NU-R4: Construction of new network utilities and upgrading of existing network utilities (that are not regulated by an NES) within the Airport Zone (but not within the state highway)	198.38	Oppose	<p>Airport activities, including upgrades, are managed by the Airport Zone provisions and therefore this rule is not necessary.</p> <p>Other network utilities not captured by the definition of Airport Activity can be provided for by NU-R1, NU-R2, and NU-R6 with consequential amendment.</p> <p>HBAL is a lifeline utility under the Civil Defence Emergency Management Act 2002. Cyclone Gabrielle highlighted the essential role of HBAL as a Lifeline Utility, with flood waters obstructing and causing significant damage to land transport networks. The Airport became the base for search and rescue teams, the link to the outside, source of generators, communications etc. This further emphasises why it is important to appropriately recognise and provide for the ongoing operation and development of Hawke's Bay Airport and the need for more robust access to the airport terminal and greater provision of apron space.</p> <p>HBAL generally support the intent of this chapter and provisions which appropriately recognise the essential role of network utilities and enable the ongoing operation and development of network utilities. HBAL submits however, that Airport Activities within the Airport Zone should be managed through the designation and zone chapters, rather than the NU rules. An exclusion to this effect should therefore be included within the NU chapter.</p> <p>It is appropriate to limit the exclusion to Airport Activities within the Airport Zone only, as some airport activities occur beyond the Airport Zone (such as weather stations and navigational aids).</p>	Delete NU-R4.
Hawke's Bay Airport Limited (HBAL)	NU - Network utilities /NU - Network Utilities - Rules Table /NU-R6: Construction of new network utilities (that are not regulated by an NES) not already provided for in NU-R4 (within the Airport Zone) and NU-R5 (within National Grid Yard) in all zones and precincts, except the Estuary, Foreshore Reserve, Reserve and/or River Conservation Zones	198.39	Amend	<p>Seeks a consequential amendment to a previous submission point.</p> <p>HBAL is a lifeline utility under the Civil Defence Emergency Management Act 2002. Cyclone Gabrielle highlighted the essential role of HBAL as a Lifeline Utility, with flood waters obstructing and causing significant damage to land transport networks. The Airport became the base for search and rescue teams, the link to the outside, source of generators, communications etc. This further emphasises why it is important to appropriately recognise and provide for the ongoing operation and development of Hawke's Bay Airport and the need for more robust access to the airport terminal and greater provision of apron space.</p> <p>HBAL generally support the intent of this chapter and provisions which appropriately recognise the essential role of network utilities and enable the ongoing operation and development of network utilities. HBAL submits however, that Airport Activities within the Airport Zone should be managed through the designation and zone chapters, rather than the NU rules. An exclusion to this effect should therefore be included within the NU chapter. It is appropriate to limit the exclusion to Airport Activities within the Airport Zone only, as some airport activities occur beyond the Airport Zone (such as weather stations and navigational aids).</p>	<p>Amend as follows:</p> <p>NU-R6: Construction of new network utilities (that are not regulated by an NES) not already provided for in NU-R4 (within the Airport Zone) and NU-R5 (within National Grid Yard) in all zones and precincts, except the Estuary, Foreshore Reserve, Reserve and/or River Conservation Zones.</p>
Hawke's Bay Airport Limited (HBAL)	NFL - Natural Features and Landscape /Introduction /	198.40	Amend	<p>Considers it is appropriate that maintenance of the Te Whanganui ā Orotu Special Character Landscape is provided for within the unique context of the Airport Zone.</p> <p>Amendment is required to ensure consistency between the AIRPZ Airport chapter and NFL chapter so there is clear understanding about provisions which apply in the Airport Zone.</p>	<p>Amend as follows:</p> <p><del>The provisions that relate to Special Character Landscapes do not apply within the Special Purpose Airport Zone. 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. The Special Purpose Airport Zone. protects the natural and cultural values of these landscapes and features while recognising the operational and functional requirements of the Airport by identifying View Shafts Control Areas and Landscape Sensitive Control Areas.</del></p>
Hawke's Bay Airport Limited (HBAL)	NFL - Natural Features and Landscape /NFL - Natural Features and Landscapes - Rules Table /NFL-R1: Earthworks or land disturbance within a special character landscape (excluding the Special Purpose Airport Zone)	198.41	Support	<p>Considers it is appropriate that maintenance of the Te Whanganui ā Orotu Special Character Landscape is provided for within the unique context of the Airport Zone.</p>	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	NFL - Natural Features and Landscape /NFL - Natural Features and Landscapes - Rules Table /NFL-R3: Buildings or structures within a special character landscape (excluding the Special Purpose Airport Zone)	198.42	Support	<p>Considers it is appropriate that maintenance of the Te Whanganui ā Orotu Special Character Landscape is provided for within the unique context of the Airport Zone.</p>	Retain as notified.

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Hawke's Bay Airport Limited (HBAL)	RE - Renewable energy /General /General	198.43	Support	<p>Generally supportive of the RE – Renewable Energy Chapter. The 2040 Master Plan identified the potential for future development on the western side of the runway, including the possibility of a solar farm as a joint venture, and in consultation with Mana Ahuriri Trust. Many airports around the world are investing in solar installations as an opportunity to reduce the carbon footprint of the airport and to assist airlines with the pending transition to lower emission aircraft (be it through Sustainable Aviation Fuel, hydrogen or electrification).</p> <p>Support the inclusion of the Renewable Energy chapter in the Proposed Plan and provisions which support the development of renewable energy infrastructure in the District. Enabling the development of renewable electricity generation activities in accordance with the National Policy Statement for Renewable Electricity Generation 2011 is an essential component of achieving New Zealand's renewable energy goals. The Government has also signalled that further changes will be made to this policy statement to further accelerate the development of such activities. It provides a clear pathway for the establishment of renewable electricity generation activities across all zones in the District. However, opportunities for greater alignment with the directives of National Policy Statement for Electricity Generation (and any subsequent amendments to those directives) should be considered and included in the proposed RE – Renewable Energy chapter.</p>	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	HAZS - Hazardous substances /General /General	198.44	Support	Generally supportive of the Hazardous Substances chapter.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	CE - Coastal Environment /General /General	198.45	Support	Generally supportive of the Coastal Environment chapter.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	EW - Earthworks /General /General	198.46	Support	Generally supportive of the Earthworks chapter.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	EW - Earthworks /EW - Earthworks - Rules Table /General	198.47	Support	<p>Generally supportive of the Earthworks Chapter and supports provisions which require the management of dust effects across all zones. It is critical to the safety and operation of the Airport that earthworks are appropriately managed. This is due to the potential for earthworks to give rise to dust effects, which can reduce visibility for pilots, and can also be drawn into the engines causing gradual damage.</p> <p>Poorly managed earthworks that result in standing pools of water can also act as a bird attractant which can increase the potential for bird strike. Accordingly, HBAL submits that controls to this effect should be included in the Proposed Plan.</p>	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	EW - Earthworks /EW - Earthworks - Standards Table /EW-S6: Site reinstatement	198.48	Amend	<p>Generally supportive of the Earthworks Chapter and supports provisions which require the management of dust effects across all zones. It is critical to the safety and operation of the Airport that earthworks are appropriately managed. This is due to the potential for earthworks to give rise to dust effects, which can reduce visibility for pilots, and can also be drawn into the engines causing gradual damage.</p> <p>Poorly managed earthworks that result in standing pools of water can also act as a bird attractant which can increase the potential for bird strike. Accordingly, HBAL submits that controls to this effect should be included in the Proposed Plan.</p>	<p>Amend EW-S6 as follows:</p> <p>As soon as practicable, but no later than six months from the commencement of earthworks:</p> <p>a) The earthworks area shall be stabilised, filled and/or recontoured in a manner consistent with the surrounding land <u>and to remediate any standing pools of water;</u></p>
Hawke's Bay Airport Limited (HBAL)	LIGHT - Light /General /General	198.49	Oppose	<p>Civil Aviation regulations largely govern lighting requirements within the aircraft operational areas of Hawke's Bay Airport. Beyond these areas, both within the Airport Zone and beyond, poorly managed lighting can pose a significant safety risk to aircraft on approach and take off.</p> <p>As currently drafted, the objectives within the Light chapter focus on operational and functional purposes, safety security and amenity. Subsequent policies, rules and methods make either tacit or explicit reference to the potential effects of lighting on aircraft, as well as the effects of aircraft lighting.</p> <p>As drafted, insufficient recognition is afforded to the potential effects of lighting on aircraft safety and a disconnect exists between the objectives, policies and methods. The objectives do not recognise the potential effect of poorly managed lighting on aircraft operations. The policies and standards seek to avoid adverse effects of lighting on the safety of aircraft, however it is unclear which objective such provisions are giving effect to. The matters of discretion do not include consideration of aircraft safety effects, despite being included as a standard, nor do the assessment criteria applying to discretionary activities.</p> <p>There are significant gaps within the lighting framework as it relates to the potentially adverse effect on aircraft operations and safety and seeks that the Light chapter be reworked to address the matters raised above and the relevance of policies and rules that seek to enable lighting vehicles, trains and aircraft and considers this is best left to the relevant legislation that governs each. are questioned.</p>	No relief sought.

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	LIGHT - Light /Objectives /LIGHT-O2: Adverse effects of artificial lighting on the amenity and character of areas	198.50	Oppose	<p>The chapter needs to appropriately reflect the risk of poorly managed lighting on aircraft safety. Civil Aviation regulations largely govern lighting requirements within the aircraft operational areas of Hawke's Bay Airport. Beyond these areas, both within the Airport Zone and beyond, poorly managed lighting can pose a significant safety risk to aircraft on approach and take off.</p> <p>As currently drafted, the objectives within the Light chapter focus on operational and functional purposes, security, safety and amenity. Subsequent policies, rules and methods make either tacit or explicit reference to the potential effects of lighting on aircraft, as well as the effects of aircraft lighting.</p> <p>As drafted, insufficient recognition is afforded to the potential effects of lighting on aircraft safety and a disconnect exists between the objectives, policies and methods. The objectives do not recognise the potential effect of poorly managed lighting on aircraft operations. The policies and standards seek to avoid adverse effects of lighting on the safety of aircraft, however it is unclear which objective such provisions are giving effect to. The matters of discretion (which apply when a standard is breached) do not include consideration of aircraft safety effects, despite being included as a standard, nor do the assessment criteria applying to discretionary activities.</p> <p>There are significant gaps within the lighting framework as it relates to the potentially adverse effect on aircraft operations and safety and seeks that the Light chapter be reworked to address the matters raised above. The relevance of policies and rules that seek to enable lighting vehicles, trains and aircraft and considers this is best left to the relevant legislation that governs each are questioned.</p>	<p>Amend as follows:</p> <p>LIGHT-O2: Adverse effects of artificial lighting on <u>aircraft safety and</u> the amenity and character of areas</p> <p>Artificial lighting is located, designed, and operated to maintain <u>aircraft safety</u>, character and amenity values.</p>
Hawke's Bay Airport Limited (HBAL)	LIGHT - Light /Policies /LIGHT-P1: Adverse effects of artificial lighting on the amenity and character of areas	198.51	Oppose	<p>The chapter needs to appropriately reflect the risk of poorly managed lighting on aircraft safety. Civil Aviation regulations largely govern lighting requirements within the aircraft operational areas of Hawke's Bay Airport. Beyond these areas, both within the Airport Zone and beyond, poorly managed lighting can pose a significant safety risk to aircraft on approach and take off.</p> <p>As currently drafted, the objectives within the Light chapter focus on operational and functional purposes, security, safety and amenity. Subsequent policies, rules and methods make either tacit or explicit reference to the potential effects of lighting on aircraft, as well as the effects of aircraft lighting.</p> <p>As drafted, insufficient recognition is afforded to the potential effects of lighting on aircraft safety and a disconnect exists between the objectives, policies and methods. The objectives do not recognise the potential effect of poorly managed lighting on aircraft operations. The policies and standards seek to avoid adverse effects of lighting on the safety of aircraft, however it is unclear which objective such provisions are giving effect to. The matters of discretion (which apply when a standard is breached) do not include consideration of aircraft safety effects, despite being included as a standard, nor do the assessment criteria applying to discretionary activities.</p> <p>There are significant gaps within the lighting framework as it relates to the potentially adverse effect on aircraft operations and safety and seeks that the Light chapter be reworked to address the matters raised above. The relevance of policies and rules that seek to enable lighting vehicles, trains and aircraft and considers this is best left to the relevant legislation that governs each are questioned.</p>	<p>Amend as follows:</p> <p>LIGHT-P1: Adverse effects of artificial lighting on <u>aircraft safety and</u> the amenity and character of areas</p> <p>Allow an appropriate level of artificial lighting for operational and functional purposes while maintaining <u>aircraft safety and</u> the predominant character and amenity of each zone.</p>



Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	LIGHT - Light /Policies /LIGHT-P2: Adverse effects of artificial lighting	198.52	Oppose	<p>The chapter needs to appropriately reflect the risk of poorly managed lighting on aircraft safety. Civil Aviation regulations largely govern lighting requirements within the aircraft operational areas of Hawke's Bay Airport. Beyond these areas, both within the Airport Zone and beyond, poorly managed lighting can pose a significant safety risk to aircraft on approach and take off.</p> <p>As currently drafted, the objectives within the Light chapter focus on operational and functional purposes, security, safety and amenity. Subsequent policies, rules and methods make either tacit or explicit reference to the potential effects of lighting on aircraft, as well as the effects of aircraft lighting.</p> <p>As drafted, insufficient recognition is afforded to the potential effects of lighting on aircraft safety and a disconnect exists between the objectives, policies and methods. The objectives do not recognise the potential effect of poorly managed lighting on aircraft operations. The policies and standards seek to avoid adverse effects of lighting on the safety of aircraft, however it is unclear which objective such provisions are giving effect to. The matters of discretion (which apply when a standard is breached) do not include consideration of aircraft safety effects, despite being included as a standard, nor do the assessment criteria applying to discretionary activities.</p> <p>There are significant gaps within the lighting framework as it relates to the potentially adverse effect on aircraft operations and safety and seeks that the Light chapter be reworked to address the matters raised above. The relevance of policies and rules that seek to enable lighting vehicles, trains and aircraft and considers this is best left to the relevant legislation that governs each are questioned.</p>	<p>Amend as follows:</p> <p>LIGHT-P2: Adverse effects of artificial lighting</p> <p>Artificial lighting is located, designed, and operated to:</p> <ul style="list-style-type: none"> <li>a) avoid light spill and glare creating a nuisance in residential and open space zones;</li> <li>b) control the maximum level of light overspill;</li> <li>c) manage adverse light spill effects on adjacent properties to ensure that the health and safety of people and views of the night sky are not reduced, and</li> <li>d) avoid adverse effects on the safety of the transport network, <u>including aircraft</u>.</li> </ul>
