

Wellington City Proposed District Plan

Hearing Stream 6 - Airport Zone chapter

Appendix B

- Recommended Responses to Submissions and Further Submissions

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Yvonne Weeber	340.106	Special Purpose Zones / Airport Zone / General AIRPZ	Support in part	The 'physically contiguous' nature of the airport precincts, mentioned in the introduction of the Airport Zone chapter, is supported. While its expedient for the airport to break the area up into different precincts the airport is viewed as one entity by the surrounding neighbourhood and visitors. Any development will have a cumulative environmental, landscape and visual effect on the neighbours and visitors.	Retain 'physically contiguous' airport precincts in the Airport Zone chapter.	Accept	No
Wellington International Airport Limited	FS36.172	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Reject	No
Yvonne Weeber	340.107	Special Purpose Zones / Airport Zone / General AIRPZ	Amend	Considers that the 'Terminal Precinct' section in the introduction of the Airport Zone chapter should be amended to include road, pedestrian and cycle access and include information on public transport and cycle parking facilities. The airports land transport connections are described in broad detail in the Main Site Area designation. This should be included within the district plan to support the multimodal transport connection required of an airport and city committed to reducing climate changing emissions of land transport.	Amend the 'Terminal Precinct' section in the introduction of the Airport Zone chapter as follows: For passengers, the Terminal Precinct is the Airport's heart. It comprises the main passenger terminal, access and pedestrian roading, car parking, cycle parking, land public transport hub and commercial and passenger support services including visitor accommodation and conference facilities and vehicle, pedestrian and cycle connection of Stewart Duff Drive. It also contains airside airport facilities such as hangars, aircraft parking stands, and aviation support facilities.	Reject	No
Wellington International Airport Limited	FS36.173	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Reject	No
Yvonne Weeber	340.108	Special Purpose Zones / Airport Zone / General AIRPZ	Support in part	Supports the WIAL5 (East Side Area) as it uses the area as part of the Miramar Golf Course until such time as airport air traffic growth. It is also supported due to the use of this area for the 'temporary' relocation of parking where it displaces by construction activity in other parts of the airport. The East Side Area should be maintained as a golf course recreation buffer if parking was proposed as a permanent feature of this Precinct.	Retain part of the Miramar Golf Course in WIAL5 (East Side Area).	Accept in part	No
						Accept	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Limited	FS36.174	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
Yvonne Weeber	340.109	Special Purpose Zones / Airport Zone / General AIRPZ	Not specified	[No specific reason given - refer to original submission].	Not specified.	Reject	No
Wellington International Airport Limited	FS36.175	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
Yvonne Weeber	340.110	Special Purpose Zones / Airport Zone / General AIRPZ	Amend	Considers that precinct descriptions in the introduction of the Airport Zone chapter should be amended to add a precinct description on the Bridge Street area from the present fence boundary of the airport to Bridge Street. This area was not included in the Main Site Area Designation of the airport. In the 2030 WIAL Masterplan this land is indicated as remote car parking. This is an area that obviously is marked for redevelopment in the future for the airport and needs to be included within the District Plan as a redevelopment enhancement area.	Amend the introduction of the Airport Zone chapter to add a new precinct description as follows: <u>Bridge Street Precinct</u> <u>The Bridge Street Precinct comprises land located on the East side of Bridge Street from Cairns Street at the north and Coutts Street to the south. At present the Bridge Street Precinct shall be limited to an open space enhancement area.</u>	Relief sought unclear	No
Wellington International Airport Limited	FS36.176	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
Yvonne Weeber	340.111	Special Purpose Zones / Airport Zone / General AIRPZ	Amend	Considers that the 'Airport Precinct Plan' should be amended to include a new Bridge Street Precinct. The area between existing boundary fence of the airport to the eastern side of the Bridge Street formed road. This area of land was not considered in the Main Site Area Designation of Wellington Airport and should be considered as a separate enhancement development area.	Amend the 'Airport Precinct Plan' to include the Bridge Street Precinct.	Accept in part	No
						Reject	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Limited	FS36.177	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
Z Energy Limited	361.130	Special Purpose Zones / Airport Zone / General AIRPZ	Support	The Airport Zone is generally supported, as it provides for the ongoing management and development of Wellington International Airport. The zoning of Z Broadway, which is located within the proposed Airport Zone is supported.	Retain Airport Zone chapter as notified.	Accept in part	No
Waka Kotahi	370.429	Special Purpose Zones / Airport Zone / General AIRPZ	Not specified	Airport activities should be explicit about the goal of providing integrated public transport to and from the airport.	Airport activities should be explicit about the goal of providing integrated public transport to and from the airport.	Reject	No
Wellington International Airport Limited	FS36.232	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Support	WIAL supports this submission in principle, however considers that the rules within the Airport Zone will need to provide for such an activity.	Allow / Seeks that part of submission to be allowed.	Accept in part	No
Guardians of the Bays Inc	FS44.56	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Support	Supports any change to the Airport Zone that strengthens the goal of an integrated public transport system to and from the airport. [Inferred reference to submission 370.429]	Allow / Seeks the inclusion of airport activities should be explicit about the goal of providing integrated public transport to and from the airport.	Reject	No
Strathmore Park Residents Association Inc	371.7	Special Purpose Zones / Airport Zone / General AIRPZ	Support	Support the overview of the East Side Precinct. This overview limits car parking to the temporary relocation of parking where it is displaced by construction activity in other parts of the Airport which is supported. Since the ESA land Requirement was wholly justified on Airside expansion, we submit that public car parking is not an airside activity and should have been prohibited. The temporary restriction is an acceptable alternative. Note that Condition 5 of the WIAL designation is at odds with this.	Retain the overview of the East Side Precinct as in the introduction of the Airport Zone as notified.	Accept in part	No
Wellington International Airport Limited	FS36.231	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	WIAL opposes this submission to the extent that WIAL has prepared a new Airport Zone chapter that seeks to create better alignment between the Airport Zone and designations, while also providing for activities that are not provided for by the designation or by WIAL as the requiring authority.	Disallow	Accept in part	No
Strathmore Park Residents Association Inc	371.8	Special Purpose Zones / Airport Zone / General AIRPZ	Amend	Considers that the description of Airport Noise and reference to the Air Noise Overlay is not clear in that it does not state both inner and outer extent.	Amend Airport Noise description as follows: The management of noise associated with the Airport's operations is addressed in the District Plan Noise Chapter. Noise is subject to the following interrelated controls: 1. District Plan provisions which reference specific noise restrictions. 2. District Plan provisions which reference the Airport's Noise Management Plan (NMP). 3. The NMP, which sits outside of the District Plan. 4. The Air Noise Overlay (ANO's) of the Inner Air Noise Overlay and the Outer Air Noise Overlay – which is demarcated on the District Plan maps, and referenced in District Plan provisions and the NMP. The extent and nature of the ANO's is guided by the recommendations of New Zealand Standard NZS6805:1992 Airport Noise Management and Land Use Planning.	Reject	No
Wellington International Airport Limited	FS36.233	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	WIAL opposes this submission to the extent that WIAL is proposing to replace these definitions in their entirety with the well established terms (and associated definitions) "Air Noise Boundary" and "60dB Ldn Noise Boundary".	Disallow / Seeks that part of submission to be disallowed.	Accept	No
Taranaki Whānui ki te Upoko o te Ika	389.112	Special Purpose Zones / Airport Zone / General AIRPZ	Amend	[No specific reason given beyond decision requested - refer to original submission].	Seeks to amend Special Purpose Airport Zone to include "Taranaki Whānui hold ahi kā and primary mana whenua status in Wellington City".	Reject	No

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Te Rūnanga o Toa Rangatira	FS138.58	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	The submitter seeks amendments throughout the plan seeking Taranaki Whānui to hold ahi kā and primary mana whenua status throughout Te Whanganui a Tara rohe. Te Rūnanga o Toa Rangatira understand and acknowledge that Taranaki Whānui have a physical presence within Te Whanganui a Tara. However, if this was implemented in the plan this would mean that their ahi kā would extend across the entire extent of the Wellington City Council boundary. Ngāti Toa Rangatira do have a physical presence in Te Whanganui a Tara and sites of significance which are listed in the plan. This means that Ngāti Toa Rangatira still need to be engaged with in terms of resource management and resource consents.	Disallow	Accept	No
Wellington International Airport Ltd	406.537	Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	Submitter acknowledges that the margins of its site at Lyall Bay and Evans Bay are within the coastal environment, as defined by the NZCPS and the Greater Wellington Regional Policy Statement. However both margins are heavily modified for airport activities and roading infrastructure. Submitter expresses concern that the complex relationship between the Coastal Environment, Infrastructure and Airport Zone provisions creates an inefficient consenting pathway for airport and airport related activities.	Not Specified	No specific relief sought	No
Guardians of the Bays Inc	FS44.55	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	Guardians of the Bays Incorporated opposes WIAL's amendments and changes to the airport zone proposed by Wellington International Airport. Seeks clarification from Wellington City Council on the relationship between the Airport zone and WIAL's designations and how the Airport Zone should be written into the plan. Submitter notes that areas of land zoned in the Airport Zone are not in WIAL designations e.g. The Bridge Street East area is not in the Main Site Area Designation maps.	Disallow / Seeks the submission points be disallowed or amended as to how designations be considered in the plan, but note that the Airport Zone does include land that is not in the WIAL designations.	Relief sought unclear	No
