

To: Waipā District Council, Private Bag 2402, Te Awamutu 3840 | Phone: 0800 924 723
| Online: www.waipadc.govt.nz/planchanges | Email: districtplan@waipadc.govt.nz

Please attach additional sheets if there is not enough space for your submissions. If you do not wish to use this form, please ensure that the same information required by this form is covered in your submission.

Note: You must fill in **ALL** sections of this form.
Submissions close **5pm Friday, 25th November 2022**

COUNCIL USE ONLY	
Date received	
Document ref:	

1. Submitter details

Full name of submitter:	Waikato Regional Airport Ltd (WRAL)
Contact name if different from above:	Mark Morgan – Chief Executive of Hamilton Airport; or Ben Langley – Group General Manager – Airport Operations
Contact phone number(s)	Mark Morgan: 027 5623351 Ben Langley: 021 2086363 Kathryn Drew: 027 2510009
Email address:	mark@hamiltonairport.co.nz ben.langley@hamiltonairport.co.nz kdrew@bbo.co.nz
Postal address: (required if no email address is provided)	C/- Kathryn Drew Bloxam Burnett & Olliver PO Box 9041, Hamilton, 3240

2. In accordance with clause 8(1) of the First Schedule of the Resource Management Act (select one of the following):

I represent a relevant aspect of the public interest.

I have an interest in the proposed plan change greater than the interest that the general public has.

My reason(s) are:

WRAL is the operator of the Hamilton Airport that directly adjoins the Northern Precinct.

3. Attendance at Council hearing

(a) I wish OR do not wish to be heard (attend and speak at the Council hearing) in support of my submission.

(b) If others make a similar submission, I will consider presenting a joint case with them at the hearing.

Yes OR No

4. Signature of submitter (note: a signature is not required if you make your submission by electronic means, however please type your name below)

Signature of agent:
(or person authorised to sign on behalf of submitter)



Dated: 25 November 2022

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by 5pm on Friday, 25th November 2022

Note to person making submission

A copy of your further submission must be served on the original submitter within 5 working days after it is served on the Council.

Please note that your submission (or part of your submission) may be struck out if the consent authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious;
- It discloses no reasonable or relevant case;
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further;
- It contains offensive language;
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Personal Information

The information requested on this form, including your contact details, is required by the Resource Management Act 1991. The information will be held by the Council, and you may ask to check and correct any personal information that we hold about you.

Your submission, including your name and contact details, will be made available for inspection at all Council service centres and libraries in accordance with the requirements of the Act. It may also be made available on the Council's website. A document summarising all submissions, including names and contact details of submitters will be posted on the Council's website.

If you believe there are compelling reasons why your contact details should be kept confidential please contact the processing planner for this application.

5. The specific submission(s) on the Proposed Plan Change to the Waipā District Plan that this further submission relates to is/are as follows:

Submission Point (e.g. 20/1)	Name of Submitter	Support ✓	Oppose ✓	Reason: (Tell us <i>WHY</i> you support or oppose this submission. These reasons will help us to understand your further submission.)	I/We seek the following decision(s) from the Council:
20.2	Director General of Conservation/Department of Conservation		✓	<p>The submitter states in paragraph 3, footnote 2 that the PC20 site includes "the existing, undeveloped Airport Business Zone and the proposed Northern Precinct". This statement is incorrect, and would if adopted mean that the controls sought would apply to other portions of the Airport Business Zone that are yet to be fully developed to their potential i.e. Central or Southern Precincts.</p> <p>WRAL consequently oppose the definition of the site adopted by DOC and the suggestion that bespoke lighting provisions should apply to the wider Airport Business Zone and/or Hamilton Airport.</p> <p>If the DOC site definition was adopted, it could lead to lighting controls on portions of the Airport Business Zone that are not currently subject to such controls.</p> <p>Furthermore, it needs to be recognised that the Hamilton Airport, by its very nature needs lighting to facilitate its aeronautical operations. Any lighting controls should be factored against that existing environment.</p>	Specifically confine any the PC20 to that described in the AEE supporting the plan change and not the wider Airport Business Zone or Hamilton Airport.
07.2	Royal Forest and Bird		✓	<p>Each of these submissions in some way or another has requested protection and/or provision for bat corridors.</p> <p>WRAL as operator of Hamilton Airport is concerned that the protection and/or creation of bat corridors may have unintended consequences for its aeronautical operations.</p>	Disallow the submissions, or alternative relief that does not adversely affect the aeronautical operations of Hamilton Airport.