Hawke's Bay Airport Limited (HBAL)	LIGHT - Light /Policies /LIGHT-P3: Appropriate lighting activities	198.53	Oppose	<p>The chapter needs to appropriately reflect the risk of poorly managed lighting on aircraft safety. Civil Aviation regulations largely govern lighting requirements within the aircraft operational areas of Hawke's Bay Airport. Beyond these areas, both within the Airport Zone and beyond, poorly managed lighting can pose a significant safety risk to aircraft on approach and take off.</p> <p>As currently drafted, the objectives within the Light chapter focus on operational and functional purposes, security, safety and amenity. Subsequent policies, rules and methods make either tacit or explicit reference to the potential effects of lighting on aircraft, as well as the effects of aircraft lighting.</p> <p>As drafted, insufficient recognition is afforded to the potential effects of lighting on aircraft safety and a disconnect exists between the objectives, policies and methods. The objectives do not recognise the potential effect of poorly managed lighting on aircraft operations. The policies and standards seek to avoid adverse effects of lighting on the safety of aircraft, however it is unclear which objective such provisions are giving effect to. The matters of discretion (which apply when a standard is breached) do not include consideration of aircraft safety effects, despite being included as a standard, nor do the assessment criteria applying to discretionary activities.</p> <p>There are significant gaps within the lighting framework as it relates to the potentially adverse effect on aircraft operations and safety and seeks that the Light chapter be reworked to address the matters raised above. The relevance of policies and rules that seek to enable lighting vehicles, trains and aircraft and considers this is best left to the relevant legislation that governs each are questioned.</p>	<p>Amend as follows:</p> <p>LIGHT-P3: Appropriate lighting activities</p> <p>Recognise the positive effects of lighting for the safety of the community by enabling:</p> <ul style="list-style-type: none"> <li>a) traffic signals and navigation aids;</li> <li>b) <del>lights of vehicles, trains and aircraft</del>, and</li> <li>c) temporary lighting for the purposes of emergency response.</li> </ul>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	LIGHT - Light /LIGHT - Light - Rules Table /LIGHT-R2: Traffic signals and navigation aids; lights of vehicles, trains and aircraft; and temporary lighting for the purposes of emergency response	198.54	Oppose	<p>The chapter needs to appropriately reflect the risk of poorly managed lighting on aircraft safety. Civil Aviation regulations largely govern lighting requirements within the aircraft operational areas of Hawke's Bay Airport. Beyond these areas, both within the Airport Zone and beyond, poorly managed lighting can pose a significant safety risk to aircraft on approach and take off.</p> <p>As currently drafted, the objectives within the Light chapter focus on operational and functional purposes, security, safety and amenity. Subsequent policies, rules and methods make either tacit or explicit reference to the potential effects of lighting on aircraft, as well as the effects of aircraft lighting.</p> <p>As drafted, insufficient recognition is afforded to the potential effects of lighting on aircraft safety and a disconnect exists between the objectives, policies and methods. The objectives do not recognise the potential effect of poorly managed lighting on aircraft operations. The policies and standards seek to avoid adverse effects of lighting on the safety of aircraft, however it is unclear which objective such provisions are giving effect to. The matters of discretion (which apply when a standard is breached) do not include consideration of aircraft safety effects, despite being included as a standard, nor do the assessment criteria applying to discretionary activities.</p> <p>There are significant gaps within the lighting framework as it relates to the potentially adverse effect on aircraft operations and safety and seeks that the Light chapter be reworked to address the matters raised above. The relevance of policies and rules that seek to enable lighting vehicles, trains and aircraft and considers this is best left to the relevant legislation that governs each are questioned.</p>	<p>Amend as follows:</p> <p>LIGHT-R2: Traffic signals and navigation aids; <del>lights of vehicles, trains and aircraft;</del> and temporary lighting for the purposes of emergency response.</p>
Hawke's Bay Airport Limited (HBAL)	Planning Maps /General /General	198.55	Amend	<p>HBAL's proposed land use management approach within the Aircraft Noise Overlays is such that the ANB is redundant and can be removed from the Proposed Plan.</p> <p>The mapped extent of the OCB should be consistent with that provided in the Figure 4 of the Marshall Day Acoustics (refer to Appendix 4).</p>	<p>Delete the ANB from the Proposed Plan and ensure the mapped extent of the OCB is as per Figure 4 of the Marshall Day Acoustic Report (attached).</p> <p>Rename the OCB to the "Aircraft Noise Overlay" to ensure consistency with the NZ Planning Standards.</p>
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /Introduction /	198.56	Amend	<p>Amend the introductory text to ensure consistent use and interpretation of the terms "Aircraft Noise Overlay", "Air Noise Boundary", "Outer Control Boundary" and "Outer Air Noise Overlay" throughout the Proposed Plan. Note new definitions are proposed to assist with this matter. Amendments will ensure the term "boundary" is used to described cadastralised datasets, as opposed to "contours" which are the model outputs (irrespective of property boundaries). Seek that the last sentence of the introduction is deleted as it is not clear which New Zealand Standards are being referred to. If this reference is to remain, the relevant standards should also be identified.</p>	<p>Amend the introduction as follows:</p> <p>The purpose of the Aircraft Noise Overlay is to assist in managing the effects on the community that arise from aircraft noise from and around Hawke's Bay Airport and assist with managing potential reverse sensitivity effects on the airport. The Aircraft Noise Overlay comprises: <u>the Outer Control Boundary</u>.</p> <p><del>— Air Noise Boundary: being a boundary line identifying properties lying between the airport and a modelled 65dB Ldn contour fitted to property boundaries; and</del></p> <p><del>— Outer Air Noise Overlay: being properties lying between the 65dB Ldn contour and a modelled dB Ldn contour, fitted to property boundaries.</del></p> <p>Within the <u>Aircraft Noise Overlay</u>, <del>se noise boundaries</del>, different land use management controls are in place to manage new and existing activities sensitive to aircraft noise.</p> <p>The provisions of the Aircraft Noise Overlay work in tandem with the HBAL-2 <u>designation</u>. The designations includes conditions that must be met by Hawke's Bay Airport, as the requiring authority for Hawke's Bay Airport.</p> <p>.....</p> <p><del>The approach to noise management set out within this chapter is generally consistent with the NZ Standard.</del></p>
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /Issues /NOISE-11: Noise generation can impact on the health and wellbeing of Napier's communities	198.57	Oppose	<p>Considers that as the section 32 evaluation does not reference the source material with respect to this issue statement, particularly the itemised "adverse health effects and symptoms of adverse health effects of noise...", the itemised matters should be deleted.</p>	<p>Remove the itemised list from the issue statement as follows:</p> <p>Noise has the potential to adversely affect people's health and amenity. Noise may be defined as unwanted sound. Sound may be described in terms of level, frequency, timing, and duration, but noise has connotations of annoyance and disturbance which are subjective factors. Community reaction to noise is determined not only by the sound level, but also by the characteristics of the noise itself, the timing and duration of the noise, and the general level of exposure of the community to noise.</p> <p><del>Adverse health effects and symptoms of adverse health effects of noise include:</del></p> <p><del>physiological and chronic health effects, including cardiovascular disease, hypertension, cognitive impairment, and sleep disturbance;</del></p> <p><del>annoyance;</del></p> <p><del>interference with communications;</del></p> <p><del>interference with the learning process and education;</del></p> <p><del>interference with mental activity;</del></p> <p><del>interference with rest and sleep, and</del></p> <p><del>disruption to normal recreational rest and business activities.</del></p>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /Issues /NOISE-13: Noise-sensitive activities can impact on the operation of noise-generating activities	198.58	Amend	<p>Amend issue statement to recognise that the nature of the noise may also contribute to the noise management response.</p> <p>The Proposed Plan should maximise the opportunity to adopt a planning framework that is wholly consistent with the recommendations set out in the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805), future proof the Airport from reverse sensitivity effects and manage the potential amenity and health effects on the community by seeking to include objectives, policies and methods that seek to avoid (prohibit) the establishment of new activities sensitive to aircraft noise where the land is zoned for Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production purposes and located within the aircraft noise boundaries (refer to full submission for more detail on reasoning and changes requested) that support this approach. Such rules are primarily located within the Noise chapter of the Proposed Plan, HBAL submits that the above framework should also be reflected in the subdivision chapter and the respective zone provisions, particularly with respect to the density of residential development within the General Residential and Rural Lifestyle Zones.</p> <p>HBAL supports, in part, the mapping of the Aircraft Noise Overlays as depicted on the planning maps. However, due to the land use controls proposed by HBAL, it is unnecessary to identify an ANB as:</p> <p>The proposed provisions do not differentiate between land use activities occurring inside of the ANB and OCB (see full submission for more detail). It allows for a more efficient and cost-effective acoustic treatment package to be adopted in the Proposed Plan (see full submission for more detail). The ANB has not been cadastralised, as is generally best practice. This prevents parcels of land being located partially inside of / outside of the relevant boundary. Aircraft noise management under the designation can still be monitored and measured for compliance using the OCB (as opposed to the ANB).</p> <p>The purpose of the OCB, as supported by HBAL, is to identify an area within which specific land use controls apply and to identify the point of compliance with respect to aircraft noise, as defined by HBAL's proposed new Airport Purpose Designation (see full submission for more detail).</p> <p>The conventional approach for most airports around New Zealand is for aircraft noise compliance limits to be imposed via designation conditions, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits identified on the relevant planning maps. This is the approach being proposed by HBAL as part of the Proposed Plan and duplicating designation controls regarding aircraft noise management (NOISE-R16) is therefore unnecessary and will be difficult to enforce.</p>	<p>Amend as follows:</p> <p>Where there are high noise-generating activities and infrastructure it is not reasonable or practicable for the noise generators to internalise their noise effects. Therefore the surrounding land use needs to be managed to avoid the potential for reverse sensitivity. Depending on the level or nature of the noise, activity sensitive to noise may need to be avoided or acoustically treated to insulate from external noises and prevent potential reverse sensitivity effects.</p>
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /Issues /NOISE-16: Napier Port and Hawke's Bay Airport noise	198.59	Amend	<p>The issue statement also needs to recognise that reverse sensitivity effects can and do arise from new and intensification of existing activities sensitive to aircraft noise establishing within the Aircraft Noise Overlays. The issue is therefore much greater than existing uninsulated development being established within the overlays (refer to full submission for more detail).</p>	<p>Amend as follows:</p> <p>NOISE-16: Napier Port and Hawke's Bay Airport noise</p> <p>Regionally significant infrastructure, such as Hawke's Bay Airport and Napier Port, is situated near residential zones and has operating requirements that prevent it from fully internalising its noise effects.</p> <p>...</p> <p>Noise generated by aircraft operations take-off/approach and landing of aircraft at Hawke's Bay Airport results in amenity and health environmental effects on noise sensitive activities both within and beyond the Aircraft Noise Overlay, experienced well beyond the boundaries of the Airport. Reverse sensitivity effects generated by the establishment of new and intensification of existing activities sensitive to aircraft noise <del>uninsulated development inside the airport noise overlays</del> can also potentially impact the efficient and effective operation of Hawke's Bay Airports operation.</p> <p>Airport noise is addressed through noise limits for the Airport and controls of development of noise-sensitive activities inside the Aircraft Noise Overlays. The approach to noise management is generally consistent with the relevant NZ Standard (NZS6805).</p>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /Objectives /NOISE-01: Amenity values, health, and wellbeing	198.60	Support	<p>The Proposed Plan should maximise the opportunity to adopt a planning framework that is wholly consistent with the recommendations set out in the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805), future proof the Airport from reverse sensitivity effects and manage the potential amenity and health effects on the community by seeking to include objectives, policies and methods that seek to avoid (prohibit) the establishment of new activities sensitive to aircraft noise where the land is zoned for Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production purposes and located within the aircraft noise boundaries (refer to full submission for more detail on reasoning and changes requested) that support this approach. Such rules are primarily located within the Noise chapter of the Proposed Plan, HBAL submits that the above framework should also be reflected in the subdivision chapter and the respective zone provisions, particularly with respect to the density of residential development within the General Residential and Rural Lifestyle Zones.</p> <p>HBAL supports, in part, the mapping of the Aircraft Noise Overlays as depicted on the planning maps. However, due to the land use controls proposed by HBAL, it is unnecessary to identify an ANB as:</p> <p>The proposed provisions do not differentiate between land use activities occurring inside of the ANB and OCB (see full submission for more detail). It allows for a more efficient and cost-effective acoustic treatment package to be adopted in the Proposed Plan (see full submission for more detail). The ANB has not been cadastralised, as is generally best practice. This prevents parcels of land being located partially inside of / outside of the relevant boundary.</p> <p>Aircraft noise management under the designation can still be monitored and measured for compliance using the OCB (as opposed to the ANB).</p> <p>The purpose of the OCB, as supported by HBAL, is to identify an area within which specific land use controls apply and to identify the point of compliance with respect to aircraft noise, as defined by HBAL's proposed new Airport Purpose Designation (see full submission for more detail).</p> <p>The conventional approach for most airports around New Zealand is for aircraft noise compliance limits to be imposed via designation conditions, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits identified on the relevant planning maps. This is the approach being proposed by HBAL as part of the Proposed Plan and duplicating designation controls regarding aircraft noise management (NOISE-R16) is therefore unnecessary and will be difficult to enforce.</p>	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /Objectives /NOISE-03: Reverse sensitivity	198.61	Amend	<p>This objective must also apply to NOISE-16 to ensure consideration is given to potential reverse sensitivity effects on "Significant Infrastructure", in accordance with SD-TI-O4 and NOISE-16.</p> <p>The Proposed Plan should maximise the opportunity to adopt a planning framework that is wholly consistent with the recommendations set out in the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805), future proof the Airport from reverse sensitivity effects and manage the potential amenity and health effects on the community by seeking to include objectives, policies and methods that seek to avoid (prohibit) the establishment of new activities sensitive to aircraft noise where the land is zoned for Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production purposes and located within the aircraft noise boundaries (refer to full submission for more detail on reasoning and changes requested) that support this approach. Such rules are primarily located within the Noise chapter of the Proposed Plan, HBAL submits that the above framework should also be reflected in the subdivision chapter and the respective zone provisions, particularly with respect to the density of residential development within the General Residential and Rural Lifestyle Zones.</p> <p>HBAL supports, in part, the mapping of the Aircraft Noise Overlays as depicted on the planning maps. However, due to the land use controls proposed by HBAL, it is unnecessary to identify an ANB as:</p> <p>The proposed provisions do not differentiate between land use activities occurring inside of the ANB and OCB (see full submission for more detail). It allows for a more efficient and cost-effective acoustic treatment package to be adopted in the Proposed Plan (see full submission for more detail).</p>	<p>Amend as follows:</p> <p>Existing and authorised activities that generate high levels of noise <u>and significant infrastructure</u> are protected from reverse sensitivity effects.</p> <p>Relates to Noise-13, <del>and</del> Noise-14, <u>and</u> Noise-16.</p>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