Guardians of the Bays Inc	FS44.57	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	Wellington Airport Evans Bay (northern edge) and Lyall Bay (southern edge) are with in the coastal environment. The margins are constantly being inundated by natural coastal process. It is a complex environment which requires the NZCPS and Greater Wellington Regional Policy Statement for land below MHWS.	Disallow	Relief sought unclear	No
Wellington International Airport Ltd	406.538	Special Purpose Zones / Airport Zone / General AIRPZ	Amend	Submitter acknowledges that the margins of its site at Lyall Bay and Evans Bay are within the coastal environment, as defined by the NZCPS and the Greater Wellington Regional Policy Statement. However both margins are heavily modified for airport activities and roading infrastructure. Submitter expresses concern that the complex relationship between the Coastal Environment, Infrastructure and Airport Zone provisions creates an inefficient consenting pathway for airport and airport related activities.	If the Airport Zone within the Coastal Environment at Lyall Bay and Evans Bay is not removed: Seeks that the relationship and consenting pathway for activities within the coastal environment (insofar as they relate to activities undertaken with an Airport purpose) are enabled, streamlined and reflective of the existing environment. (Option B).	Reject	No
Guardians of the Bays Inc	FS44.58	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	Wellington Airport Evans Bay (northern edge) and Lyall Bay (southern edge) are with in the coastal environment. The margins are constantly being inundated by natural coastal process. It is a complex environment which requires the NZCPS and Greater Wellington Regional Policy Statement for land below MHWS.	Disallow	Accept	No
Wellington International Airport Ltd	406.539	Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	Opposes the introductory text of Airport Zone chapter. [See paragraphs 4.56 to 4.61 of original submission for full reason]	Seeks that introduction to Airport Zone chapter is amended to be replaced with the text in Annexure B of original submission.	Accept in part	Yes
Guardians of the Bays Inc	FS44.59	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	Opposes the total re-writing of the Airport Zone. The Airport Zone includes land that is not in Wellington Airport Designations e.g. Bridge Street East. There needs to be clarification on how the Airport Zone and Designations interrelate. Does not want the designation being forgotten in the District Plan.	Disallow / Seeks the submission points be disallowed or amended as to how designations be considered in the plan, but note that the Airport Zone does include land that is not in the WIAL designations.	Reject	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.154	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Support	Support WIAL's submission for the reasons set out in WIAL's submission.	Allow	Accept in part	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Ltd	406.540	Special Purpose Zones / Airport Zone / General AIRPZ	Amend	<p>Considers that Airports provide services beyond traditional 'runways and terminals', and provide a range of industrial, commercial and logistical land uses.</p> <p>Considers that it is becoming increasingly important for airport operators to retain sufficient flexibility to properly enable forward planning and development necessary to respond to changing demands that arise at a modern airport.</p> <p>Per case law, commercial activities form part of modern airports.</p> <p>The airport zone chapter does not adequately recognise the diverse and evolving nature of an airport and creates an inefficient and ineffective consenting framework that fails to recognise that a broad range of activities are reasonably anticipated within the zone.</p> <p>[See original submission for full reason]</p>	Seeks that the Airport Zone operates independently of the WIAL designation.	Accept in part	Yes
Guardians of the Bays Inc	FS44.60	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	Opposes the total re-writing of the Airport Zone. The Airport Zone includes land that is not in Wellington Airport Designations e.g. Bridge Street East. There needs to be clarification on how the Airport Zone and Designations interrelate. Does not want the designation being forgotten in the District Plan.	Disallow / Seeks the submission points be disallowed or amended as to how designations be considered in the plan, but note that the Airport Zone does include land that is not in the WIAL designations.	Reject	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.155	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept in part	No
Wellington International Airport Ltd	406.541	Special Purpose Zones / Airport Zone / General AIRPZ	Amend	<p>Considers that Airports provide services beyond traditional 'runways and terminals', and provide a range of industrial, commercial and logistical land uses.</p> <p>Considers that it is becoming increasingly important for airport operators to retain sufficient flexibility to properly enable forward planning and development necessary to respond to changing demands that arise at a modern airport.</p> <p>Per case law, commercial activities form part of modern airports.</p> <p>The airport zone chapter does not adequately recognise the diverse and evolving nature of an airport and creates an inefficient and ineffective consenting framework that fails to recognise that a broad range of activities are reasonably anticipated within the zone.</p> <p>[See original submission for full reason]</p>	Seeks that where WIAL designation conditions are "replicated" as rules or standards within the Airport Zone, the further nuancing (and in some cases, deletion) of those provisions is required in order to ensure the controls are appropriate and enforceable, particularly with respect to the management of aircraft noise effects.	Accept in part	Yes
Guardians of the Bays Inc	FS44.61	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	Opposes the total re-writing of the Airport Zone. The Airport Zone includes land that is not in Wellington Airport Designations e.g. Bridge Street East. There needs to be clarification on how the Airport Zone and Designations interrelate. Does not want the designation being forgotten in the District Plan.	Disallow / Seeks the submission points be disallowed or amended as to how designations be considered in the plan, but note that the Airport Zone does include land that is not in the WIAL designations.	Reject	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.156	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept in part	No
Wellington International Airport Ltd	406.542	Special Purpose Zones / Airport Zone / General AIRPZ	Amend	<p>Considers that Airports provide services beyond traditional 'runways and terminals', and provide a range of industrial, commercial and logistical land uses.</p> <p>Considers that it is becoming increasingly important for airport operators to retain sufficient flexibility to properly enable forward planning and development necessary to respond to changing demands that arise at a modern airport.</p> <p>Per case law, commercial activities form part of modern airports.</p> <p>The airport zone chapter does not adequately recognise the diverse and evolving nature of an airport and creates an inefficient and ineffective consenting framework that fails to recognise that a broad range of activities are reasonably anticipated within the zone.</p> <p>[See original submission for full reason]</p>	Seeks that the Airport Zone chapter is amended to to remove the overlap between rules and standards that relate to "activities" and "buildings and structures".	Accept in part	Yes

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Z Energy Limited	FS33.2	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Support	Z Energy supports this rule which provides for non-airport activities (e.g. service stations) as a restricted discretionary activity subject to compliance with standards. It is assumed that the intent of this rule is to relate to 'new' non-airport activities and not to operational changes or expansion of existing non-airport activities.	Amend provision by adding the following to WIAL relief sought: AIRPZ-R2 Non-airport activities Activity Status: Restricted discretionary Where: a. All relevant standards in AIRPZ-S3 to AIRPZ-S4 are met; and b. The activity is for a new non-airport activity ...	Reject	No
Z Energy Limited	FS33.5	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Support	Z Energy supports this rule as, compared to the notified rule, does not differentiate activity status based on the type of activity (e.g. non-airport activity) the building or structure is intended to accommodate. The amended rule also appears to more clearly capture maintenance, repair, additions and alterations of existing buildings or structures with the activity status determined on compliance with built form standards and standards relating to specific precincts. Z Energy supports this approach. Z Energy considers that demolition or removal of existing buildings or structures should also be included in the permitted activity rule to be consistent with the approach adopted in the other PDP zone chapters.	Amend provision by adding the following to WIAL relief sought: AIRPZ-R3 Buildings and structures 1. Activity Status: Permitted Where: a. All relevant standards in AIRPZ-S1 to AIRPZ-S2 are met; or b. The activity is for the demolition or removal of existing buildings or structures	Reject	No
Z Energy Limited	FS33.7	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Support	Z Energy supports this amended standard as it removes the discrepancy in the notified version of AIRPZ-S3 which seeks to restrict all retail activities, service retail, restaurants and other food and beverage facilities including takeaway food facilities and commercial activities to the Terminal Precinct, noting that several of these abovementioned activities are currently located outside of the Terminal Precinct.	Allow	Accept in part	No
Guardians of the Bays Inc	FS44.62	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	Opposes the total re-writing of the Airport Zone. The Airport Zone includes land that is not in Wellington Airport Designations e.g. Bridge Street East. There needs to be clarification on how the Airport Zone and Designations interrelate. Does not want the designation being forgotten in the District Plan.	Disallow / Seeks the submission points be disallowed or amended as to how designations be considered in the plan, but note that the Airport Zone does include land that is not in the WIAL designations.	Reject	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.157	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept in part	No