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11.3	Waikato Regional Council		✓	<p>There are two aeronautical risks for Hamilton Airport with rating of ‘medium’, one of those being birds. Although birds and resulting bird strikes are a low probability, the consequences of a bird strike could be catastrophic/high consequence i.e. bird striking critical surfaces of the aircraft causing loss of flight control. For these reasons, there is an onus on the Hamilton Airport, from a health and safety perspective, to mitigate risk from any hazardous wildlife and in particular bird life that may cause a threat to aeronautical activities. Airports also operate under certification¹, that specifies that an aerodrome operator must, if any wildlife presents a hazard to aircraft operations, establish an environmental management programme for minimising or eliminating the wildlife hazards. In this respect the airport undertakes the following:</p> <ul style="list-style-type: none"> - Bird patrols associated with pre-landing and take-offs – including delays in approaches or take-offs in the event birds are identified. - Wildlife management programmes to control bird population, including an Authority under the Wildlife Act 1953² to disturb and kill protected wildlife under s54 of the Wildlife Act 1953, that is subject to specific conditions. - A pasture management programme within the operational area of the Hamilton Airport i.e. high-endophyte grass. - Monitoring of all bird activity, recording of all bird events i.e. bird strike and near miss. <p>Hamilton Airport recording of bird events, as noted above, has identified that in the past 12 months there has been a 100% increase in bird activity compared to the previous two years.</p>
20.1	Director General of Conservation/Department of Conservation		✓	
23.10	Hamilton City Council		✓	
25.1	GHA (Gerry) Kessels		✓	

¹ Under Civil Aviation Rule Part 139 and specifically Part 139.71

² This permit commenced on 1 July 2016 and goes through to 30 June 2026.

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				<p>In the last month alone it recorded 13 events, 9 of which were near misses. This increase is a genuine concern for the Hamilton Airport and is resulting in tightening bird management mitigations and controls to manage any risk and further increases of that risk.</p> <p>An increase in events may also impact on the Hamilton Airport’s scheduling by Air New Zealand in that they may chose to prefer alternative locations for specific routes, over Hamilton, if there is a marked increase in bird events. This situation needs to be avoided as it goes to the heart of the viability of the Airport.</p> <p>WRAL is consequently concerned that bat corridors/bat buffer zones may also have unintended consequences of funnelling birds or increasing bird activity near the airport through increased habitat and feeding opportunities, giving rise to reverse sensitivity effects. For this reason, any bat corridors/bat habitat and future SNAs that are identified within or near the PC20 footprint need to ensure that they are moving both birds and bats away from the airport environs.</p>	
06.5	James and Marie Snowball		✓	These two submission points relates to concerns with noise levels within the Northern Precinct and specifically lack of mitigation for noise levels from the proposed activities within the Northern Precinct.	Disallow the submission
10.2	Rex Allan Mason		✓	<p>We draw the submitters and Council’s attention to the fact that the Northern Precinct is located directly adjacent to the Hamilton Airport, being a high noise generator in the locality associated with its aeronautical operations, so noise from industrial activities needs to be considered against this baseline. This is confirmed in section 3.1 of the Marshall Day Acoustic Assessment in support PC20, where by it states: “Aircraft approaching, departing, and manoeuvring about the</p>	Disallow the submission

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			<p>airport will form a significant features of the existing environment”.</p> <p>WRAL’s concern with these submissions is that any additional noise controls (over that proposed in PC20), on uses within the Northern Precinct, such as curfews on night-time operations or restrictions on engine testing or noise generated by aircraft (for example), may indirectly affect the operation and use of Hamilton Airport. For example, such noise controls may affect how and when airside land (land with direct access to and from the runway) can be used to the detriment of the Hamilton Airport and its operations.</p> <p>It should also be noted that the Hamilton Airport already operates under a Noise Management Plan³ (NMP) and engages with a Community Liaison Group in relation to the NMP. The NMP describes the policies, standards and procedures used to manage noise generated by airport activities. The NMP being the appropriate tool to control noise from Hamilton Airport operations, not controls relating to uses in the Northern Precinct that curtail use of the adjacent Hamilton Airport infrastructure.</p>	

³A copy of the Noise Management Plan is available on the Airport website: https://www.hamiltonairport.co.nz/site_files/23413/upload_files/NMPFinalJuly2021Final.pdf?dl=1

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