				<p>The ANB has not been cadastralised, as is generally best practice. This prevents parcels of land being located partially inside of / outside of the relevant boundary.</p> <p>Aircraft noise management under the designation can still be monitored and measured for compliance using the OCB (as opposed to the ANB).</p> <p>The purpose of the OCB, as supported by HBAL, is to identify an area within which specific land use controls apply and to identify the point of compliance with respect to aircraft noise, as defined by HBAL's proposed new Airport Purpose Designation (see full submission for more detail).</p> <p>The conventional approach for most airports around New Zealand is for aircraft noise compliance limits to be imposed via designation conditions, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits identified on the relevant planning maps. This is the approach being proposed by HBAL as part of the Proposed Plan and duplicating designation controls regarding aircraft noise management (NOISE-R16) is therefore unnecessary and will be difficult to enforce.</p>	
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /Objectives /NOISE-O5: Napier Port and Hawke's Bay Airport	198.62	Support	<p>The Proposed Plan should maximise the opportunity to adopt a planning framework that is wholly consistent with the recommendations set out in the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805), future proof the Airport from reverse sensitivity effects and manage the potential amenity and health effects on the community by seeking to include objectives, policies and methods that seek to avoid (prohibit) the establishment of new activities sensitive to aircraft noise where the land is zoned for Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production purposes and located within the aircraft noise boundaries (refer to full submission for more detail on reasoning and changes requested) that support this approach. Such rules are primarily located within the Noise chapter of the Proposed Plan, HBAL submits that the above framework should also be reflected in the subdivision chapter and the respective zone provisions, particularly with respect to the density of residential development within the General Residential and Rural Lifestyle Zones.</p> <p>HBAL supports, in part, the mapping of the Aircraft Noise Overlays as depicted on the planning maps. However, due to the land use controls proposed by HBAL, it is unnecessary to identify an ANB as:</p> <p>The proposed provisions do not differentiate between land use activities occurring inside of the ANB and OCB (see full submission for more detail).</p> <p>It allows for a more efficient and cost-effective acoustic treatment package to be adopted in the Proposed Plan (see full submission for more detail).</p> <p>The ANB has not been cadastralised, as is generally best practice. This prevents parcels of land being located partially inside of / outside of the relevant boundary.</p> <p>Aircraft noise management under the designation can still be monitored and measured for compliance using the OCB (as opposed to the ANB).</p> <p>The purpose of the OCB, as supported by HBAL, is to identify an area within which specific land use controls apply and to identify the point of compliance with respect to aircraft noise, as defined by HBAL's proposed new Airport Purpose Designation (see full submission for more detail).</p> <p>The conventional approach for most airports around New Zealand is for aircraft noise compliance limits to be imposed via designation conditions, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits identified on the relevant planning maps. This is the approach being proposed by HBAL as part of the Proposed Plan and duplicating designation controls regarding aircraft noise management (NOISE-R16) is therefore unnecessary and will be difficult to enforce.</p>	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /Policies /NOISE-P2: Noise-sensitive activities	198.63	Oppose	<p>Further refinements are required to ensure the intention of the policy is clear.</p> <p>Specifically:</p> <p>It is not clear what "functional operation" of a noise sensitivity activity means;</p> <p>The use of "enable" in the chapeau of the policy by "preventing" the activity in the subparagraphs is contradictory.</p> <p>Subparagraph (a) seeks to prevent noise sensitive activities establishing in inappropriate locations, yet subparagraph (c) allows them to establish in near "high noise generating activities".</p> <p>It is not clear what comprises a "high noise generating activity".</p> <p>Refer to full submission for more detailed explanation.</p>	Substantial amendments are made to the policy to address the matters identified.

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /Policies /NOISE-P4: Reverse sensitivity	198.64	Oppose	<p>The Proposed Plan should maximise the opportunity to adopt a planning framework that is wholly consistent with the recommendations set out in the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805), future proof the Airport from reverse sensitivity effects and manage the potential amenity and health effects on the community by seeking to include objectives, policies and methods that seek to avoid (prohibit) the establishment of new activities sensitive to aircraft noise where the land is zoned for Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production purposes and located within the aircraft noise boundaries (refer to full submission for more detail on reasoning and changes requested) that support this approach. Such rules are primarily located within the Noise chapter of the Proposed Plan, HBAL submits that the above framework should also be reflected in the subdivision chapter and the respective zone provisions, particularly with respect to the density of residential development within the General Residential and Rural Lifestyle Zones.</p> <p>HBAL supports, in part, the mapping of the Aircraft Noise Overlays as depicted on the planning maps. However, due to the land use controls proposed by HBAL, it is unnecessary to identify an ANB as:</p> <p>The proposed provisions do not differentiate between land use activities occurring inside of the ANB and OCB (see full submission for more detail). It allows for a more efficient and cost-effective acoustic treatment package to be adopted in the Proposed Plan (see full submission for more detail). The ANB has not been cadastralised, as is generally best practice. This prevents parcels of land being located partially inside of / outside of the relevant boundary. Aircraft noise management under the designation can still be monitored and measured for compliance using the OCB (as opposed to the ANB).</p> <p>The purpose of the OCB, as supported by HBAL, is to identify an area within which specific land use controls apply and to identify the point of compliance with respect to aircraft noise, as defined by HBAL's proposed new Airport Purpose Designation (see full submission for more detail).</p> <p>The conventional approach for most airports around New Zealand is for aircraft noise compliance limits to be imposed via designation conditions, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits identified on the relevant planning maps. This is the approach being proposed by HBAL as part of the Proposed Plan and duplicating designation controls regarding aircraft noise management (NOISE-R16) is therefore unnecessary and will be difficult to enforce.</p>	<p>Delete NOISE-P4 and P7 and insert the following new provisions:</p> <p><u>NOISE-P7 Management of Activities Sensitive to Aircraft Noise: Within the Aircraft Noise Overlay:</u></p> <p><u>1. Avoid the establishment of new noise sensitive activities within the Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production and Airport Zones (excluding Section 25, Survey Office Plan 3286 Record of Title HBW4/665);</u></p> <p><u>2. Discourage the establishment of new or the intensification of existing noise sensitive activities within all other zones unless the reverse sensitivity effects on Hawke's Bay Airport can be appropriately avoided.</u></p> <p><u>NOISE-P8: Acoustic treatment of activities sensitive to aircraft noise</u></p> <p><u>Require, as necessary, acoustic treatment and/or mechanical ventilation within any new buildings or any additions or alterations to existing buildings that contain noise sensitive activities within the Aircraft Noise Overlay.</u></p>
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /Policies /NOISE-P7: Hawke's Bay Airport Noise Overlay	198.65	Oppose	<p>The Proposed Plan should maximise the opportunity to adopt a planning framework that is wholly consistent with the recommendations set out in the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805), future proof the Airport from reverse sensitivity effects and manage the potential amenity and health effects on the community by seeking to include objectives, policies and methods that seek to avoid (prohibit) the establishment of new activities sensitive to aircraft noise where the land is zoned for Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production purposes and located within the aircraft noise boundaries (refer to full submission for more detail on reasoning and changes requested) that support this approach. Such rules are primarily located within the Noise chapter of the Proposed Plan, HBAL submits that the above framework should also be reflected in the subdivision chapter and the respective zone provisions, particularly with respect to the density of residential development within the General Residential and Rural Lifestyle Zones.</p> <p>HBAL supports, in part, the mapping of the Aircraft Noise Overlays as depicted on the planning maps. However, due to the land use controls proposed by HBAL, it is unnecessary to identify an ANB as:</p> <p>The proposed provisions do not differentiate between land use activities occurring inside of the ANB and OCB (see full submission for more detail). It allows for a more efficient and cost-effective acoustic treatment package to be adopted in the Proposed Plan (see full submission for more detail). The ANB has not been cadastralised, as is generally best practice. This prevents parcels of land being located partially inside of / outside of the relevant boundary. Aircraft noise management under the designation can still be monitored and measured for compliance using the OCB (as opposed to the ANB).</p>	<p>Delete NOISE-P4 and P7 and insert the following new provisions:</p> <p><u>NOISE-P7 Management of Activities Sensitive to Aircraft Noise: Within the Aircraft Noise Overlay:</u></p> <p><u>1. Avoid the establishment of new noise sensitive activities within the Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production and Airport Zones (excluding Section 25, Survey Office Plan 3286 Record of Title HBW4/665);</u></p> <p><u>2. Discourage the establishment of new or the intensification of existing noise sensitive activities within all other zones unless the reverse sensitivity effects on Hawke's Bay Airport can be appropriately avoided.</u></p> <p><u>NOISE-P8: Acoustic treatment of activities sensitive to aircraft noise</u></p> <p><u>Require, as necessary, acoustic treatment and/or mechanical ventilation within any new buildings or any additions or alterations to existing buildings that contain noise sensitive activities within the Aircraft Noise Overlay.</u></p>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
				<p>The purpose of the OCB, as supported by HBAL, is to identify an area within which specific land use controls apply and to identify the point of compliance with respect to aircraft noise, as defined by HBAL's proposed new Airport Purpose Designation (see full submission for more detail).</p> <p>The conventional approach for most airports around New Zealand is for aircraft noise compliance limits to be imposed via designation conditions, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits identified on the relevant planning maps. This is the approach being proposed by HBAL as part of the Proposed Plan and duplicating designation controls regarding aircraft noise management (NOISE-R16) is therefore unnecessary and will be difficult to enforce.</p>	
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /NOISE - Noise - Rules Table /NOISE-R1: Noise generation (general)	198.66	Amend	<p>The Proposed Plan should maximise the opportunity to adopt a planning framework that is wholly consistent with the recommendations set out in the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805), future proof the Airport from reverse sensitivity effects and manage the potential amenity and health effects on the community by seeking to include objectives, policies and methods that seek to avoid (prohibit) the establishment of new activities sensitive to aircraft noise where the land is zoned for Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production purposes and located within the aircraft noise boundaries (refer to full submission for more detail on reasoning and changes requested) that support this approach. Such rules are primarily located within the Noise chapter of the Proposed Plan, HBAL submits that the above framework should also be reflected in the subdivision chapter and the respective zone provisions, particularly with respect to the density of residential development within the General Residential and Rural Lifestyle Zones.</p> <p>HBAL supports, in part, the mapping of the Aircraft Noise Overlays as depicted on the planning maps. However, due to the land use controls proposed by HBAL, it is unnecessary to identify an ANB as:</p> <p>The proposed provisions do not differentiate between land use activities occurring inside of the ANB and OCB (see full submission for more detail). It allows for a more efficient and cost-effective acoustic treatment package to be adopted in the Proposed Plan (see full submission for more detail). The ANB has not been cadastralised, as is generally best practice. This prevents parcels of land being located partially inside of / outside of the relevant boundary. Aircraft noise management under the designation can still be monitored and measured for compliance using the OCB (as opposed to the ANB).roposed Plan.</p> <p>The purpose of the OCB, as supported by HBAL, is to identify an area within which specific land use controls apply and to identify the point of compliance with respect to aircraft noise, as defined by HBAL's proposed new Airport Purpose Designation (see full submission for more detail).</p> <p>The conventional approach for most airports around New Zealand is for aircraft noise compliance limits to be imposed via designation conditions, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits identified on the relevant planning maps. This is the approach being proposed by HBAL as part of the Proposed Plan and duplicating designation controls regarding aircraft noise management (NOISE-R16) is therefore unnecessary and will be difficult to enforce.</p> <p>Furthermore, language such as "intermittent" and "vehicle" are not defined and therefore do not provide for consistent interpretation and application of the Proposed Plan.</p>	Amend Noise-R1 to ensure it does not capture aircraft and address other issues of interpretation.