Wellington International Airport Ltd	406.543	Special Purpose Zones / Airport Zone / General AIRPZ	Amend	Considers that Airports provide services beyond traditional 'runways and terminals', and provide a range of industrial, commercial and logistical land uses. Considers that it is becoming increasingly important for airport operators to retain sufficient flexibility to properly enable forward planning and development necessary to respond to changing demands that arise at a modern airport. Per case law, commercial activities form part of modern airports. The airport zone chapter does not adequately recognise the diverse and evolving nature of an airport and creates an inefficient and ineffective consenting framework that fails to recognise that a broad range of activities are reasonably anticipated within the zone. [See original submission for full reason]	Seeks a re-write of the Airport Chapter. Has provided a redrafted chapter in Appendix B of the original submission. [See Appendix B of the original submission]	Accept in part	Yes
Z Energy Limited	FS33.1	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Support	Z Energy generally supports the new Airport Zone chapter proposed by WIAL but seeks clarity on some of the specific provisions in line with the matters raised in Z Energy's original submission to seek to ensure that the provisions provide for the ongoing operation, maintenance and upgrade of Z Broadway. Notwithstanding this general support, specific amendments to provisions proposed by the WIAL are sought by Z Energy.	Allow	Accept in part	No
Z Energy Limited	FS33.3	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Support	Z Energy supports this rule which provides for non-airport activities (e.g. service stations) as a restricted discretionary activity subject to compliance with standards. It is assumed that the intent of this rule is to relate to 'new' non-airport activities and not to operational changes or expansion of existing non-airport activities.	Amend provision by adding the following to WIAL relief sought: AIRPZ-R2 Non-airport activities Activity Status: Restricted discretionary Where: a. All relevant standards in AIRPZ-S3 to AIRPZ-S4 are met; and b. The activity is for a new non-airport activity ...	Reject	No

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Z Energy Limited	FS33.4	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Support	Z Energy supports this rule as, compared to the notified rule, does not differentiate activity status based on the type of activity (e.g. non-airport activity) the building or structure is intended to accommodate. The amended rule also appears to more clearly capture maintenance, repair, additions and alterations of existing buildings or structures with the activity status determined on compliance with built form standards and standards relating to specific precincts. Z Energy supports this approach. Z Energy considers that demolition or removal of existing buildings or structures should also be included in the permitted activity rule to be consistent with the approach adopted in the other PDP zone chapters.	Amend provision by adding the following to WIAL relief sought: AIRPZ-R3 Buildings and structures 1. Activity Status: Permitted Where: a. All relevant standards in AIRPZ-S1 to AIRPZ-S2 are met; or b. The activity is for the demolition or removal of existing buildings or structures	Reject	No
Z Energy Limited	FS33.6	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Support	Z Energy supports this amended standard as it removes the discrepancy in the notified version of AIRPZ-S3 which seeks to restrict all retail activities, service retail, restaurants and other food and beverage facilities including takeaway food facilities and commercial activities to the Terminal Precinct, noting that several of these abovementioned activities are currently located outside of the Terminal Precinct.	Allow	Accept in part	No
Guardians of the Bays Inc	FS44.63	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	Opposes the total re-writing of the Airport Zone. The Airport Zone includes land that is not in Wellington Airport Designations e.g. Bridge Street East. There needs to be clarification on how the Airport Zone and Designations interrelate. Does not want the designation being forgotten in the District Plan.	Disallow / Seeks the submission points be disallowed or amended as to how designations be considered in the plan, but note that the Airport Zone does include land that is not in the WIAL designations.	Reject	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.158	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Support	Support WIAL's submission for the reasons set out in WIAL's submission.	Allow	Accept in part	No
Wellington International Airport Ltd	406.544	Special Purpose Zones / Airport Zone / General AIRPZ	Not specified	Considers that the Airport Zone is subject to a number of natural hazard and coastal related overlays which render other rules obsolete.	Clarify the resulting activity status for a subdivision activity within the Airport Zone.	Reject	No
Guardians of the Bays Inc	FS44.64	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	Opposes the total re-writing of the Airport Zone. The Airport Zone includes land that is not in Wellington Airport Designations e.g. Bridge Street East. There needs to be clarification on how the Airport Zone and Designations interrelate. Does not want the designation being forgotten in the District Plan.	Disallow / Seeks the submission points be disallowed or amended as to how designations be considered in the plan, but note that the Airport Zone does include land that is not in the WIAL designations.	Reject	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.159	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Support	Support WIAL's submission for the reasons set out in WIAL's submission.	Allow	Reject	No
Guardians of the Bays	452.62	Special Purpose Zones / Airport Zone / General AIRPZ	Support	Support the 'physically contiguous' nature of the airport precincts. While its expedient for the airport to break the area up into different precincts the airport is viewed as one entity by the surrounding neighbourhood and visitors. Any development will have a cumulative environmental, landscape and visual effect on the neighbours and visitors.	Retain reference to airport precincts being physically contiguous in the Airport Zone introduction as notified.	Accept	No
Wellington International Airport Limited	FS36.200	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Guardians of the Bays	452.63	Special Purpose Zones / Airport Zone / General AIRPZ	Amend	Considers amending the introduction (terminal precinct) description to include road, pedestrian and cycle access and include information on public transport and cycle parking facilities. The airports land transport connections are described in broad detail in the Main Site Area designation. This should be included within the district plan to support the multimodal transport connection required of an airport and city committed to reducing climate changing emissions of land transport.	Amend the description of the Terminal Precinct as follows: For passengers, the Terminal Precinct is the Airport's heart. It comprises the main passenger terminal, access and <u>pedestrian</u> roading, car parking, <u>cycle parking</u> , <u>land public transport hub</u> and commercial and passenger support services including visitor accommodation and conference facilities <u>and vehicle, pedestrian and cycle connection of Stewart Duff Drive</u> . It also contains airside airport facilities such as hangars, aircraft parking stands, and aviation support facilities.	Reject	No
Wellington International Airport Limited	FS36.201	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept in part	No
Guardians of the Bays	452.64	Special Purpose Zones / Airport Zone / General AIRPZ	Amend	Considers amending the introduction (Terminal Precinct and East Side Precinct) descriptions to include the vehicle, pedestrian and cycle connection of Stewart Duff Drive, a WIAL private road, between State Highway and Moa Point Road. Stewart Duff Drive connection may change with the expansion of the Airport into the East Side Area. The submitter considers it a fundamental connection between the southern coast at Moa Point Road and Miramar. This connection adds to the resilience of the southern and Miramar population and should be noted in the Wellington City District Plan.	Amend the description of the Terminal Precinct and East Side Precinct as follows: For passengers, the Terminal Precinct is the Airport's heart. It comprises the main passenger terminal, access and <u>pedestrian</u> roading, car parking, <u>cycle parking</u> , <u>land public transport hub</u> and commercial and passenger support services including visitor accommodation and conference facilities <u>and vehicle, pedestrian and cycle connection of Stewart Duff Drive</u> . It also contains airside airport facilities such as hangars, aircraft parking stands, and aviation support facilities.	Reject	No
Wellington International Airport Limited	FS36.202	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept in part	No
Guardians of the Bays	452.65	Special Purpose Zones / Airport Zone / General AIRPZ	Support	Supports the East Side Precinct and the continued use of the area as part of the Miramar Golf Course until such time as airport air traffic growth	Retain the description of the East side precinct as notified.	Accept in part	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Limited	FS36.203	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Reject	No
Guardians of the Bays	452.66	Special Purpose Zones / Airport Zone / General AIRPZ	Support	Support the use of the East Side Precinct area for the 'temporary' relocation of parking where it displaces by construction activity in other parts of the airport.	Retain as notified.	Accept in part	No
Wellington International Airport Limited	FS36.204	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Reject	No
Guardians of the Bays	452.67	Special Purpose Zones / Airport Zone / General AIRPZ	Not specified	Considers that The East Side Area should be maintained as a golf course recreation buffer if parking was proposed as a permanent feature of this Precinct.	Seeks that the East Side Area be maintained as a golf course recreation buffer if parking was proposed as a permanent feature of this Precinct.	Reject	No
Wellington International Airport Limited	FS36.205	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept in part	No
Guardians of the Bays	452.68	Special Purpose Zones / Airport Zone / General AIRPZ	Not specified	Submitter is 'neutral' on the Miramar South Precinct. Please refer to the original submission.	Not specified.	No specific relief sought	No

Submitter Name	Sub No / Point No	Sub-part / Chapter /Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Limited	FS36.206	Part 3 / Special Purpose Zones / Airport Zone / General AIRPZ	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
Z Energy Limited	361.131	Special Purpose Zones / Airport Zone / New AIRPZ	Amend	Considers that the Airport Zone chapter should be amended to have new and appropriate provisions included for the demolition, maintenance, upgrades and repair of buildings and structures as a permitted activity, which is a consistent approach adopted in several of the PDP zone chapters. These rules in other zones provide clarity that maintenance, repair, upgrades and removal of obsolete structures can be undertaken as a permitted activity.	Add a new Rule in the Airport Zone chapter as follows: <u>AIRPZ-R5 (Maintenance and repair of buildings and structures)</u> <u>1. Activity Status: Permitted</u>	Accept in part	No
