

A PRUDENT PLANNING MECHANISM

Hawke's Bay Airport has reviewed all the RMA planning mechanisms that are in place to provide for the ongoing growth, development and protection of the Airport. The most common planning methods for airports throughout New Zealand is to have in place a "designation" complemented by underlying zone provisions in a district plan. For example, this approach is used at all major airports including Dunedin, Nelson, Invercargill, Christchurch, Wellington and Auckland airports.

A designation is a type of approval mechanism for infrastructure works and utility operations where these are undertaken by a requiring authority.

Hawke's Bay Airport is a requiring authority under the RMA. A designation is a robust planning tool because land subject to a designation is, in effect, given its own land use planning regime within the district plan. Any adverse effects arising can be managed through conditions and the Outline Plan of Works process. This is an appropriate approach for the Airport sector where long-term planning is required, and sufficient flexibility and efficiency to provide for the changing demands of a modern airport is needed. Other examples of requiring authorities are Napier City Council, NZ Transport Agency, Kiwi Rail, Transpower, Unison Networks, Centralines, Energy Companies etc.

HAWKE'S BAY AIRPORT CURRENTLY HAS TWO DESIGNATIONS IN THE DISTRICT PLAN:

1. **Hawke's Bay Airport Height Control Designation;** and
2. **Airport Purposes Designation**

The Height Control Designation applies to the Airport's airspace and establishes the obstacle limitation surfaces ("OLS") in the vicinity of Hawke's Bay Airport, with any activity conflicting or entering the Airport Height Control Designation requiring Hawke's Bay Airport approval. For example, erecting a crane near the airport. This is critical to safe operation of aircraft on approach and departure from Hawke's Bay Airport.

The Airport Purposes designation has a similar purpose to the Airport Height Control Designation, in that it protects the safe operation of aircraft on approach and departure. It is located over an area of land commonly referred to as "the Gap" along the Esplanade.

It is proposed these designations are "rolled over" into the proposed district plan.

Hawke's Bay Airport is also proposing a new designation. The proposed designation generally emulates the permitted activity standards and thresholds in the District Plan which already authorise airport related activities to occur. It will also assist the Hawke's Bay Airport being able to deliver on its Master Planning outcomes.

All land currently owned or leased by Hawke's Bay Airport and currently zoned Airport under the district plan is included in the proposed designation. Importantly, this also seeks to impose new aircraft noise management obligations on Hawke's Bay Airport. Hawke's Bay Airport will give notice of its intention for this designation as part of the District Plan review process (refer Panel 11).



Napier City Council District Plan Team are here to answer any of your questions relating to the district plan review.