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /NOISE - Noise - Rules Table /NOISE-R2: Construction noise and vibration	198.67	Oppose	<p>The proposed rule seeks to emulate NZS6803, however lacks the nuances that allow for exceedances to occur and how to manage those exceedances. Without recognition of potential exceedances, undue consenting costs will be incurred for development throughout the District.</p> <p>The Proposed Plan should maximise the opportunity to adopt a planning framework that is wholly consistent with the recommendations set out in the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805), future proof the Airport from reverse sensitivity effects and manage the potential amenity and health effects on the community by seeking to include objectives, policies and methods that seek to avoid (prohibit) the establishment of new activities sensitive to aircraft noise where the land is zoned for Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production purposes and located within the aircraft noise boundaries (refer to full submission for more detail on reasoning and changes requested) that support this approach. Such rules are primarily located within the Noise chapter of the Proposed Plan, HBAL submits that the above framework should also be reflected in the subdivision chapter and the respective zone provisions, particularly with respect to the density of residential development within the General Residential and Rural Lifestyle Zones.</p> <p>HBAL supports, in part, the mapping of the Aircraft Noise Overlays as depicted on the planning maps. However, due to the land use controls proposed by HBAL, it is unnecessary to identify an ANB as:</p> <p>The proposed provisions do not differentiate between land use activities occurring inside of the ANB and OCB (see full submission for more detail). It allows for a more efficient and cost-effective acoustic treatment package to be adopted in the Proposed Plan (see full submission for more detail). The ANB has not been cadastralised, as is generally best practice. This prevents parcels of land being located partially inside of / outside of the relevant boundary. Aircraft noise management under the designation can still be monitored and measured for compliance using the OCB (as opposed to the ANB).</p> <p>The purpose of the OCB, as supported by HBAL, is to identify an area within which specific land use controls apply and to identify the point of compliance with respect to aircraft noise, as defined by HBAL's proposed new Airport Purpose Designation (see full submission for more detail).</p> <p>The conventional approach for most airports around New Zealand is for aircraft noise compliance limits to be imposed via designation conditions, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits identified on the relevant planning maps. This is the approach being proposed by HBAL as part of the Proposed Plan and duplicating designation controls regarding aircraft noise management (NOISE-R16) is therefore unnecessary and will be difficult to enforce.</p>	Delete the rule or include reference to NZS6805 as a standard for construction activities.
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /NOISE - Noise - Rules Table /NOISE-R3: Noise generated from helicopter landing areas	198.68	Oppose	<p>The proposed rule should refer to NZS6807, as per the approach used in NOISE-R8. For clarification purposes, the rule should also expressly exclude helicopter operations at Hawke's Bay Airport which are already accounted for in the Aircraft Noise Boundaries.</p> <p>The Proposed Plan should maximise the opportunity to adopt a planning framework that is wholly consistent with the recommendations set out in the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805), future proof the Airport from reverse sensitivity effects and manage the potential amenity and health effects on the community by seeking to include objectives, policies and methods that seek to avoid (prohibit) the establishment of new activities sensitive to aircraft noise where the land is zoned for Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production purposes and located within the aircraft noise boundaries (refer to full submission for more detail on reasoning and changes requested) that support this approach. Such rules are primarily located within the Noise chapter of the Proposed Plan, HBAL submits that the above framework should also be reflected in the subdivision chapter and the respective zone provisions, particularly with respect to the density of residential development within the General Residential and Rural Lifestyle Zones.</p> <p>HBAL supports, in part, the mapping of the Aircraft Noise Overlays as depicted on the planning maps. However, due to the land use controls proposed by HBAL, it is unnecessary to identify an ANB as:</p>	Update the rule as per NOISE-R8 and exclude helicopter noise from the Airport as this is managed by way of designation.



Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
				<p>The proposed provisions do not differentiate between land use activities occurring inside of the ANB and OCB (see full submission for more detail). It allows for a more efficient and cost-effective acoustic treatment package to be adopted in the Proposed Plan (see full submission for more detail). The ANB has not been cadastralised, as is generally best practice. This prevents parcels of land being located partially inside of / outside of the relevant boundary. Aircraft noise management under the designation can still be monitored and measured for compliance using the OCB (as opposed to the ANB).</p> <p>The purpose of the OCB, as supported by HBAL, is to identify an area within which specific land use controls apply and to identify the point of compliance with respect to aircraft noise, as defined by HBAL's proposed new Airport Purpose Designation (see full submission for more detail).</p> <p>The conventional approach for most airports around New Zealand is for aircraft noise compliance limits to be imposed via designation conditions, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits identified on the relevant planning maps. This is the approach being proposed by HBAL as part of the Proposed Plan and duplicating designation controls regarding aircraft noise management (NOISE-R16) is therefore unnecessary and will be difficult to enforce.</p>	
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /NOISE - Noise - Rules Table /NOISE-R14: Activities sensitive to aircraft noise inside the Outer Control Boundary (55dB LDN)	198.69	Oppose	<p>The Proposed Plan should maximise the opportunity to adopt a planning framework that is wholly consistent with the recommendations set out in the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805), future proof the Airport from reverse sensitivity effects and manage the potential amenity and health effects on the community by seeking to include objectives, policies and methods that seek to avoid (prohibit) the establishment of new activities sensitive to aircraft noise where the land is zoned for Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production purposes and located within the aircraft noise boundaries (refer to full submission for more detail on reasoning and changes requested) that support this approach. Such rules are primarily located within the Noise chapter of the Proposed Plan, HBAL submits that the above framework should also be reflected in the subdivision chapter and the respective zone provisions, particularly with respect to the density of residential development within the General Residential and Rural Lifestyle Zones.</p> <p>HBAL supports, in part, the mapping of the Aircraft Noise Overlays as depicted on the planning maps. However, due to the land use controls proposed by HBAL, it is unnecessary to identify an ANB as:</p> <p>The proposed provisions do not differentiate between land use activities occurring inside of the ANB and OCB (see full submission for more detail). It allows for a more efficient and cost-effective acoustic treatment package to be adopted in the Proposed Plan (see full submission for more detail). The ANB has not been cadastralised, as is generally best practice. This prevents parcels of land being located partially inside of / outside of the relevant boundary. Aircraft noise management under the designation can still be monitored and measured for compliance using the OCB (as opposed to the ANB).</p> <p>The purpose of the OCB, as supported by HBAL, is to identify an area within which specific land use controls apply and to identify the point of compliance with respect to aircraft noise, as defined by HBAL's proposed new Airport Purpose Designation (see full submission for more detail).</p> <p>The conventional approach for most airports around New Zealand is for aircraft noise compliance limits to be imposed via designation conditions, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits identified on the relevant planning maps. This is the approach being proposed by HBAL as part of the Proposed Plan and duplicating designation controls regarding aircraft noise management (NOISE-R16) is therefore unnecessary and will be difficult to enforce.</p> <p>Refer to Marshall Day Acoustics report attached as Appendix 4 to the full submission.</p>	<p>Amend and include new provisions as follows:</p> <p>NOISE-R14 Activities sensitive to aircraft noise inside the <del>Aircraft Noise Overlay Outer Control Boundary (55dB LDN)</del></p> <p>NOISE-R14A</p> <p>Activity Status: Permitted</p> <p><u>Where:</u></p> <ol style="list-style-type: none"> <li><u>the activity is a residential activity located within the General Residential, Rural Lifestyle Zone or located on Section 25, Survey Office Plan 3286 Record of Title HBW4/665 and:</u></li> <li><u>the density does not exceed the following:</u> <ol style="list-style-type: none"> <li>General Residential Zone: 1 dwelling per 350m<sup>2</sup>; or</li> <li>Rural Lifestyle Zone: 1 dwelling per 2,500m<sup>2</sup>; or</li> <li><u>Section 25, Survey Office Plan 3286 Record of Title HBW4/665: two dwellings.</u></li> </ol> </li> <li>Compliance with standard NOISE-S5.</li> </ol> <p><u>Activity Status: Discretionary</u></p> <p><u>Where:</u></p> <ol style="list-style-type: none"> <li><u>the activity is a residential activity located within the General Residential, Rural Lifestyle Zone or located on Section 25, Survey Office Plan 3286 Record of Title HBW4/665 and does not meet R.14A(1) to (3): or</u></li> <li><u>The activity is located within the General Residential or Rural Lifestyle Zone and is any other activity sensitive to aircraft noise that is not otherwise provided for by R.14A(4).</u></li> </ol> <p>NOISE-R15 Activities sensitive to aircraft noise <del>inside the Air Noise Boundary (65dB LDN)</del> <u>Aircraft Noise Overlay</u></p> <p>Activity Status: Prohibited</p> <p><u>Where:</u></p> <ol style="list-style-type: none"> <li><u>the activity is located within the Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production Zone.</u></li> <li><u>The activity is located on Section 25, Survey Office Plan 3286 Record of Title HBW4/665 and is not otherwise provided for by Rule NOISE-R14A(1)-(3) or (4).</u></li> </ol>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /NOISE - Noise - Rules Table /General	198.70	Amend	<p>The Proposed Plan should maximise the opportunity to adopt a planning framework that is wholly consistent with the recommendations set out in the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805), future proof the Airport from reverse sensitivity effects and manage the potential amenity and health effects on the community by seeking to include objectives, policies and methods that seek to avoid (prohibit) the establishment of new activities sensitive to aircraft noise where the land is zoned for Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production purposes and located within the aircraft noise boundaries (refer to full submission for more detail on reasoning and changes requested) that support this approach. Such rules are primarily located within the Noise chapter of the Proposed Plan, HBAL submits that the above framework should also be reflected in the subdivision chapter and the respective zone provisions, particularly with respect to the density of residential development within the General Residential and Rural Lifestyle Zones.</p> <p>HBAL supports, in part, the mapping of the Aircraft Noise Overlays as depicted on the planning maps. However, due to the land use controls proposed by HBAL, it is unnecessary to identify an ANB as:</p> <p>The proposed provisions do not differentiate between land use activities occurring inside of the ANB and OCB (see full submission for more detail). It allows for a more efficient and cost-effective acoustic treatment package to be adopted in the Proposed Plan (see full submission for more detail). The ANB has not been cadastralised, as is generally best practice. This prevents parcels of land being located partially inside of / outside of the relevant boundary. Aircraft noise management under the designation can still be monitored and measured for compliance using the OCB (as opposed to the ANB).</p> <p>The purpose of the OCB, as supported by HBAL, is to identify an area within which specific land use controls apply and to identify the point of compliance with respect to aircraft noise, as defined by HBAL's proposed new Airport Purpose Designation (see full submission for more detail).</p> <p>The conventional approach for most airports around New Zealand is for aircraft noise compliance limits to be imposed via designation conditions, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits identified on the relevant planning maps. This is the approach being proposed by HBAL as part of the Proposed Plan and duplicating designation controls regarding aircraft noise management (NOISE-R16) is therefore unnecessary and will be difficult to enforce.</p> <p>Refer to Marshall Day Acoustics report attached as Appendix 4 to the full submission.</p>	<p>Include new provisions as follows:</p> <p><u>NOISE-R16 Short term Visitor Accommodation with the Aircraft Noise Overlay</u></p> <p><u>Activity Status: Restricted discretionary Where:</u></p> <p><u>1. Compliance with standard NOISE-S5 (1).</u></p> <p><u>Matters of discretion are:</u></p> <p><u>1. Constraints on the maximum duration of stay to minimise exposure to aircraft noise.</u></p> <p><u>2. The acoustic treatment and ventilation of buildings to reduce aircraft noise exposure.</u></p> <p><u>3. The use of building layout and design to minimise aircraft noise exposure.</u></p> <p><u>4. The extent and location of outdoor amenity areas.</u></p> <p><u>5. The extent to which effects as a result of the activity could give rise to adverse reverse sensitivity effects on Hawke's Bay Airport.</u></p>
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /NOISE - Noise - Rules Table /NOISE-R16: Aircraft noise at Air Noise Boundary and Outer Control Boundary	198.71	Oppose	<p>It is inappropriate to replicate the aircraft noise management obligations that are managed under the proposed Airport Purposes Designation.</p> <p>The Proposed Plan should maximise the opportunity to adopt a planning framework that is wholly consistent with the recommendations set out in the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805), future proof the Airport from reverse sensitivity effects and manage the potential amenity and health effects on the community by seeking to include objectives, policies and methods that seek to avoid (prohibit) the establishment of new activities sensitive to aircraft noise where the land is zoned for Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production purposes and located within the aircraft noise boundaries (refer to full submission for more detail on reasoning and changes requested) that support this approach. Such rules are primarily located within the Noise chapter of the Proposed Plan, HBAL submits that the above framework should also be reflected in the subdivision chapter and the respective zone provisions, particularly with respect to the density of residential development within the General Residential and Rural Lifestyle Zones.</p> <p>HBAL supports, in part, the mapping of the Aircraft Noise Overlays as depicted on the planning maps. However, due to the land use controls proposed by HBAL, it is unnecessary to identify an ANB as:</p>	Delete NOISE-R16.