Wellington International Airport Limited	FS36.234	Part 3 / Special Purpose Zones / Airport Zone / New AIRPZ	Support	WIAL supports the inclusion of this rule in principle and considers it provides certainty and clarity. WIAL prefers however, the alternate drafting WIAL proposed in its primary submission.	Allow / Seeks that part of submission to be allowed.	Accept	No
Z Energy Limited	361.132	Special Purpose Zones / Airport Zone / New AIRPZ	Amend	Considers that the Airport Zone chapter should be amended to have new and appropriate provisions included for the demolition, maintenance, upgrades and repair of buildings and structures as a permitted activity, which is a consistent approach adopted in several of the PDP zone chapters. These rules in other zones provide clarity that maintenance, repair, upgrades and removal of obsolete structures can be undertaken as a permitted activity.	Add a new Rule in the Airport Zone chapter as follows: <u>AIRPZ-R6 (Demolition or removal of buildings or structures)</u> <u>1. Activity Status: Permitted</u>	Accept	Yes
Wellington International Airport Limited	FS36.235	Part 3 / Special Purpose Zones / Airport Zone / New AIRPZ	Support	WIAL supports the inclusion of this rule in principle and considers it provides certainty and clarity. WIAL prefers however, the alternate drafting WIAL proposed in its primary submission.	Allow	Accept	No
Z Energy Limited	361.133	Special Purpose Zones / Airport Zone / New AIRPZ	Amend	Considers that the Airport Zone chapter should be amended to have new and appropriate provisions included for the demolition, maintenance, upgrades and repair of buildings and structures as a permitted activity, which is a consistent approach adopted in several of the PDP zone chapters. These rules in other zones provide clarity that maintenance, repair, upgrades and removal of obsolete structures can be undertaken as a permitted activity. If AIRPZ-R4 only applies to additions and alterations to existing buildings and existing structures, it is considered appropriate to include a new rule enabling additions and alterations to existing buildings and structures as a permitted activity, subject to compliance with the relevant built form standards. The standards and the proposed matters of discretion ensure appropriate levels of built form are enabled for all airport, airport-related and non-airport activities.	Add a new Rule in the Airport Zone chapter as follows: <u>AIRPZ-R7 (Additions or alterations to buildings and structures)</u> <u>1. Activity status: Permitted</u> <u>Where:</u> <u>a. Compliance with AIRPZ-S1 and AIRPZ-S2 is achieved.</u> <u>2. Activity Status: Restricted Discretionary</u> <u>Where:</u> <u>a. Compliance with AIRPZ-S1 and AIRPZ-S2 cannot be achieved.</u> <u>Matters of discretion are:</u> <u>a. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standards; and b. Relevant matters listed in policy AIRPZ-P5.</u>	Accept in part	Yes
Wellington International Airport Limited	FS36.236	Part 3 / Special Purpose Zones / Airport Zone / New AIRPZ	Support	WIAL supports in principle, the inclusion of this rule and considers it provides certainty and clarity, particularly as such rules are provided for in other chapters of the Proposed Plan.	Allow	Accept in part	No
Wellington International Airport Ltd	406.545	Special Purpose Zones / Airport Zone / New AIRPZ	Amend	[No specific reason given beyond decision requested - see original submission]	Seeks that the Proposed District Plan is amended to add reference to the obstacle limitation surface to draw plan users attention to designation requirements, to ensure that the designation is able to serve it's important purpose.	Accept	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.160	Special Purpose Zones / Airport Zone / New AIRPZ	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept	No
Guardians of the Bays	452.69	Special Purpose Zones / Airport Zone / New AIRPZ	Amend	Considers amending the precinct descriptions by adding a precinct description on the Bridge Street area from the present fence boundary of the airport to Bridge Street. This area was not included in the Main Site Area Designation of the airport. In the 2030 WIAL Masterplan this land is indicated as remote car parking. This is an area that obviously is marked for redevelopment in the future for the airport and needs to be included within the District Plan as a redevelopment enhancement area.	Amend the Airport Zone to include a new Bridge Street Precinct with a description as follows: <u>The Bridge Street Precinct comprises land located on the East side of Bridge Street from Cairns Street at the north and Coutts Street to the south. At present the Bridge Street Precinct shall be limited to an open space enhancement area.</u>	Reject	No
Wellington International Airport Limited	FS36.207	Part 3 / Special Purpose Zones / Airport Zone / New AIRPZ	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept	No
Guardians of the Bays	452.70	Special Purpose Zones / Airport Zone / New AIRPZ	Amend	Considers the need to amend the Airport Precinct Plans to include a new Bridge Street Precinct the area between existing boundary fence of the airport to the eastern side of the Bridge Street formed road.	Amend the Airport Precinct Plan to include a new Bridge Street Precinct for the area between existing boundary fence of the airport to the eastern side of the Bridge Street formed road.	Reject	No
Wellington International Airport Limited	FS36.208	Part 3 / Special Purpose Zones / Airport Zone / New AIRPZ	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept in part	No
Yvonne Weeber	340.112	Special Purpose Zones / Airport Zone / AIRPZ-O1	Not specified	[No specific reason given - refer to original submission].	Not specified.	No specific relief sought	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Limited	FS36.178	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-O1	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
						Relief sought unclear	No
Z Energy Limited	361.134	Special Purpose Zones / Airport Zone / AIRPZ-O1	Support	Supports Objectives AIRPZ-O1 to AIRPZ-O6 which seek to enable airport activities and ensure airport related and non-airport activities support are compatible with the ongoing operation of the airport.	Retain AIRPZ-O1 (Purpose of the Airport Zone) as notified.		
						Accept in part	No
Guardians of the Bays	452.71	Special Purpose Zones / Airport Zone / AIRPZ-O1	Not specified	Submitter is 'neutral' on this provision. Please refer to the original submission.	Not specified.		
						No specific relief sought	No
Wellington International Airport Limited	FS36.209	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-O1	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
						Relief sought unclear	No
Yvonne Weeber	340.113	Special Purpose Zones / Airport Zone / AIRPZ-O2	Support in part	Supports AIRPZ-O2 due to the higher standard of design of the large buildings and structures where they are visible to the public domain. Seeks amendment.	Retain Objective AIRPZ-O2 (Development of the Airport Zone) with amendment		
						Accept in part	No
Wellington International Airport Limited	FS36.179	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-O2	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
						Reject	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Yvonne Weeber	340.114	Special Purpose Zones / Airport Zone / AIRPZ-O2	Amend	Considers AIRPZ-O2 should be amended to add a fourth point that any development of the airport zone should support the enablement of carbon neutrality development.	Amend Objective AIRPZ-O2 (Development of the Airport Zone) as follows: The dual character of the Airport Zone as a working environment and a regional / international gateway is balanced, recognising: 1. The Airport's role as an air and land transport hub that provides for the safe and efficient movement of people and goods; 2. There will be development that reflects the purpose of the Airport Zone, and for airport related purposes that provide the Airport with other forms of support; and 3. A higher standard of design may be necessary where large buildings or structures are adjacent to or visible from the public domain. 4. Any development on the airport zone should support the enablement of a carbon neutral development.	Reject	No
Wellington International Airport Limited	FS36.180	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-O2	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept	No
Z Energy Limited	361.135	Special Purpose Zones / Airport Zone / AIRPZ-O2	Support	Supports Objectives AIRPZ-O1 to AIRPZ-O6 which seek to enable airport activities and ensure airport related and non-airport activities support are compatible with the ongoing operation of the airport.	Retain AIRPZ-O2 (Development of the Airport Zone) as notified.	Accept	No
Waka Kotahi	370.430	Special Purpose Zones / Airport Zone / AIRPZ-O2	Support in part	Objective AIRPZ-O2 is supported, but amendment is sought.	Retain Objective AIRPZ-O2 (Development of the Airport Zone) and seeks amendment.	Accept in part	No
Wellington International Airport Limited	FS36.237	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-O2	Support	WIAL supports the inclusion of this subparagraph in principle.	Allow	Accept in part	No
Waka Kotahi	370.431	Special Purpose Zones / Airport Zone / AIRPZ-O2	Amend	Considers that AIRPZ-O2 should explicitly support the integration of the airport with the public transport network, given the wide ranging benefits to the public in terms of convenience, connectivity, alleviation of congestion, carbon reduction.	Amend Objective AIRPZ-O2 (Development of the Airport Zone) as follows: The dual character of the Airport Zone as a working environment and a regional / international gateway is balanced, recognising: 1. The Airport's role as an air and land transport hub that provides for the safe and efficient movement of people and goods; 2. There will be development that reflects the purpose of the Airport Zone, and for airport related purposes that provide the Airport with other forms of support; and 3. A higher standard of design may be necessary where large buildings or structures are adjacent to or visible from the public domain; and 4. The wide-ranging benefits of convenient connection of the airport to the city's public transport network.	Reject	No
Wellington International Airport Limited	FS36.238	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-O3	Support	WIAL supports the inclusion of this subparagraph in principle.	Allow	Reject	No
Guardians of the Bays	452.72	Special Purpose Zones / Airport Zone / AIRPZ-O2	Support in part	Support the higher standard of design of the large buildings and structures where they are visible to the public domain.	Retain AIRPZ-O2 (Development of the Airport Zone) subject to amendments below.	Accept in part	No

Submitter Name	Sub No / Point No	Sub-part / Chapter /Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Limited	FS36.210	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-O2	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Reject	No
Guardians of the Bays	452.73	Special Purpose Zones / Airport Zone / AIRPZ-O2	Amend	Consider an amendment is required to add a fourth point that any development of the airport zone should support the enablement of carbon neutrality development.	Amend AIRPZ-O2 ((Development of the Airport Zone) as follows: The dual character of the Airport Zone as a working environment and a regional / international gateway is balanced, recognising: 1. The Airport's role as an air and land transport hub that provides for the safe and efficient movement of people and goods; 2. There will be development that reflects the purpose of the Airport Zone, and for airport related purposes that provide the Airport with other forms of support; and 3. A higher standard of design may be necessary where large buildings or structures are adjacent to or visible from the public domain; and 4. <u>Any development on the airport zone should support the enablement of a carbon neutral development.</u>	Reject	No
Wellington International Airport Limited	FS36.211	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-O2	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept	No
Yvonne Weeber	340.115	Special Purpose Zones / Airport Zone / AIRPZ-O3	Amend	Considers that AIRPZ-O3, Clause 3, should be clarified as it does not make sense in this objective. This clause does not flow in the same way as the other objectives. Clause 3 is all encompassing in respect to the reverse sensitivity of the airport over the entire District Plan. Clause 3 needs to be re-written with some constraints on what the airport believes its geographical boundaries are in respect to reverse sensitivity.	Amend AIRPZ-O3 (Compatibility of other activities) as follows: Airport related and non-airport activities are: 1. Compatible with the efficient operation, maintenance, and upgrading of the Airport and its associated effects; 2. Compatible with the efficient and integrated functioning of other transport networks; and 3. <u>The operation of the Airport is protected from reverse sensitivity effects within airport noise and airport flight contours outside the Airport Zone.</u>	Accept in part	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Limited	FS36.181	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-O3	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
Z Energy Limited	361.136	Special Purpose Zones / Airport Zone / AIRPZ-O3	Support	Supports Objectives AIRPZ-O1 to AIRPZ-O6 which seek to enable airport activities and ensure airport related and non-airport activities support are compatible with the ongoing operation of the airport.	Retain AIRPZ-O3 (Compatibility of other activities) as notified.	Accept in part	No
Guardians of the Bays	452.74	Special Purpose Zones / Airport Zone / AIRPZ-O3	Amend	Considers amending point 3 as it does make does not make sense in this objective. This clause does not flow in the same way as the other objectives.	Amend AIRPZ-O3 (Compatibility of other activities) as follows: Airport related and non-airport activities are: 1. Compatible with the efficient operation, maintenance, and upgrading of the Airport and its associated effects; 2. Compatible with the efficient and integrated functioning of other transport networks; and 3. The operation of the Airport is protected from reverse sensitivity effects within the <u>airport noise and airport flight contours</u> outside the Airport Zone.	Accept in part	No
Wellington International Airport Limited	FS36.212	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-O3	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
Yvonne Weeber	340.116	Special Purpose Zones / Airport Zone / AIRPZ-O4	Support	[No specific reason given beyond decision requested - refer to original submission].	Retain AIRPZ-O4 (Adverse effects generated by activities) as notified.	Accept in part	
Wellington International Airport Limited	FS36.182	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-O4	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Reject	No
						Accept	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Z Energy Limited	361.137	Special Purpose Zones / Airport Zone / AIRPZ-O4	Support	Supports Objectives AIRPZ-O1 to AIRPZ-O6 which seek to enable airport activities and ensure airport related and non-airport activities support are compatible with the ongoing operation of the airport.	Retain AIRPZ-O4 (Adverse effects generated by activities) as notified.	Accept in part	No
Guardians of the Bays	452.75	Special Purpose Zones / Airport Zone / AIRPZ-O4	Support	Supports AIRPZ-O4 (Adverse effects generated by activities).	Retain AIRPZ-O4 (Adverse effects generated by activities) as notified.	Reject	No
Wellington International Airport Limited	FS36.213	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-O4	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept	No
Yvonne Weeber	340.117	Special Purpose Zones / Airport Zone / AIRPZ-O5	Support	AIRPZ-O5 is supported.	Retain AIRPZ-O5 (Carbon neutrality) as notified.	Accept	No
Wellington International Airport Limited	FS36.183	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-O5	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Reject	No
Z Energy Limited	361.138	Special Purpose Zones / Airport Zone / AIRPZ-O5	Support	Supports Objectives AIRPZ-O1 to AIRPZ-O6 which seek to enable airport activities and ensure airport related and non-airport activities support are compatible with the ongoing operation of the airport.	Retain AIRPZ-O5 (Carbon neutrality) as notified.	Accept	No
Waka Kotahi	370.432	Special Purpose Zones / Airport Zone / AIRPZ-O5	Support	Supports the decarbonisation of airport activities.	Retain AIRPZ-O5 (Carbon neutrality) as notified.	Accept	No
Guardians of the Bays	452.76	Special Purpose Zones / Airport Zone / AIRPZ-O5	Support	Supports AIRPZ-O5 (Carbon Neutrality).	Retain AIRPZ-O5 (Carbon Neutrality) as notified.	Accept	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Limited	FS36.214	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-05	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Reject	No
Yvonne Weeber	340.118	Special Purpose Zones / Airport Zone / AIRPZ-06	Amend	Considers AIRPZ-06 should be amended to clarify the term 'resilience'. 'Resilience' needs to relate to the air and land transport hub otherwise it is too broad an objective.	Amend AIRPS-06 (Airport resilience) as follows: The resilience of the Airport and its supporting infrastructure, including other transport links, is maintained or enhanced, while providing for the Airport's operational and functional requirements as an air and land transport hub.	Reject	No
Wellington International Airport Limited	FS36.184	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-06	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept	No
Z Energy Limited	361.139	Special Purpose Zones / Airport Zone / AIRPZ-06	Support	Supports Objectives AIRPZ-01 to AIRPZ-06 which seek to enable airport activities and ensure airport related and non-airport activities support are compatible with the ongoing operation of the airport.	Retain AIRPZ-06 (Airport resilience) as notified.	Accept	No
Guardians of the Bays	452.77	Special Purpose Zones / Airport Zone / AIRPZ-06	Amend	Considers amending this objective as 'resilience' needs to relate to the air and land transport hub otherwise it is too broad an objective.	Amend AIRPZ-06 (Airport resilience) as follows: The resilience of the Airport and its supporting infrastructure, including other transport links, is maintained or enhanced, while providing for the Airport's operational and functional requirements as an air and land transport hub.	Reject	No
Wellington International Airport Limited	FS36.215	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-06	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Yvonne Weeber	340.119	Special Purpose Zones / Airport Zone / AIRPZ-P1	Amend	Considers that AIRPZ-P1 should be amended to specify the transport functions relate to the airport and are not separate to it.	Amend AIRPZ-P1 (Airport purposes activities, buildings and structures) as follows: Enable Airport Purposes activities, buildings and structures, including but not limited to those that: 1. Facilitate the transport of people and cargo by aircraft; and 2. Are ancillary activities or services that provide essential support to the transport function <u>to the airport</u> .	Reject	No
Wellington International Airport Limited	FS36.185	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-P1	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
Z Energy Limited	361.140	Special Purpose Zones / Airport Zone / AIRPZ-P1	Support	Supports Policies AIRPZ-P1 to AIRPZ-P5 which seek to enable airport and airport related activities while ensuring that any new non-airport activities do not compromise any airport functions or detract from the character of the airport.	Retain AIRPZ-P1 (Airport purposes activities, buildings and structures) as notified.	Accept	No
Guardians of the Bays	452.78	Special Purpose Zones / Airport Zone / AIRPZ-P1	Amend	Considers amending the policy to specify the transport functions relate to the airport and are not separate to it.	Amend AIRPZ-P1 (Airport purposes activities, buildings and structures) as follows: Enable Airport Purposes activities, buildings and structures, including but not limited to those that: 1. Facilitate the transport of people and cargo by aircraft; and 2. Are ancillary activities or services that provide essential support to the transport functions <u>to the airport</u> .	Reject	No
Wellington International Airport Limited	FS36.216	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-P1	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
Yvonne Weeber	340.120	Special Purpose Zones / Airport Zone / AIRPZ-P2	Support	AIRPZ-P2 is supported, especially bullet point 3 on carbon neutral outcomes through transport decarbonisation and energy regeneration.	Retain AIRPZ-P2 (Airport Related activities, buildings and structures) as notified.	Accept	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Limited	FS36.186	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-P2	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Reject	No
Z Energy Limited	361.141	Special Purpose Zones / Airport Zone / AIRPZ-P2	Support	Supports Policies AIRPZ-P1 to AIRPZ-P5 which seek to enable airport and airport related activities while ensuring that any new non-airport activities do not compromise any airport functions or detract from the character of the airport.	Retain AIRPZ-P2 (Airport Related activities, buildings and structures) as notified.	Accept	No
Guardians of the Bays	452.79	Special Purpose Zones / Airport Zone / AIRPZ-P2	Support	Supports AIRPZ-P2 (Airport Related activities, buildings and structures).	Retain AIRPZ-P2 (Airport Related activities, buildings and structures) as notified.	Accept	No
Wellington International Airport Limited	FS36.217	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-P2	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Reject	No
Yvonne Weeber	340.121	Special Purpose Zones / Airport Zone / AIRPZ-P3	Support in part	AIRPZ-P3 is supported, but an amendment is sought.	Retain AIRPZ-P3 (Non-airport activities) with amendment.	Accept in part	No
Wellington International Airport Limited	FS36.187	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-P3	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept in part	No
Yvonne Weeber	340.122	Special Purpose Zones / Airport Zone / AIRPZ-P3	Amend	Considers that AIRPZ-P3 should be amended to provide clarification around non-airport related activities that can have adverse effects on the safety and efficiency of the surrounding neighbourhood. The addition of the surrounding neighbourhood should be added in clause 2.	Amend AIRPZ-P3 (Non-airport activities) as follows: Discourage new non-airport related activities that: 1. Compromise the long-term availability of land for airport or airport related activities; 2. Give rise to adverse effects on the safety and efficiency of the transportation network <u>and</u> <u>surrounding neighbourhood</u> ; ...	Reject	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Limited	FS36.188	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-P3	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