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				<p>The proposed provisions do not differentiate between land use activities occurring inside of the ANB and OCB (see full submission for more detail). It allows for a more efficient and cost-effective acoustic treatment package to be adopted in the Proposed Plan (see full submission for more detail). The ANB has not been cadastralised, as is generally best practice. This prevents parcels of land being located partially inside of / outside of the relevant boundary. Aircraft noise management under the designation can still be monitored and measured for compliance using the OCB (as opposed to the ANB).</p> <p>The purpose of the OCB, as supported by HBAL, is to identify an area within which specific land use controls apply and to identify the point of compliance with respect to aircraft noise, as defined by HBAL's proposed new Airport Purpose Designation (see full submission for more detail).</p> <p>The conventional approach for most airports around New Zealand is for aircraft noise compliance limits to be imposed via designation conditions, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits identified on the relevant planning maps. This is the approach being proposed by HBAL as part of the Proposed Plan and duplicating designation controls regarding aircraft noise management (NOISE-R16) is therefore unnecessary and will be difficult to enforce.</p>	
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /NOISE - Noise - Standards Table /NOISE-S1: General noise limits	198.72	Oppose	<p>The noise limits as they apply to the Airport Zone are unduly restrictive and require further refinement. In the context of the Airport, compliance with the noise limits should be measured at the notional boundary.</p> <p>Furthermore, reference to NZS6802:2008 should be sufficient to management noise effects.</p> <p>The Proposed Plan should maximise the opportunity to adopt a planning framework that is wholly consistent with the recommendations set out in the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805), future proof the Airport from reverse sensitivity effects and manage the potential amenity and health effects on the community by seeking to include objectives, policies and methods that seek to avoid (prohibit) the establishment of new activities sensitive to aircraft noise where the land is zoned for Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production purposes and located within the aircraft noise boundaries (refer to full submission for more detail on reasoning and changes requested) that support this approach. Such rules are primarily located within the Noise chapter of the Proposed Plan, HBAL submits that the above framework should also be reflected in the subdivision chapter and the respective zone provisions, particularly with respect to the density of residential development within the General Residential and Rural Lifestyle Zones.</p> <p>HBAL supports, in part, the mapping of the Aircraft Noise Overlays as depicted on the planning maps. However, due to the land use controls proposed by HBAL, it is unnecessary to identify an ANB as:</p> <p>The proposed provisions do not differentiate between land use activities occurring inside of the ANB and OCB (see full submission for more detail). It allows for a more efficient and cost-effective acoustic treatment package to be adopted in the Proposed Plan (see full submission for more detail). The ANB has not been cadastralised, as is generally best practice. This prevents parcels of land being located partially inside of / outside of the relevant boundary. Aircraft noise management under the designation can still be monitored and measured for compliance using the OCB (as opposed to the ANB).</p> <p>The purpose of the OCB, as supported by HBAL, is to identify an area within which specific land use controls apply and to identify the point of compliance with respect to aircraft noise, as defined by HBAL's proposed new Airport Purpose Designation (see full submission for more detail).</p> <p>The conventional approach for most airports around New Zealand is for aircraft noise compliance limits to be imposed via designation conditions, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits identified on the relevant planning maps. This is the approach being proposed by HBAL as part of the Proposed Plan and duplicating designation controls regarding aircraft noise management (NOISE-R16) is therefore unnecessary and will be difficult to enforce.</p>	Amend to address the issues raised in the submission.

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /NOISE - Noise - Standards Table /NOISE-S5: Acoustic treatment for activities sensitive to aircraft noise inside the Outer Control Boundary	198.73	Oppose	<p>Oppose standard 5.</p> <p>The Proposed Plan should maximise the opportunity to adopt a planning framework that is wholly consistent with the recommendations set out in the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805), future proof the Airport from reverse sensitivity effects and manage the potential amenity and health effects on the community by seeking to include objectives, policies and methods that seek to avoid (prohibit) the establishment of new activities sensitive to aircraft noise where the land is zoned for Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production purposes and located within the aircraft noise boundaries (refer to full submission for more detail on reasoning and changes requested) that support this approach. Such rules are primarily located within the Noise chapter of the Proposed Plan, HBAL submits that the above framework should also be reflected in the subdivision chapter and the respective zone provisions, particularly with respect to the density of residential development within the General Residential and Rural Lifestyle Zones.</p> <p>HBAL supports, in part, the mapping of the Aircraft Noise Overlays as depicted on the planning maps. However, due to the land use controls proposed by HBAL, it is unnecessary to identify an ANB as:</p>	<p>Amend as follows:</p> <p>Purpose: to manage activities sensitive to aircraft noise <u>within the General Residential or Rural Lifestyle Zone or existing Activities Sensitive to Aircraft Noise within the Airport Zone where exposed to in areas around the Hawke's Bay airport that are exposed to aircraft noise levels over 55 dB LDN. This will ensure that the continued operation of the airport is not compromised and the outdoor amenity and health of the community is adequately managed.</u></p> <p><del>1. Any noise sensitive space inside an activity sensitive to aircraft noise or an addition or alteration to an activity sensitive to aircraft noise which creates a new noise sensitive space within the <u>Air Noise Overlay Outer Control Boundary</u> shall be designed to achieve an indoor design sound level of 40 dB Ldn.</del></p> <p><del>2. Within the General Residential or Rural Lifestyle Compliance with 1 above shall be demonstrated by either:</del></p> <p><del>a. submitting a certificate to the Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the Indoor Design Sound Level with the windows open; or</del></p> <p><del>b. installing and maintaining a mechanical ventilation system in the noise sensitive rooms that:</del></p> <p><del>c. levels.</del></p> <p><del>3. The building shall be designed, constructed, and maintained in accordance with the acoustic design certification.</del></p>
				<p>The proposed provisions do not differentiate between land use activities occurring inside of the ANB and OCB (see full submission for more detail). It allows for a more efficient and cost-effective acoustic treatment package to be adopted in the Proposed Plan (see full submission for more detail). The ANB has not been cadastralised, as is generally best practice. This prevents parcels of land being located partially inside of / outside of the relevant boundary. Aircraft noise management under the designation can still be monitored and measured for compliance using the OCB (as opposed to the ANB).</p> <p>The purpose of the OCB, as supported by HBAL, is to identify an area within which specific land use controls apply and to identify the point of compliance with respect to aircraft noise, as defined by HBAL's proposed new Airport Purpose Designation (see full submission for more detail).</p> <p>The conventional approach for most airports around New Zealand is for aircraft noise compliance limits to be imposed via designation conditions, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits identified on the relevant planning maps. This is the approach being proposed by HBAL as part of the Proposed Plan and duplicating designation controls regarding aircraft noise management (NOISE-R16) is therefore unnecessary and will be difficult to enforce.</p>	<p><del>4. Where the noise level in 1 cannot be achieved with ventilating windows open, a ventilation system shall be installed and maintained in the noise sensitive rooms that:</del></p> <p><del>a. provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code;</del></p> <p><del>b. provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C, and</del></p> <p><del>c. does not generate more than 35dB LAeq(30s) when measured 2 m away from any grille or diffuser.</del></p> <p><del>5. Within Section 25, Survey Office Plan 3286 Record of Title HBW4/665, compliance with 1 above shall be demonstrated by:</del></p> <p><del>a. submitting a certificate to the Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the Indoor Design Sound Level of 40dB Ldn, with the windows open; and</del></p> <p><del>b. installing and maintaining a mechanical ventilation system in the noise sensitive rooms that achieves (a) to (c) above.</del></p>
Hawke's Bay Airport Limited (HBAL)	NOISE - Noise /Assessment Criteria /NOISE-AC9: Activities sensitive to aircraft noise in the Aircraft Noise Overlay (NOISE-R14)	198.74	Amend	<p>Amend AC-9. The assessment criteria is too narrowly focused on achieving an internal noise environment to manage reverse sensitivity effects.</p> <p>The Proposed Plan should maximise the opportunity to adopt a planning framework that is wholly consistent with the recommendations set out in the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805), future proof the Airport from reverse sensitivity effects and manage the potential amenity and health effects on the community by seeking to include objectives, policies and methods that seek to avoid (prohibit) the establishment of new activities sensitive to aircraft noise where the land is zoned for Sport and Active Recreation, Open Space, Natural Open Space, Ahuriri Estuary Stormwater and Ecology, Rural Production purposes and located within the aircraft noise boundaries (refer to full submission for more detail on reasoning and changes requested) that support this approach. Such rules are primarily located within the Noise chapter of the Proposed Plan, HBAL submits that the above framework should also be reflected in the subdivision chapter and the respective zone provisions, particularly with respect to the density of residential development within the General Residential and Rural Lifestyle Zones.</p> <p>HBAL supports, in part, the mapping of the Aircraft Noise Overlays as depicted on the planning maps. However, due to the land use controls proposed by HBAL, it is unnecessary to identify an ANB as:</p>	<p>Amend the assessment criteria as follows:</p> <p>NOISE-AC9: Activities sensitive to aircraft noise in the Aircraft Noise Overlay (NOISE-R14 <u>and R15</u>)</p> <p>The following assessment criteria apply in addition to NOISE-AC1:</p> <p>Reverse sensitivity effects on the safe and efficient operation of the airport</p> <p>a. Whether the design, including location, methods, and construction techniques proposed is likely to provide an internal noise environment that is likely to ensure that the internal noise levels are reasonable for the occupants <del>and will avoid or mitigate reverse sensitivity effects on the airport.</del></p> <p>b. <u>The ability to achieve acceptable outdoor acoustic amenity;</u></p> <p>c. <u>The extent to which effects, as a result of the sensitivity of activities to current and future noise generation from aircraft, are proposed to be managed, including avoidance of any effect that may limit the operation, maintenance or upgrade of Hawke's Bay Airport.</u></p>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
				<p>The proposed provisions do not differentiate between land use activities occurring inside of the ANB and OCB (see full submission for more detail). It allows for a more efficient and cost-effective acoustic treatment package to be adopted in the Proposed Plan (see full submission for more detail). The ANB has not been cadastralised, as is generally best practice. This prevents parcels of land being located partially inside of / outside of the relevant boundary. Aircraft noise management under the designation can still be monitored and measured for compliance using the OCB (as opposed to the ANB).</p> <p>The purpose of the OCB, as supported by HBAL, is to identify an area within which specific land use controls apply and to identify the point of compliance with respect to aircraft noise, as defined by HBAL's proposed new Airport Purpose Designation (see full submission for more detail).</p> <p>The conventional approach for most airports around New Zealand is for aircraft noise compliance limits to be imposed via designation conditions, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits identified on the relevant planning maps. This is the approach being proposed by HBAL as part of the Proposed Plan and duplicating designation controls regarding aircraft noise management (NOISE-R16) is therefore unnecessary and will be difficult to enforce</p>	
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Introduction	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:</p> <p>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 <u>current operations</u>, a range of airport activities, and <u>airport-related activities</u>. 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 noise</u> are addressed in <u>both</u> the Noise chapter. <u>The effects of aircraft noise on the surrounding communities is addressed through and</u> 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. <del>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 areas within the Airport Zone:</del></p> <ul style="list-style-type: none"> <li>• <del>———— Landscape Sensitive Control Area 1: is located adjacent to the State Highway and the Watchman Road/Westshore Wildlife Reserves and forms the entrance to the city from the airport. Non-airport related development within the Airport Zone this area needs to be assessed to ensure amenity is maintained and a strong connection to Te Whanganui-ā-Orotū is preserved.</del></li> <li>• <del>———— Landscape Sensitive Control Area 2: is located to the west of the runway forming the interface between the Airport Zone and Te Whanganui-ā-Orotū. Development within this area needs to be managed to ensure that this interface is appropriately managed.</del></li> </ul> <p>Additionally, there are two identified view shafts within the Airport Zone that need to be protected to ensure that development is in keeping with the identified Special Character Landscape:</p> <ul style="list-style-type: none"> <li>• <del>———— State Highway to the north of the airport entrance, and</del></li> <li>• <del>———— entry to the airport from Watchman Road.</del></li> </ul> <p><del>These view shafts are managed as specific control areas within the Airport Zone – View Shaft Control Area</del></p>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Issues /AIRPZ-I1: Airport - regionally important infrastructure	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:</p> <p>Hawke's Bay Airport is a <u>nationally and regionally significant important</u> infrastructure...</p>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Issues /AIRPZ-I2: Attractiveness of the Hawke's Bay Airport gateway for visitors and residents	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:</p> <p><u>Hawke's Bay Airport is located within the Te Whanganui-a-Orotu Special Character Landscape and is</u> As a key gateway to the region, <u>Hawke's Bay Airport</u> contributing <u>es</u> to the first and last impressions of visitors and residents to the city and region. Development at the airport <u>therefore</u>, 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 <u>and</u>. <del>This necessitates managing the built form of buildings and structures to maintain a coherent form of development in a sensitive landscape.</del></p>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Issues /AIRPZ-I3: Management of effects	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. <del>However, some airport operations may generate adverse effects beyond the zone that require careful management, such as noise, light, and transportation.</del></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 <del>avoided</del>, <u>managed in accordance with the National Policy Statement for Freshwater Management.</u></p>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Issues /AIRPZ-I4: Compatibility of non-airport-related activities	198.79	Support	<p>Considers it is important that the function and operation of the Airport is maintained.</p>	<p>Retain as notified.</p>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Issues /AIRPZ-I5: Special landscape character values	198.80	Support	<p>Considers a more integrated management approach to landscape values is proposed, with suggested changes to AIRPZ-I2 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>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Objectives /AIRPZ-O1: Airport - regionally important infrastructure	198.81	Amend	<p>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>	<p>Amend as follows:</p> <p>Hawke's Bay Airport is a <u>nationally and regionally significant important</u> infrastructure...</p>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Objectives /AIRPZ-O2: Character and amenity	198.82	Oppose	<p>Considers the notified wording of AIRPZ-O2 is considered to place too much weight on the amenity of residential neighbours which, as identified in AIRPZ-I3, is well buffered from surrounding areas.</p>	<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, <u>and the Westshore residential area.</u></p>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Objectives /AIRPZ-O3: Management of environmental effects	198.83	Amend	<p>Considers amendments are required to align with NU-O2 and reflect the Airport's status as a network utility with operational and functional requirements.</p>	<p>Amend AIRPZ-O3 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 mitigated <u>as far as practicable.</u></p>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Objectives /AIRPZ-O4: Compatibility of activities with the airport operation	198.84	Amend	<p>Seeks a consequential amendment for deleting airport related activities and ensuring defined terms are able to be hyper-linked.</p>	<p>Amend as follows:</p> <p>AIRPZ-O4: Compatibility of activities with the airport operation <del>Airport related and Non-airport activities are:</del> <u>Non-airport activities are:</u> ...</p>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Objectives /AIRPZ-O5: Special landscape character values - view shafts	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 policies referring to the Special Landscape Control Areas should be amended to link to the Special Character Landscape Overlay.</p>	<p>Delete.</p>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