Z Energy Limited	361.142	Special Purpose Zones / Airport Zone / AIRPZ-P3	Support	Supports Policies AIRPZ-P1 to AIRPZ-P5 which seek to enable airport and airport related activities while ensuring that any new non-airport activities do not compromise any airport functions or detract from the character of the airport.	Retain AIRPZ-P3 (Non-airport activities) as notified.	Accept	No
Guardians of the Bays	452.80	Special Purpose Zones / Airport Zone / AIRPZ-P3	Support in part	Supports AIRPZ-P3 (Non-airport activities) in part.	Retain AAIRPZ-P3 (Non-airport activities) subject to amendments.	Accept in part	No
Wellington International Airport Limited	FS36.218	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-P3	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
Guardians of the Bays	452.81	Special Purpose Zones / Airport Zone / AIRPZ-P3	Amend	Considers amendments are required around non-airport related activities that can have adverse effects on the safety and efficiency of the surrounding neighbourhood.	Amend AIRPZ-P3 (Non-airport activities) as follows: Discourage new non-airport related activities that: 1. Compromise the long-term availability of land for airport or airport related activities; 2. Give rise to adverse effects on the safety and efficiency of the transportation network <u>and surrounding neighbourhood</u> ; 3. Significantly compromise the achievement of carbon neutral outcomes in the Airport as a whole; or 4. Are incompatible with the overall urban form of adjacent zones. Where non-airport activities are allowed, limit their nature, scale and extent to be generally compatible with the outcomes sought under AIRPZ-P1 and AIRPZ-P2	Accept in part	No
Wellington International Airport Limited	FS36.219	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-P3	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
						Reject	No
						Accept	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Yvonne Weeber	340.123	Special Purpose Zones / Airport Zone / AIRPZ-P4	Support in part	AIRPZ-P4 is supported, but an amendment is sought.	Retain AIRPZ-P4 (Airport character) with amendment.	Accept in part	No
Wellington International Airport Limited	FS36.189	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-P4	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airspace / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept in part	No
Yvonne Weeber	340.124	Special Purpose Zones / Airport Zone / AIRPZ-P4	Amend	Considers that AIRPZ-P4 should be amended to include the West Side Precinct that includes the Airport Retail Park on the eastern side of Tirangi Road within this list of areas that create the airport character. This is especially relevant with the new control tower on Tirangi Road that adds character to this area and should be created with any new developments. This is in contrast to the Executed aircraft hanger which has create a considerable negative visual and landscape amenity. In addition the Bridge Street Precinct should be included as an area for enhancement.	Amend AIRPZ-P4 (Airport character) as follows: ... <u>7. The West Side Precinct including the Airport Retail Park on the eastern side of Tirangi Road and the new airport control tower and relationship with Lyall Bay.</u> <u>8. Enhance the character of the Bridge Street Precinct.</u>	Reject	No
Wellington International Airport Limited	FS36.190	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-P4	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airspace / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept	No
Z Energy Limited	361.143	Special Purpose Zones / Airport Zone / AIRPZ-P4	Support	Supports Policies AIRPZ-P1 to AIRPZ-P5 which seek to enable airport and airport related activities while ensuring that any new non-airport activities do not compromise any airport functions or detract from the character of the airport.	Retain AIRPZ-P4 (Airport character) as notified.	Accept in part	No
Guardians of the Bays	452.82	Special Purpose Zones / Airport Zone / AIRPZ-P4	Support in part	Supports AIRPZ-P4 (Airport character) in part.	Retain AIRPZ-P4 (Airport character) subject to amendments below.	Accept in part	No
Wellington International Airport Limited	FS36.220	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-P4	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airspace / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept in part	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Guardians of the Bays	452.83	Special Purpose Zones / Airport Zone / AIRPZ-P4	Amend	Considers amendments are required to include the the West Side Precinct that includes the Airport Retail Park on the eastern side of Tirangi Road within this list of areas that create the airport character, and that the Bridge Street Precinct be included as an area for enhancement.	Amend AIRPZ-P4 as follows: ...7. <u>The West Side Precinct including the Airport Retail Park on the eastern side of Tirangi Road and the new airport control tower and relationship with Lyall Bay.</u> 8. <u>Enhance the character of the Bridge Street Precinct.</u>	Reject	No
Wellington International Airport Limited	FS36.221	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-P4	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airspace / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept	No
Yvonne Weeber	340.125	Special Purpose Zones / Airport Zone / AIRPZ-P5	Support	AIRPZ-P5 is supported, bullet 7 is fully endorsed, as well as "the need to measure, report and pursue decarbonisation of airport related activities, including embedded emissions from construction, and activity attracted by the Airport (such as public and private transport)."	Retain AIRPZ-P5 (Management of effects) as notified.	Accept in part	No
Wellington International Airport Limited	FS36.191	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-P5	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airspace / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept in part	No
Z Energy Limited	361.144	Special Purpose Zones / Airport Zone / AIRPZ-P5	Support	Supports Policies AIRPZ-P1 to AIRPZ-P5 which seek to enable airport and airport related activities while ensuring that any new non-airport activities do not compromise any airport functions or detract from the character of the airport.	Retain AIRPZ-P5 (Management of effects) as notified.	Accept in part	No
Guardians of the Bays	452.84	Special Purpose Zones / Airport Zone / AIRPZ-P5	Support	Supports AIRPZ-P5 (Management of effects).	Retain AIRPZ-P5 (Management of effects) as notified.	Accept in part	No
Wellington International Airport Limited	FS36.222	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-P5	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airspace / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept in part	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Yvonne Weeber	340.126	Special Purpose Zones / Airport Zone / AIRPZ-R1	Support	AIRPZ-R1 is supported.	Retain AIRPZ-R1 (Airport purposes) as notified.	Accept in part	No
Wellington International Airport Limited	FS36.192	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-R1	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept in part	No
Guardians of the Bays	452.85	Special Purpose Zones / Airport Zone / AIRPZ-R1	Support	Supports AIRPZ-R1 (Airport purposes).	Retain AIRPZ-R1 (Airport purposes) as notified.	Accept in part	No
Wellington International Airport Limited	FS36.223	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-R1	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept in part	No
Yvonne Weeber	340.127	Special Purpose Zones / Airport Zone / AIRPZ-R2	Support	AIRPZ-R2 is supported.	Retain AIRPZ-R2 (Airport related activities) as notified.	Accept in part	No
Wellington International Airport Limited	FS36.193	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-R2	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept in part	No
Guardians of the Bays	452.86	Special Purpose Zones / Airport Zone / AIRPZ-R2	Support	Supports AIRPZ-R2 (Airport related activities).	Retain AIRPZ-R2 (Airport related activities) as notified.	Accept in part	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Limited	FS36.224	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-R2	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
Yvonne Weeber	340.128	Special Purpose Zones / Airport Zone / AIRPZ-R3	Support	AIRPZ-R3 is supported.	Retain AIRPZ-R3 (Non-airport activities) as notified.	Accept in part	No
Wellington International Airport Limited	FS36.194	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-R3	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
Z Energy Limited	361.145	Special Purpose Zones / Airport Zone / AIRPZ-R3	Support in part	AIRPZ-R3 is supported as it requires resource consent for all non-airport activities as they may not support the operational and functional requirements of the Airport zone. However, it is sought that this rule provides for the ongoing operation, maintenance and upgrade of the Z Broadway service station, which is located in the Broadway Precinct. It is considered that AIRPN-R3 relates to only new non-airport related activities, and any changes to the Z Broadway service station should not trigger a non-complying activity application that must be publicly notified. It is accepted that a service station would meet the definition of a 'non-airport activity' as it is not an 'airport activity' or 'airport related activity'. In this respect, it is understood that Rule AIRPZ-R3(1) provides for 'non-airport activities' as a discretionary activity on the basis the activity complies with standards AIRPZ-S1, AIRPZ-S2 and AIRPZ-S3. Otherwise, it is a non-complying activity under rule AIRPZ-R3(2) and must be publicly notified.	Retain AIRPZ-R3 (Non-airport activities) with amendment.	Accept in part	No
Z Energy Limited	361.146	Special Purpose Zones / Airport Zone / AIRPZ-R3	Amend	Considers AIRPZ-R3 should be amended to clarify whether the rule permits ongoing operation, maintenance and upgrade of the existing Z Broadway service station without triggering a non-complying resource consent that must be publicly notified.	Amend AIRPZ-R3 (Non-airport activities) as follows: 1. Activity status: Discretionary Where: a. The <u>new</u> activity is a non-airport activity; and ...	Reject	No
Z Energy Limited	361.147	Special Purpose Zones / Airport Zone / AIRPZ-R3	Amend	Considers AIRPZ-R3 should be amended to clarify whether the rule permits ongoing operation, maintenance and upgrade of the existing Z Broadway service station without triggering a non-complying resource consent that must be publicly notified.	Seeks to clarify that Rule AIRPZ-R3 ((Non-airport activities) permits ongoing operation, maintenance and upgrade of the Z Broadway service station (located in the Broadway Precinct).	Reject	No
Guardians of the Bays	452.87	Special Purpose Zones / Airport Zone / AIRPZ-R3	Support	Supports AIRPZ-R3 (Non-airport activities).	Retain AIRPZ-R3 (Non-airport activities) as notified.	Accept in part	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Limited	FS36.225	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-R3	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
						Accept in part	No
Yvonne Weeber	340.129	Special Purpose Zones / Airport Zone / AIRPZ-R4	Support	AIRPZ-R4 is supported.	Retain AIRPZ-R4 (Buildings and structures) as notified.		
						Accept in part	No
Wellington International Airport Limited	FS36.195	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-R4	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
						Accept in part	No
Z Energy Limited	361.148	Special Purpose Zones / Airport Zone / AIRPZ-R4	Support in part	AIRPZ-R4 is supported for its general intent which seeks to manage building and structure activities. However, clarification is sought on whether this rule applies to only new buildings or structures and not additions and alterations to existing buildings and existing structures.	Retain AIRPZ-R4 (Buildings and structures) with amendment.		
						Accept	Yes
Z Energy Limited	361.149	Special Purpose Zones / Airport Zone / AIRPZ-R4	Amend	Considers AIRPZ-R4 should be clarified to mention whether this rule applies to only new buildings or structures and not additions and alterations to existing buildings and existing structures.	Amend AIRPZ-R4 (Buildings and structures) to clarify whether the rule applies to only new buildings or structures and not additions and alterations to existing buildings and existing structures.		
						Accept	Yes
Guardians of the Bays	452.88	Special Purpose Zones / Airport Zone / AIRPZ-R4	Support	Supports AIRPZ-R4 (Buildings and structures).	Retain AIRPZ-R4 (Buildings and structures) as notified.		
						Accept in part	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Limited	FS36.226	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-R4	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow		
Yvonne Weeber	340.130	Special Purpose Zones / Airport Zone / AIRPZ-S1	Support in part	The standards and assessment criteria of the Maximum height and location of buildings and structures are supported for the Main Site Area and the East Side Areas, but not Miramar South precinct and Rongotai Ridge precinct.	Not specified.	Accept in part	No
Wellington International Airport Limited	FS36.196	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-S1	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Specific relief sought is unclear.	No
Guardians of the Bays	452.89	Special Purpose Zones / Airport Zone / AIRPZ-S1	Support	Supports standards and assessment criteria of the Maximum height and location of buildings and structures. [submitter stated amend' as the required action but stated they supported the provision and did not seek relief, refer to original submission].	Retain AIRPZ-S1 (Maximum height and location of buildings and structures (except Miramar South precinct and Rongotai Ridge precinct) as notified [inferred decision requested].	Accept in part	No
Wellington International Airport Limited	FS36.227	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-S1	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept in part	No
Yvonne Weeber	340.131	Special Purpose Zones / Airport Zone / AIRPZ-S2	Amend	Considers that the title of AIRPZ-S2 should be amended. Maximum height and location of buildings and structures (Miramar South precinct and Rongotai Ridge precinct)	Amend the title of AIRPZ-S2 (Maximum height and location of buildings and structures (Miramar South precinct and Rongotai Ridge precinct)) as follows: AIRPZ-S2 Maximum height and location of buildings and structures (Miramar South precinct and Rongotai Ridge precinct)	Specific relief sought is unclear.	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Limited	FS36.197	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-S2	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Specific relief sought is unclear.	No
Guardians of the Bays	452.90	Special Purpose Zones / Airport Zone / AIRPZ-S2	Support	Supports AIRPZ-S2 (Maximum height and location of buildings and structures (Miramar South precinct and Rongotai Ridge precinct))	Retain AIRPZ-S2 (Maximum height and location of buildings and structures (Miramar South precinct and Rongotai Ridge precinct)) as notified.	Accept in part	No
Wellington International Airport Limited	FS36.228	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-S2	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept in part	No
Yvonne Weeber	340.132	Special Purpose Zones / Airport Zone / AIRPZ-S3	Support in part	AIRPZ-S3 is supported for its standard as and assessment criteria, as well as: • restrictions on commercial activity in the precincts surrounding the airport runway at the Tirangi Road Retail Park, the Broadway Precinct. • limitations on the activities within the Miramar South Precinct. • limited range of activities within the Terminal Precinct. An amendment is sought.	Retain AIRPZ-S3 (Commercial, retail and access restrictions) with amendment.	Accept in part	No
Wellington International Airport Limited	FS36.198	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-S3	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept in part	No
Yvonne Weeber	340.133	Special Purpose Zones / Airport Zone / AIRPZ-S3	Amend	Considers that AIRPZ-S3 should be amended to have restrictions around the activities of the Bridge Street Precinct.	Amend AIRPZ-S3 (Commercial, retail and access restrictions) as follows: ... Except that: 5. Ancillary retail in the Miramar South and South Coast precincts is permitted but shall not exceed 10% of the gross floor area of all buildings in either precinct. 6. Bridge Street Precinct shall be limited to an open space enhancement area with no buildings.	Reject	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Limited	FS36.199	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-S3	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept	No
Z Energy Limited	361.150	Special Purpose Zones / Airport Zone / AIRPZ-S3	Support in part	AIRPZ-S3 is supported, as it seeks to control the location and scale of commercial and retail activities and restrict vehicle access across the Calabar Road / SH1 frontage. In particular, Standard AIRPZ-S3(3) seeks to restrict all retail and commercial activities to the Terminal Precinct but does not recognise existing retail activities (e.g. service station) that are currently located outside of this precinct.	Retain AIRPZ-S3 (Commercial, retail and access restrictions) with amendment.	Accept in part	No
Z Energy Limited	361.151	Special Purpose Zones / Airport Zone / AIRPZ-S3	Amend	Considers that AIRPZ-S3 should be amended to only apply to new retail and commercial activities to ensure the ongoing operation of the existing Z service station and other retail activities (e.g. Burger King).	Amend AIRPZ-S3 (Commercial, retail and access restrictions) as follows: ... 3. <u>New</u> retail activities, service retail, restaurants and other food and beverage facilities including takeaway food facilities and commercial activities shall be located within the Terminal Precinct; and ...	Reject	No
Guardians of the Bays	452.91	Special Purpose Zones / Airport Zone / AIRPZ-S3	Support in part	Supports standards and assessment criteria particularly - - restrictions on commercial activity in the precincts surrounding the airport runway at the Tirangi Road Retail Park, the Broadway Precinct - limitations on the activities within the Miramar South Precinct. - limited range of activities within the Terminal Precinct	Retain AIRPZ-S3 subject to amendments below.	Accept in part	No
Wellington International Airport Limited	FS36.229	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-S3	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept in part	No
Guardians of the Bays	452.92	Special Purpose Zones / Airport Zone / AIRPZ-S3	Amend	Considers restrictions are required around the activities of the Bridge Street Precinct.	Amend AIRPZ-S3 as follows: ... <u>6. Bridge Street Precinct shall be limited to an open space enhancement area with no buildings.</u>	Reject	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Limited	FS36.230	Part 3 / Special Purpose Zones / Airport Zone / AIRPZ-S3	Oppose	WIAL has proposed alternative drafting of the Airport Zone which tries to better align the outcomes sought via WIAL's existing Designations with the Airport Zone (as appropriate, noting not all of WIAL's landholdings are designated). Notwithstanding this, 1. WIAL supports the suggested incorporation of references to pedestrian access, cycling parking and land transport hubs into the description of the Terminal Precinct; 2. WIAL opposes the proposed new "Bridge Street Precinct" and considers it is appropriate to retain it as part of the wider airside / operational area of the airport and should not be unduly constrained by it been retained for "Open Space" activities, noting that only very low scale activity could occur in this area due to the obstacle limitation surface restrictions over this land. 3. Supports the intent to encourage carbon neutral development, however requiring it for all development is impracticable and does not appropriately reflect or take account of the technical or operational requirements of airports. 4. WIAL opposes the other matters raised to the extent that they conflict with the matters set out in WIAL's primary submission which proposes alternative drafting for the Airport Zone.	Disallow	Accept	No
Yvonne Weeber	340.2	Interpretation Subpart / Definitions / Definitions - General	Oppose in part	The current definitions relating to the Airport Zone, Airport Noise and Airport Designation are opposed, as they do not match the ones in the Operative Plan. Definitions relating to the Airport Zone, Airport Noise and Airport Designation need to remain the same as the operative plan to ensure the integrity of the agreed designation conditions on the Airports Main Site Area and East Side Area to allow these provisions to function properly.	Opposes all definitions relevant to the Airport Zone, Airport Noise and Airport Designation as they are not the same as the ones in the Operative Plan.	Reject	No
Yvonne Weeber	340.3	Interpretation Subpart / Definitions / Definitions - General	Amend	All definitions relevant to the Airport Zone, Airport Noise and Airport Designation needs to remain the same as the operative plan to ensure the integrity of the agreed designation conditions on the Airports Main Site Area and East Side Area to allow these provisions to function properly.	Reinstate the Operative Plan's definitions relevant to the Airport Zone, Airport Noise and Airport Designation.	Reject	No
Wellington International Airport Limited	FS36.4	Part 1/Interpretation Subpart / Definitions / Definitions - General	Not specified	Considers that the Operative Plan does not define many of the terms used within the Airport Zone. WIAL has filed submission with respect to the Proposed Plan that seeks to ensure the definition of terms such as "Airport Activity" and "Air Noise Boundary" reflect what is anticipated by the Main Site Area and East Side Area designations.	Disallow	Accept	No