				<p>It is considered that the proposed Airport Zone in conjunction with the Special Character Landscape Overlay appropriately controls the relevant matters which may give rise to inappropriate levels of adverse effects. Existing measures which protect landscape values and retain the amenity of the “gateway experience” include AIRPZ-S1 relating to overall site coverage ensure that the overall airport area will remain predominantly open, AIRPZ-S2 relating to height ensures that buildings will not be inappropriately tall, and AIRPZ-S7 relating to landscaping. Non-compliance with these standards enable the Council to consider the impacts of development on landscape and amenity values such that a separate rule framework is not necessary. HBAL recommend amendments to the standards and matters of discretion in the Airport Zone to more clearly provide for the maintenance of the landscape values associated with the Te Whanganui-a-Orotū Special Character Landscape overlay.</p> <p>The nature of activities that are compatible with the Airport, such as warehousing, are likely to include bulky buildings so is contradictory to enable these but have provisions.</p> <p>Overall, the Proposed Plan does not appropriately weight the operational and functional needs of the Airport against amenity and landscape values. Refer to full submission for more detail.</p>	
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Objectives /AIRPZ-O6: Special landscape character values - sensitive landscape control areas	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 policies referring to the Special Landscape Control Areas should be amended to link to the Special Character Landscape Overlay.</p> <p>It is considered that the proposed Airport Zone in conjunction with the Special Character Landscape Overlay appropriately controls the relevant matters which may give rise to inappropriate levels of adverse effects. Existing measures which protect landscape values and retain the amenity of the “gateway experience” include AIRPZ-S1 relating to overall site coverage ensure that the overall airport area will remain predominantly open, AIRPZ-S2 relating to height ensures that buildings will not be inappropriately tall, and AIRPZ-S7 relating to landscaping. Non-compliance with these standards enable the Council to consider the impacts of development on landscape and amenity values such that a separate rule framework is not necessary. HBAL recommend amendments to the standards and matters of discretion in the Airport Zone to more clearly provide for the maintenance of the landscape values associated with the Te Whanganui-a-Orotū Special Character Landscape overlay.</p> <p>The nature of activities that are compatible with the Airport, such as warehousing, are likely to include bulky buildings so is contradictory to enable these but have provisions.</p> <p>Overall, the Proposed Plan does not appropriately weight the operational and functional needs of the Airport against amenity and landscape values. Refer to full submission for more detail.</p>	<p>Amend as follows:</p> <p>AIRPZ-O6: Special landscape character values <del>—sensitive landscape control areas</del></p> <p>Development within the Airport Zone maintains <del>and enhances</del> the identified landscape values within the <u>Te Whanganui-a-Orotū Special Character Landscape Overlay Sensitive Landscape Control Areas.</u></p>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Policies /AIRPZ-P1: Airport operation and development	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:</p> <p><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"> <li><u>enabling airport activities;</u></li> <li><u>enabling activities which support the economic resilience of the airport;</u></li> <li><u>supporting carbon neutral outcomes, including through transport decarbonisation, and renewable or low carbon energy generation, storage, and use; and</u></li> <li><u>ensuring the airport is not constrained or compromised by reverse sensitivity effects and conflict between incompatible activities.</u></li> </ol>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Policies /AIRPZ-P2: Airport-related activities	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:</p> <p><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"> <li><u>enabling airport activities;</u></li> <li><u>enabling activities which support the economic resilience of the airport;</u></li> <li><u>supporting carbon neutral outcomes, including through transport decarbonisation, and renewable or low carbon energy generation, storage, and use; and</u></li> <li><u>ensuring the airport is not constrained or compromised by reverse sensitivity effects and conflict between incompatible activities.</u></li> </ol>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Policies /AIRPZ-P3: Non-airport activities within the Airport Business Precinct	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 <del>light industrial</del> 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>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Policies /AIRPZ-P4: Airport built environment	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>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Policies /AIRPZ-P5: Management of effects	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"> <li>compatibility with the role and function of the Airport <del>Zone</del>;</li> <li>...</li> <li><del>potential reverse sensitivity with established or permitted activities on adjoining and adjacent land outside the Airport Zone;</del></li> <li>the effects on the activity on the ecologically sensitive Ahuriri Estuary, Watchman Road Reserve, and Westshore Wildlife Reserve <del>are minimised</del>, and</li> <li>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></li> </ol>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Policies /AIRPZ-P6: Special landscape character values - view shafts	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>	<p>Delete AIRPZ-P6</p>



Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Policies /AIRPZ-P7: Special landscape character values - sensitive landscape control areas	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><del>AIRPZ-P7: Special landscape character values—sensitive landscape control areas</del></p> <p>Ensure development within the Airport Business Precinct Sensitive Landscape Control Areas has regard to the identified landscape values of the Te Whanganui-ā-Orotū Special Character Landscape Overlay, respects the identified landscape values and manages the interface between the airport and Te Whanganui-ā-Orotū through:</p> <p><del>a) requiring the incorporation of a landscape buffer and planting throughout the Sensitive Landscape Control Areas 1 and 2, and</del></p> <p><del>b) encouraging lower level development, carparking, and stormwater management within Sensitive Landscape Control Area 1, and discouraging tall and bulky buildings.</del></p>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /General	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.</p> <p>New rules are proposed to be inserted in accordance with economic evidence as set out in HBAL's full submission.</p> <p>A new standard is proposed to provide confidence to NCC that new developments will be appropriately serviced.</p> <p>Refer to separate submission points or full submission for more detailed explanation of changes requested.</p>	<p>Relief sought can be found in separate submission points or refer to full submission for details of requested changes to Airport Zone chapter.</p>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Landscape Sensitive Control Areas 1 and 2 and View Shaft Control Area - Rules Table /General	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-ā-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>Delete table.</p> <p>Delete AIRPZ-R8.</p> <p>Delete AIRPZ-R9.</p>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
				<p>HBAL consider that the Special Landscape Control Areas and associated rule AIRPZ-R9 are unnecessary and should be deleted. Issues, objectives and policies referring to the Special Landscape Control Areas should be amended to link to the Special Character Landscape Overlay. It is considered that the proposed Airport Zone in conjunction with the Special Character Landscape Overlay appropriately controls the relevant matters which may give rise to inappropriate levels of adverse effects. Existing measures which protect landscape values and retain the amenity of the "gateway experience" include AIRPZ-S1 relating to overall site coverage ensure that the overall airport area will remain predominantly open, AIRPZ-S2 relating to height ensures that buildings will not be inappropriately tall, and AIRPZ-S7 relating to landscaping. Non-compliance with these standards enable the Council to consider the impacts of development on landscape and amenity values such that a separate rule framework is not necessary. HBAL recommend amendments to the standards and matters of discretion in the Airport Zone to more clearly provide for the maintenance of the landscape values associated with the Te Whanganui-a-Orotū Special Character Landscape overlay.</p> <p>The nature of activities that are compatible with the Airport, such as warehousing, are likely to include bulky buildings so is contradictory to enable these but have provisions.</p> <p>Overall, the Proposed Plan does not appropriately weight the operational and functional needs of the Airport against amenity and landscape values. Refer to full submission for more detail.</p>	
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /General	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.</p> <p>Refer to full submission.</p>	Relief sought can be found in separate submission points. Refer to full submission for outline of changes requested.
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Assessment criteria /	198.97	Amend	<p>Considers that the proposed wording provides a greater level of clarity regarding the Council's matters of discretion. 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. There is no stated rule purpose. A purpose is only included for standards.</p>	<p>Amend as follows:</p> <p>When considering an application for a <u>Controlled or a Restricted Discretionary Activity</u>, the Council will have regard to the <del>relevant</del> objectives and policies of this plan <u>relevant to the condition or standard that was not complied with</u>, the purpose of the <del>rules and</del> standards, and regard will also be had to the relevant assessment criteria set out below.</p>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Assessment criteria /AIRPZ-AC1: Infringement of general height control and height in relation to boundary standards (AIRPZ-S2 and AIRPZ-S3)	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>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 <del>otherwise</del> 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) <del>Whether proposals for additional height avoid locating within Landscape Sensitive Control Area 1 or 2, or a View Shaft Control Area.</del></p> <p>f) <u>Whether the development will detract from the identified values of the Te Whanganui-ā-Orotū Special Landscape Character.</u></p>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
				<p>HBAL consider that the Special Landscape Control Areas and associated rule AIRPZ-R9 are unnecessary and should be deleted. Issues, objectives and policies referring to the Special Landscape Control Areas should be amended to link to the Special Character Landscape Overlay. It is considered that the proposed Airport Zone in conjunction with the Special Character Landscape Overlay appropriately controls the relevant matters which may give rise to inappropriate levels of adverse effects. Existing measures which protect landscape values and retain the amenity of the "gateway experience" include AIRPZ-S1 relating to overall site coverage ensure that the overall airport area will remain predominantly open, AIRPZ-S2 relating to height ensures that buildings will not be inappropriately tall, and AIRPZ-S7 relating to landscaping. Non-compliance with these standards enable the Council to consider the impacts of development on landscape and amenity values such that a separate rule framework is not necessary. HBAL recommend amendments to the standards and matters of discretion in the Airport Zone to more clearly provide for the maintenance of the landscape values associated with the Te Whanganui-a-Orotū Special Character Landscape overlay.</p> <p>The nature of activities that are compatible with the Airport, such as warehousing, are likely to include bulky buildings so is contradictory to enable these but have provisions.</p> <p>Consequential amendment for deletion of Control Areas and View Shafts.</p>	
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Assessment criteria /AIRPZ-AC2: Infringement of yard standard (AIRPZ-S4)	198.99	Support	The assessment criteria are relevant to and appropriate for non-compliance with AIRPZ-S4.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Assessment criteria /AIRPZ-AC3: Infringement of outdoor storage (including refuse storage) standard (AIRPZ-S5)	198.100	Support	The assessment criteria are relevant to and appropriate for non-compliance with AIRPZ-S5.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Assessment criteria /AIRPZ-AC4: Infringement of fences and walls standard (AIRPZ-S6)	198.101	Amend	Assessment criteria b does not relate to the purpose of AIRPZ-S6 and is not considered relevant in the context of the Airport Zone. Assessment criteria c is considered to be adequately assessed under AIRPZ-AC1 which relates to height of buildings.	<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><del>b) The effects on the privacy of adjoining properties.</del></p> <p><del>c) The scale and bulk of the building in relation to the site and area.</del></p> <p>d) The effects on character and amenity values of the site and area.</p>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Assessment criteria /AIRPZ-AC5: Infringement of landscaping standard (AIRPZ-S7)	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>AIRPZ-AC5: Infringement of landscaping standard (AIRPZ-S7)</p> <p>a) The ability to ensure a high-quality airport gateway is provided.</p> <p><del>b) The visual effects of buildings and activities when viewed from State Highway 2, Watchman Road, and the Airport Link Road.</del></p> <p><del>c) Whether the development will detract from the identified values of the Te Whanganui-ā-Orotū Special Landscape Character.</del></p>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
				<p>HBAL consider that the Special Landscape Control Areas and associated rule AIRPZ-R9 are unnecessary and should be deleted. Issues, objectives and policies referring to the Special Landscape Control Areas should be amended to link to the Special Character Landscape Overlay. It is considered that the proposed Airport Zone in conjunction with the Special Character Landscape Overlay appropriately controls the relevant matters which may give rise to inappropriate levels of adverse effects. Existing measures which protect landscape values and retain the amenity of the "gateway experience" include AIRPZ-S1 relating to overall site coverage ensure that the overall airport area will remain predominantly open, AIRPZ-S2 relating to height ensures that buildings will not be inappropriately tall, and AIRPZ-S7 relating to landscaping. Non-compliance with these standards enable the Council to consider the impacts of development on landscape and amenity values such that a separate rule framework is not necessary. HBAL recommend amendments to the standards and matters of discretion in the Airport Zone to more clearly provide for the maintenance of the landscape values associated with the Te Whanganui-a-Orotu Special Character Landscape overlay.</p> <p>The nature of activities that are compatible with the Airport, such as warehousing, are likely to include bulky buildings so is contradictory to enable these but have provisions.</p> <p>Consequential amendment for deletion of Control Areas and View Shafts.</p>	
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Assessment criteria /General	198.103	Amend	Submitter seeks a consequential amendment to reflect addition of new standard AIRPZ-S8	<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>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Assessment criteria /AIRPZ-AC6: General	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><del>AIRPZ-AC6: General</del></p> <p><del>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.</del></p> <p><del>Function of the Airport Zone</del></p> <p><del>..</del></p> <p><del>Function of commercial zones</del></p> <p>e) <del>Whether the activity will compromise the function of industrial and commercial zones in the city.</del></p> <p><del>Amenity and landscape character and eEcological habitat</del></p> <p>d) <del>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.</del></p> <p>e) <del>Whether the development is in a strategic site and contributes positively to the gateway experience.</del></p> <p>f) <del>Whether the hours of operation accommodated within the development would will adversely affect the amenity, health, and wellbeing of surrounding land uses and residents.</del></p> <p>...</p> <p>h) <del>Whether the development will contribute to safe and attractive streets and private accessways to encourage walking and cycling.</del></p> <p>i) <del>Whether the traffic generation from the activity, cumulative with traffic from other activities, will compromise the safe and efficient operation of the transport network, including for passenger access to Hawke's Bay Airport.</del></p> <p>...</p> <p><del>Infrastructure and servicing</del></p> <p>l) <del>Whether the development can be sufficiently serviced by water, wastewater, and stormwater infrastructure, including through the use of low-impact stormwater design, where appropriate.</del></p>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Assessment criteria /AIRPZ-AC7: Development in Landscape Sensitive Control Areas 1 and 2	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 policies referring to the Special Landscape Control Areas should be amended to link to the Special Character Landscape Overlay. It is considered that the proposed Airport Zone in conjunction with the Special Character Landscape Overlay appropriately controls the relevant matters which may give rise to inappropriate levels of adverse effects. Existing measures which protect landscape values and retain the amenity of the "gateway experience" include AIRPZ-S1 relating to overall site coverage ensure that the overall airport area will remain predominantly open, AIRPZ-S2 relating to height ensures that buildings will not be inappropriately tall, and AIRPZ-S7 relating to landscaping. Non-compliance with these standards enable the Council to consider the impacts of development on landscape and amenity values such that a separate rule framework is not necessary. HBAL recommend amendments to the standards and matters of discretion in the Airport Zone to more clearly provide for the maintenance of the landscape values associated with the Te Whanganui-a-Orotū Special Character Landscape overlay.</p> <p>The nature of activities that are compatible with the Airport, such as warehousing, are likely to include bulky buildings so is contradictory to enable these but have provisions.</p> <p>Consequential amendment for deletion of Control Areas and View Shafts.</p>	Delete AIRPZ-AC7.
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /Assessment criteria /AIRPZ-AC8: Development in View Shaft Control Area	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>	Delete AIRPZ-AC8.

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				<p>HBAL consider that the Special Landscape Control Areas and associated rule AIRPZ-R9 are unnecessary and should be deleted. Issues, objectives and policies referring to the Special Landscape Control Areas should be amended to link to the Special Character Landscape Overlay. It is considered that the proposed Airport Zone in conjunction with the Special Character Landscape Overlay appropriately controls the relevant matters which may give rise to inappropriate levels of adverse effects. Existing measures which protect landscape values and retain the amenity of the "gateway experience" include AIRPZ-S1 relating to overall site coverage ensure that the overall airport area will remain predominantly open, AIRPZ-S2 relating to height ensures that buildings will not be inappropriately tall, and AIRPZ-S7 relating to landscaping. Non-compliance with these standards enable the Council to consider the impacts of development on landscape and amenity values such that a separate rule framework is not necessary. HBAL recommend amendments to the standards and matters of discretion in the Airport Zone to more clearly provide for the maintenance of the landscape values associated with the Te Whanganui-a-Orotu Special Character Landscape overlay.</p> <p>The nature of activities that are compatible with the Airport, such as warehousing, are likely to include bulky buildings so is contradictory to enable these but have provisions.</p> <p>Consequential amendment for deletion of Control Areas and View Shafts.</p>	
Hawke's Bay Airport Limited (HBAL)	AESZ - Te Whanganui-a-Orotu (Ahuriri Estuary) Ecology and Stormwater Zone /General /General	198.107	Oppose	<p>Considers that the thriving birdlife within the estuarine environment creates a challenging environment in which to operate an airport, due to the risk of bird strike and disturbance and other safety issues.</p> <p>While supporting the development of the Regional Park to the south and its rezoning as proposed in principle, it is important to recognise that the zone is located within the approach and departure paths for the airport and the chapter therefore needs to carefully manage the types of activities that can be established and the potential effects they may generated that impact on the operational needs of the Airport. Key concerns are:</p> <p>Activities that may give rise to an increase in bird strike risk (i.e. establishment of waterbodies and the introduction of bird habitats and food sources).</p> <p>Activities that encourage the congregation of people within Runway End Protection Areas ("REPA").</p> <p>The establishment of noise sensitive activities.</p> <p>The establishment of structures that may penetrate the OLS.</p> <p>the establishment of activities that may mimic operational features at the airport (such as lighting).</p> <p>HBAL submits that the costs and risks to aircraft operations have not been appropriately evaluated in terms of section 32 of the RMA and that the chapter requires significant rework to ensure the matters raised above are appropriately addressed.</p>	Submitter makes a general statement that the chapter needs to amended to address the issues raised in subsequent submission points. Refer to full submission.
Hawke's Bay Airport Limited (HBAL)	AESZ - Te Whanganui-a-Orotu (Ahuriri Estuary) Ecology and Stormwater Zone /Issues /AESZ-13: The opportunities to restore water quality and habitats, enhance biodiversity, retain and enhance character and amenity values, and provide for stormwater management needs must be balanced with the functional needs of adjacent land uses, including the Hawke's Bay airport	198.108	Amend	<p>Considers that the thriving birdlife within the estuarine environment creates a challenging environment in which to operate an airport, due to the risk of bird strike and disturbance and other safety issues.</p> <p>While supporting the development of the Regional Park to the south and its rezoning as proposed in principle, it is important to recognise that the zone is located within the approach and departure paths for the airport and the chapter therefore needs to carefully manage the types of activities that can be established and the potential effects they may generated that impact on the operational needs of the Airport. Key concerns are:</p> <p>Activities that may give rise to an increase in bird strike risk (i.e. establishment of waterbodies and the introduction of bird habitats and food sources).</p> <p>Activities that encourage the congregation of people within Runway End Protection Areas ("REPA").</p> <p>The establishment of noise sensitive activities.</p> <p>The establishment of structures that may penetrate the OLS.</p> <p>the establishment of activities that may mimic operational features at the airport (such as lighting).</p> <p>HBAL submits that the costs and risks to aircraft operations have not been appropriately evaluated in terms of section 32 of the RMA and that the chapter requires significant rework to ensure the matters raised above are appropriately addressed.</p>	<p>Amend as follows:</p> <p>The opportunities to restore water quality and habitats, enhance biodiversity, retain and enhance character and amenity values, and provide for stormwater management needs must be balanced with <del>not constrain or compromise</del> the functional <u>and operational</u> needs of adjacent land uses, including the Hawke's Bay airport.</p>
Hawke's Bay Airport Limited (HBAL)	AESZ - Te Whanganui-a-Orotu (Ahuriri Estuary) Ecology and Stormwater Zone /Issues /AESZ-15: The zone is subject to a number of development constraints including public works and designations, natural hazards, and the effects of climate change	198.109	Oppose	It is appropriate to recognise the development constraints associated with airport operations and functions, however the scope of these constraints is too narrowly defined.	Amend to include those matters identified in HBAL's submission, which include activities that give rise to an increase in the risk of bird strike; the establishment of noise sensitive activities; activities that encourage the congregation of people at the end of the runway; the establishment of structures that may penetrate the OLS; and the establishment of activities that may mimic operational features at the airport (such as lighting).

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	AESZ - Te Whanganui-a-Orotu (Ahuriri Estuary) Ecology and Stormwater Zone /Objectives /AESZ-O6: Efficient operation of the Hawke's Bay airport	198.110	Support	It is appropriate to recognise the development constraints associated with airport operations and functions.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	AESZ - Te Whanganui-a-Orotu (Ahuriri Estuary) Ecology and Stormwater Zone /Policies /AESZ-P8: Safe and efficient operation of Hawke's Bay Airport	198.111	Support	It is appropriate to recognise the development constraints associated with airport operations and functions.	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	AESZ - Te Whanganui-a-Orotu (Ahuriri Estuary) Ecology and Stormwater Zone /AESZ - Te Whanganui-a-Orotu (Ahuriri Estuary) Ecology and Stormwater Zone - Standards Table /AESZ-S3: Height	198.112	Amend	It is appropriate to recognise the development constraints imposed by HBAL's designation, however it should also refer to vegetation.	Amend to include reference to vegetation.
Hawke's Bay Airport Limited (HBAL)	AESZ - Te Whanganui-a-Orotu (Ahuriri Estuary) Ecology and Stormwater Zone /Assessment criteria /AESZ-AC1: All infringements to standards (AESZ-S1 - AESZ-S9)	198.113	Amend	It is appropriate to recognise the development constraints associated with airport operations and functions, however the scope of the assessment matters is too narrow to address the matter raised in the full submission, which include activities that give rise to an increase in the risk of bird strike; the establishment of noise sensitive activities; activities that encourage the congregation of people at the end of the runway; the establishment of structures that may penetrate the OLS; and the establishment of activities that may mimic operational features at the airport (such as lighting).	Retain as notified.
Hawke's Bay Airport Limited (HBAL)	SCHED2 - Schedule of Natural Features and Landscapes /Schedule of Special Character Landscapes /SCL012 Te Whanganui-ā-Orotū	198.114	Amend	<p>The Isthmus Napier Landscape Study (Draft for Consultation 2020) identified that "The Whanganui-ā-Orotū landscape – taken as a whole – is not natural enough to be considered an 'Outstanding Natural Landscape': It contains the airport and its associated business park, other infrastructure, and fringes of urban development."</p> <p>The description should be updated to accurately reflect the nature of the area as a whole and that the relatively built up and urbanised character of the Airport Zone is a component of the landscape.</p>	<p>Amend Description and Landscape Values to recognise the presence of urban form within the landscape character overlay, as follows:</p> <p>Te Whanganui-ā-Orotū encompasses approximately 3800ha of reclaimed land, largely through Earthquake uplift and drainage engineering, <del>making it a significant proportion of Napier's non-urban landscape.</del></p> <p>The landscape includes features such as the <u>Hawke's Bay Airport and surrounding business park</u>, the lagoon's former seabed and islands, barrier shingle spits, western shoreline and backdrop hills, Ahuriri estuary, and Mataruahou/Napier Hill.</p> <p>...</p> <p>The adjacent Westshore Wildlife Reserve and Watchman Road Reserve with brackish ponds fringed by reeds and rushes contribute to wildlife values and act as a landmark at Napier's northern entrance <u>when arriving via the Hawke's Bay Airport or State Highway 2.</u></p> <p>...</p> <p>The landscape features <u>Hawke's Bay Airport and its associated business park, the fringes of urban development, undulating hills, estuary margin vegetation, tidal processes, habitat value, water quality, and the upper estuary provides</u> a sense of relative quietness and placidness.</p> <p>The estuary, shoreline, and backdrop hills form visual connections with other key landmarks, enhancing the overall Te Whanganui-ā-Orotū landscape.</p>
Hawke's Bay Airport Limited (HBAL)	HBAL - Hawke's Bay Airport Limited /Hawke's Bay Airport Limited Designations /	198.115	Amend	This designation protects the Airport and its function as a regionally significant infrastructure and Lifeline Utility. Currently there is no reference within the designation that directs the plan user to the maps at APP1.	Amend site identifier to reference APP1 instead of 111 Main North Road. Delete reference to M11 Matawhero Island.

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	HBAL - Hawke's Bay Airport Limited /Hawke's Bay Airport Limited Designations /	198.116	Amend	This designation protects the Airport and its function as a regionally significant infrastructure and Lifeline Utility.	<p>Insert "Purpose" section as per the Notice of Requirement lodged on 26 July 2023.</p> <p>Insert one new condition as follows:</p> <p><u>Signs</u></p> <p><u>22. Signage that is location within 50m of State highway 2, excluding any signage required by the Civil Aviation Authority (or related legislation), must comply with the below requirements:</u></p> <ul style="list-style-type: none"> <li>· Each individual sign must not exceed 1 square metre in area or 2 metres for any edge dimension;</li> <li>· The colour combination used for each sign's background, wording and legend must not be likely to cause confusion with any of those used for any official road sign or traffic sign;</li> <li>· Each sign must not display more than 6 words, symbols, or graphics and no more than 40 characters;</li> <li>· Lettering and symbols used must be at least 160 millimetres in height;</li> <li>· No reflective materials shall be used; and</li> <li>· Signs shall not be externally or internally illuminated. Correct spelling and grammatical errors, including:</li> </ul> <p>Full stop before Aircraft operations in Condition 1.a. to be deleted.</p> <p>Superscript "3" in condition 1.g.</p> <p>"7. All new buildings shall <u>be</u> provided..."</p> <p>"10. ... Acoustics <u>Construction Noise.</u>"</p>
					<p>Superscript and subscript to be applied correctly and consistently to all technical abbreviations (e.g. LAFmax and LDN)</p> <p>Condition 14 to reference condition 13 (not 14).</p> <p>Condition 15 to reference condition 13 (not 14).</p> <p>Condition 1(k) references a condition included in the draft District Plan. As the equivalent chapter has not been notified as part of this Proposed Plan, this reference should be updated as follows:</p> <p>k. vegetation clearance and maintenance activities that are <u>otherwise permitted in the Proposed Plan</u> <del>under ECO R1</del></p> <p>Condition 8 of the NoR is intended to replicate the permitted noise limits in the Proposed Plan applying to the Airport Zone. This condition should therefore be amended as follows:</p> <p>1. Noise from activities which are outside of the scope of NZS 6805: 1992 <u>(excluding construction noise) shall comply with the District Plan noise limits set in the zone standards for each zone in which the sound is received. must not exceed the following noise limits at any point within any residentially zoned land or at any notional boundary not owned by or under the control of the Requiring Authority:</u></p> <ul style="list-style-type: none"> <li>a. <del>Monday to Sunday 0700 hours to 2200 hours: LAeq 55dB</del></li> <li>b. <del>All other times: LAeq 45dB</del></li> <li>c. <del>Monday to Sunday 2200 hours to 0700 hours the following day: LAFmax 75dB</del></li> </ul> <p><del>For the purpose of this condition, noise shall be measured and assessed in accordance with the requirements of NZS6801:2008 and NZS6802:2008.</del></p>
					<p>The following conditions should be updated to reflect HBAL proposed removal of the 65db Ldn Noise Contour:</p> <p>12. Hawke's Bay Airport shall be managed so that noise from Aircraft Operations does not exceed <del>65</del>55dB LDN at or beyond the <del>Air Noise Boundary</del>Aircraft Noise Overlay. The <del>Air Noise Boundary</del>Aircraft Noise Overlay is shown on the District Plan Maps.</p> <p>13. Compliance with Condition 12 shall be determined every three years (commencing within 12 months of the designation being confirmed)) by calculating the <del>65</del>55dB LDN noise contours using records of actual aircraft activity at the Airport. Within three months of the compliance calculations being prepared, Hawke's Bay Airport shall provide a report to Napier City Council that includes the result of the compliance modelling, the methodology used in the preparation of the contours and confirm compliance with the <del>Air Noise Boundary</del>Aircraft Noise Overlay, as shown on the Planning Maps.</p> <p>14. When the calculated noise level (from condition 14) reaches <del>65</del>4 dB Ldn or greater at any point on the <del>Air Noise Boundary</del>Aircraft Noise Overlay shown on the Planning Maps, noise level measurements of Aircraft Operations shall be carried out for a minimum of one month. The noise measurement location should be selected to identify compliance or otherwise with the 65 dB Ldn limit at the <del>Air Noise Boundary</del>Aircraft Noise Overlay.</p>



Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	APP1 - Airport Height Control Designation /Description of Airport Height Control Designation /General	198.117	Support	These maps help give effect to designation HBAL-1 and protects the Airport and its function as a regionally significant infrastructure and Lifeline Utility.	Retain as notified with minor grammatical amendments, including those suggested below. Amend to correct spelling mistakes e.g. 3. General Description, 3rd para "The inner horizontal surface extend outward horizontally from the outer edges of the main runway..."
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R1: Airport related activities	198.118	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.	Amend as follows: AIRPZ-R1: Airport <del>related</del> activities .. e. <del>AIRPZ AC5.</del> d. <del>AIRPZ AC4, and</del> e. <del>AIRPZ AC3;</del> b. <del>AIRPZ AC2;</del> a. <del>AIRPZ AC1;</del> 1. <u>The relevant matters of discretion for the standard/s infringed. Purpose of the standard(s), and</u> AIRPZ-R1B Activity Status where compliance with activity condition AIRPZ-R1A-1a is not achieved: Restricted Discretionary Matters of discretion are: 2. <del>Assessment criteria:</del>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R3: Cafes located outside the terminal buildings within the Airport Business Precinct	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 .. Where: 1. <del>There is no more than one cafe within the Airport Zone, excluding any cafes located within the terminal buildings;</del> 2. The café has a gross floor area less than 150 m2; and 3. Compliance with Standards AIRPZ-S21 - AIRPZ-S78; and 4. <u>Compliance with Standard S1.</u> AIRPZ-R3B Activity Status where compliance with condition AIRPZ-R3A.1, .2 and .3.1e 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. <del>AIRPZ AC1;</del> b. <del>AIRPZ AC2;</del> e. <del>AIRPZ AC3;</del> d. <del>AIRPZ AC4, and</del> e. <del>AIRPZ AC5.</del> .. Activity Status where compliance with activity condition AIRPZ-R3.1 4a and/or AIRPZ-R3.1b is not achieved: Discretionary <del>Activity Status where compliance with activity condition AIRPZ-R3.1d is not achieved: Non-complying</del>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R4: Light manufacturing and servicing (and ancillary retailing) within the Airport Business Precinct	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.	<p>Amend as follows:</p> <p>AIRPZ-R4: Light manufacturing and servicing (and ancillary retailing <u>or office</u>) within the Airport Business Precinct AIRPZ-R4A Activity Status: <del>Restricted Discretionary</del> Permitted</p> <p>Where: .. 2. Compliance with Standards AIRPZ-S21-AIRPZ-S78; <u>and</u> 3. <u>Compliance with Standard S1.</u></p> <p><del>Matters of discretion are:</del> <del>Assessment criteria AIRPZ-AC6</del></p> <p>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: i. <del>AIRPZ-AC1;</del> ii. <del>AIRPZ-AC2;</del> iii. <del>AIRPZ-AC3;</del> iv. <del>AIRPZ-AC4;</del> v. <del>AIRPZ-AC5;</del> and vi. <del>AIRPZ-AC6.</del></p> <p>Activity Status where compliance with activity condition AIRPZ-R4.34b is not achieved: <del>Non-complying</del> Discretionary</p>
Hawke's Bay Airport Limited (HBAL)	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	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.	<p>Amend as follows:</p> <p>AIRPZ-R5A Activity Status: <del>Restricted Discretionary</del> Permitted</p> <p>Where: ... <del>Matters of discretion are:</del> <del>1. Assessment criteria AIRPZ-AC6</del></p> <p>AIRPZ-R5B Activity Status where compliance with condition AIRPZ-R5A.1, 2 and 3 is not achieved: Restricted Discretionary</p> <p>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: i. <del>AIRPZ-AC1;</del> ii. <del>AIRPZ-AC2;</del> iii. <del>AIRPZ-AC3;</del> iv. <del>AIRPZ-AC4;</del> v. <del>AIRPZ-AC5;</del> and vi. <del>AIRPZ-AC6.</del></p> <p>Activity Status where compliance with activity condition AIRPZ-R4.34b is not achieved: <del>Non-complying</del> Discretionary</p>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /AIRPZ-R6: Research and innovation activities (and ancillary retailing) within the Airport Business Precinct	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.	<p>Amend as follows:</p> <p>AIRPZ-R6: Research and innovation activities (and ancillary retailing, <u>or office</u>) within the Airport Business Precinct Activity Status: <del>Restricted Discretionary</del> <u>Permitted</u></p> <p>Matters of discretion are: - <del>1. Assessment criteria AIRPZ-AC6.</del></p> <p>AIRPZ-R6B</p> <p>Activity Status where compliance with activity condition AIRPZ-R6A.1 and .2 is not achieved: Restricted Discretionary</p> <p>Matters of discretion are: 1. The relevant matters of discretion for the standard/s infringed. <del>Purpose of the standard(s).</del> 2. Assessment criteria: <del>AIRPZ-AC1, AIRPZ-AC2, AIRPZ-AC3, AIRPZ-AC4, AIRPZ-AC5, and</del> vi. AIRPZ-AC6.</p> <p>Activity Status where compliance with condition AIRPZ-R6A.a and/or AIRPZ-R6A.e is not achieved: <del>Non-complying</del> Discretionary</p>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /General	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> Activity Status: <u>Permitted Where:</u></p> <p>1. <u>The office accommodation relates to:</u> a. <u>logistics, export, and rural activities not located on site, or</u> b. <u>flexible and co-working spaces.</u> 2. <u>Compliance with Standards AIRPZ-S2 - AIRPZ-S8.</u> 3. <u>Compliance with Standard AIRPZ-S1.</u></p> <p><u>AIRPZ-R7B</u> Activity Status where compliance with AIRPZ-R7A.1 and .2 is not achieved: <u>Restricted Discretionary</u></p> <p>Matters of discretion are: 1. <u>The relevant matters of discretion for the standard/s infringed.</u> 2. <u>AIRPZ-AC6.</u></p> <p>Activity Status where compliance with condition AIRPZ-R7A.3 is not achieved: <u>Discretionary</u></p>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /General	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><u>AIRPZ-R8: Supermarkets in the Airport Business Precinct</u></p> <p><u>AIRPZ-R7A</u> Activity Status: <u>Permitted</u></p> <p>Where: 1. <u>The office accommodation relates to:</u> a. <u>logistics, export, and rural activities not located on site, or</u> b. <u>flexible and co-working spaces.</u> 2. <u>Compliance with Standards AIRPZ-S2 - AIRPZ-S8.</u> 3. <u>Compliance with Standard AIRPZ-S1.</u></p> <p><u>AIRPZ-R8B</u> Activity Status: <u>Restricted Discretionary</u></p> <p>Matters of discretion are: 1. <u>The relevant matters of discretion for the standard/s infringed.</u> 2. <u>AIRPZ-AC6.</u></p> <p>Activity Status where compliance with condition AIRPZ-R7A.3 is not achieved: <u>Discretionary</u></p>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /General	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>  <u>AIRPZ-R9A</u>  <u>Activity Status: Permitted</u></p> <p><u>Where:</u>  1. <u>The activity does not include any Activities Sensitive to Aircraft Noise.</u>  2. <u>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>  <u>Matters of discretion are:</u>  1. <u>The relevant matters of discretion for the standard/s infringed.</u>  2. <u>AIRPZ-AC6.</u></p> <p><u>Activity Status where compliance with AIRPZ-R10A.2 is not achieved: Prohibited.</u></p>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Rules Table /General	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>  <u>AIRPZ-R10A</u>  <u>Activity Status: Restricted Discretionary</u></p> <p><u>Where:</u>  1. <u>The activity does not include any Activities Sensitive to Aircraft Noise.</u>  2. <u>Compliance with Standards AIRPZ-S2 - AIRPZ-S8.</u></p> <p><u>Matters of discretion are:</u>  1. <u>AIRPZ-AC6</u>  2. <u>Duration of stay of guests</u>  3. <u>Acoustic treatment</u>  4. <u>Building design and layout</u></p> <p><u>AIRPZ-R10B</u>  <u>Activity Status: Discretionary</u></p>
Hawke's Bay Airport Limited (HBAL)	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)	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.	<p>Add new rules - amend:</p> <p><u>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)</u></p> <p><u>Activity Status: Non-complying Discretionary</u></p>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /AIRPZ-S1: Overall site coverage threshold in the Airport Business Precinct	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 <del>site building</del> 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 <del>as well as reduce dominating impacts on adjacent activities and ecological habitats, and managing adverse effects on adjacent wetland areas.</del> .. 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>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /AIRPZ-S2: General height control	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.	AIRPZ-S2: General height control  Purpose: to maintain the character, <del>amenity</del> , landscape, and cultural values of the northern entrance to the city while enabling development that can accommodate activities appropriate in the Airport Zone. .. <del>Activity Status where standards are not met: Restricted Discretionary</del> Matters of discretion are: <u>1. Purpose of the Standard;</u> <u>2. Function of the Airport Zone;</u> <del>3. Effects on amenity values, and</del> <u>4. Landscape and cultural values;and</u> <u>5. AIRPZ-AC1</u>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /AIRPZ-S3: Height in relation to boundary	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.	Delete standard:  AIRPZ-S3: Height in relation to boundary
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /AIRPZ-S4: Yards	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 ... <del>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.</del>  <del>Activity Status where standards are not met: Restricted Discretionary</del> Matters of discretion are: <u>1. Purpose of the standard;</u> <u>2. Function and operation of the Airport Zone;</u> <u>3. Effects on amenity values;4.</u> <u>Landscape and cultural values;</u> <u>5. Effects of shading, and</u> <u>6. Effects of dominance on the streetscape, adjacent zones; and</u> <u>7. AIRPZ-AC2.</u>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /AIRPZ-S5: Outdoor storage (including refuse storage)	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: <del>Activity Status where standards are not met: Restricted Discretionary</del> Matters of discretion are: 1. Purpose of the standard; 2. Function <u>and operation</u> of the Airport Zone; 3. Effects on amenity values, <del>and</del> ..
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /AIRPZ-S6: Fences and walls	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: <del>Activity Status where standards are not met: Restricted Discretionary</del> Matters of discretion are: 1. Purpose of the standard; 2. Function <u>and operation</u> of the Airport Zone; 3. Effects on amenity values, <del>and</del>
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /AIRPZ-S7: Landscaping	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 <del>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.</del> ... 3. The planting required by 1 <del>and 2</del> 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. <del>Activity Status where standards are not met: Restricted Discretionary</del> Matters of discretion are restricted to: 1. Purpose of the standard; 2. The effects on the visual amenity of the area; 3. <u>Function and operation of the Airport;</u> <del>The effects on aeronautical safety and people's health and safety, and</del>

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Hawke's Bay Airport Limited (HBAL)	AIRPZ - Airport Zone /AIRPZ - Airport Zone - Standards Table /General	198.135	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. 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>	<p>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></p> <ol style="list-style-type: none"> <li><u>1. Sites must not drain stormwater directly into Te Whanga (the Ahuriri estuary) or any waterbody.</u></li> <li><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></li> <li><u>3. New activities that require water must be connected to a public reticulated water supply where a supply is available.</u></li> <li><u>4. New activities that discharge wastewater must be connected to a public reticulated wastewater disposal system where a supply is available.</u></li> </ol> <p><u>Note: Stormwater may only be discharged to a council-reticulated network in compliance with the Napier City Council Stormwater Bylaw.</u></p> <p><u>All onsite stormwater discharges are regulated by the Hawke's Bay Regional Resource Management Plan and may require resource consent approval. Contact the Hawke's Bay Regional Council for advice.</u></p>
					<p>Matters of discretion are:</p> <ol style="list-style-type: none"> <li><u>1. Purpose of the standard;</u></li> <li><u>2. The area of impervious surfaces and methods to control of stormwater run-off;</u></li> <li><u>3. The effects on water quality and quantity;</u></li> <li><u>4. Risk to public health and safety and the environment;</u></li> <li><u>5. Effects on water quality of the Ahuriri Estuary, and</u></li> <li><u>6. AIRPZ-AC6</u></li> </ol>