Guardians of the Bays	452.2	Interpretation Subpart / Definitions / Definitions - General	Amend	The submitter seeks that the definitions relevant to the Airport Zone as the definitions need to remain the same as the operative plan to ensure the integrity of the agreed designation conditions on the Airports Main Site Area and East Side Area to allow these provisions to function properly.	Amend all definitions relevant to the Airport Zone to be the same as the operative plan to ensure the integrity of the agreed designation conditions on the Airports Main Site Area and East Side Area to allow these provisions to function properly.	Reject	No
Wellington International Airport Limited	FS36.5	Part 1/Interpretation Subpart / Definitions / Definitions - General	Not specified	Considers that the Operative Plan does not define many of the terms used within the Airport Zone. WIAL has filed submission with respect to the Proposed Plan that seeks to ensure the definition of terms such as "Airport Activity" and "Air Noise Boundary" reflect what is anticipated by the Main Site Area and East Side Area designations.	Disallow	Accept in part	No
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.7	Interpretation Subpart / Definitions / AIRPORT PURPOSES	Support	The definition of 'Airport Purposes' is supported as the purpose statement of the Designation includes fuel storage and fuelling facilities.	Retain the definition of 'Airport Purposes' as notified.	Accept	No
Wellington International Airport	406.30	Interpretation Subpart / Definitions / AIRPORT PURPOSES	Amend	Considers that further amendments are needed to AIRPORT PURPOSES definition.	Amend definition of Airport Purposes as follows:	Reject	No
Guardians of the Bays Inc	FS44.5	Part 1 / Interpretation Subpart / Definitions / AIRPORT PURPOSES	Not specified	Considers that while the Airport purpose definition may need expanding WIAL's designations are very different in the activities that occur in them. This needs to be considered in the definition.	Not specified	No specific relief sought	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.19	Part 1 / Interpretation Subpart / Definitions / AIRPORT PURPOSES	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Reject	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Wellington International Airport Ltd	406.31	Interpretation Subpart / Definitions / AIRPORT PURPOSES	Amend	<p>Considers that Airports provide services beyond traditional 'runways and terminals', and provide a range of industrial, commercial and logistical land uses.</p> <p>Considers that it is becoming increasingly important for airport operators to retain sufficient flexibility to properly enable forward planning and development necessary to respond to changing demands that arise at a modern airport.</p> <p>Per case law, commercial activities form part of modern airports.</p> <p>The airport zone chapter does not adequately recognise the diverse and evolving nature of an airport and creates an inefficient and ineffective consenting framework that fails to recognise that a broad range of activities are reasonably anticipated within the zone.</p> <p>[See original submission for full reason]</p>	Seeks that the definition of Airport Purpose is updated to better reflect the activities that can be reasonably anticipated at the Airport.	Reject	No
Guardians of the Bays Inc	FS44.6	Part 1 / Interpretation Subpart / Definitions / AIRPORT PURPOSES	Not specified	Considers that while the Airport purpose definition may need expanding WIAL's designations are very different in the activities that occur in them. This needs to be considered in the definition.	Not specified	No specific relief sought	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.20	Part 1 / Interpretation Subpart / Definitions / AIRPORT PURPOSES	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Reject	No
Wellington International Airport Ltd	406.32	Interpretation Subpart / Definitions / AIRPORT RELATED ACTIVITIES	Oppose in part	<p>Considers that further amendments are needed to Airport Related Activities.</p> <p>It is also unclear what is meant by "third parties". The Airport Zone should stand alone, independent of the designation. This reference should therefore be deleted.</p> <p>[See original submission for full reason]</p>	Opposes definition of "AIRPORT RELATED ACTIVITIES" and seeks amendment.	Accept in part	Yes
Guardians of the Bays Inc	FS44.7	Part 1 / Interpretation Subpart / Definitions / AIRPORT RELATED ACTIVITIES	Not specified	Considers that while the proposed changes appear valid we would be interested in what the council was proposing with the use of the 'third party' terminology.	Not specified	No specific relief sought	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.21	Part 1 / Interpretation Subpart / Definitions / AIRPORT RELATED ACTIVITIES	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept in part	Yes
Wellington International Airport Ltd	406.33	Interpretation Subpart / Definitions / AIRPORT RELATED ACTIVITIES	Amend	<p>Considers that further amendments are needed to Airport Related Activities.</p> <p>It is also unclear what is meant by "third parties". The Airport Zone should stand alone, independent of the designation. This reference should therefore be deleted.</p> <p>[See original submission for full reason]</p>	<p>Amend definition of "AIRPORT RELATED ACTIVITIES" as follows:</p> <p>Airport Related Activities</p> <p>means third party ancillary activities or services that provide support to the airport, <u>including but not limited to</u>:-</p> <ul style="list-style-type: none"> a. land transport activities; b. buildings and structures; c. servicing and infrastructure; d. police stations, fire stations, and medical facilities emergency service facilities; e. educational facilities provided they serve an aviation related purpose; f. retail and commercial services and industrial activity associated with the needs of Airport passengers, visitors and employees and/or aircraft movements and Airport businesses; h. administrative offices, provided they are ancillary to an airport or airport related activity; <u>and</u> <u>h. hotel / visitor accommodation, conference facilities and associated services.</u> 	Accept	Yes

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Guardians of the Bays Inc	FS44.8	Part 1 / Interpretation Subpart / Definitions / AIRPORT RELATED ACTIVITIES	Not specified	Considers that while the proposed changes appear valid we would be interested in what the council was proposing with the use of the 'third party' terminology.	Not specified	No specific relief sought	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.22	Part 1 / Interpretation Subpart / Definitions / AIRPORT RELATED ACTIVITIES	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept	Yes
Wellington International Airport Ltd	406.34	Interpretation Subpart / Definitions / AIRPORT RELATED ACTIVITIES	Amend	<p>Considers that Airports provide services beyond traditional 'runways and terminals', and provide a range of industrial, commercial and logistical land uses.</p> <p>Considers that it is becoming increasingly important for airport operators to retain sufficient flexibility to properly enable forward planning and development necessary to respond to changing demands that arise at a modern airport.</p> <p>Per case law, commercial activities form part of modern airports.</p> <p>The airport zone chapter does not adequately recognise the diverse and evolving nature of an airport and creates an inefficient and ineffective consenting framework that fails to recognise that a broad range of activities are reasonably anticipated within the zone.</p> <p>[See original submission for full reason]</p>	Seeks that the definition of Airport Related Activities is updated to better reflect the activities that can be reasonably anticipated at the Airport.	Accept in part	Yes
Guardians of the Bays Inc	FS44.9	Part 1 / Interpretation Subpart / Definitions / AIRPORT RELATED ACTIVITIES	Not specified	Considers that while the proposed changes appear valid we would be interested in what the council was proposing with the use of the 'third party' terminology.	Not specified	No specific relief sought	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.23	Part 1 / Interpretation Subpart / Definitions / AIRPORT RELATED ACTIVITIES	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept in part	Yes
Wellington International Airport Ltd	406.37	Interpretation Subpart / Definitions / NON-AIRPORT ACTIVITY	Amend	The definition requires updating to reflect Submitters' proposed replacement of the term "Airport Purposes" with "Airport Activity".	Retain definition of Non-Airport Activity with amendments.	Accept in part	No
Guardians of the Bays Inc	FS44.12	Part 1 / Interpretation Subpart / Definitions / NON-AIRPORT ACTIVITY	Not specified	Considers that if this adds wording clarity to the plan it would be useful.	Not specified	No specific relief sought	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.26	Part 1 / Interpretation Subpart / Definitions / NON-AIRPORT ACTIVITY	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept in part	No
Wellington International Airport Ltd	406.38	Interpretation Subpart / Definitions / NON-AIRPORT ACTIVITY	Support in part	The definition requires updating to reflect Submitters' proposed replacement of the term "Airport Purposes" with "Airport Activity".	<p>Amend definition of "NON -AIRPORT ACTIVITY" as follows:</p> <p>Non-Airport Activity means an activity within the Airport Zone which is not for "Airport Activity Purposes" or an "Airport Related Activity".</p>	Reject	No
Guardians of the Bays Inc	FS44.13	Part 1 / Interpretation Subpart / Definitions / NON-AIRPORT ACTIVITY	Not specified	Considers that if this adds wording clarity to the plan it would be useful.	Not specified	No specific relief sought	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.27	Part 1 / Interpretation Subpart / Definitions / NON-AIRPORT ACTIVITY	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Reject	No
Wellington International Airport Ltd	406.39	Interpretation Subpart / Definitions / OBSTACLE LIMITATION SURFACE	Oppose	Submitter is not clear where this term is used within the Proposed Plan other than in the text of the Designation. Submitter is concerned that seeking to define this term in this manner oversimplifies the obstacle limitation surfaces described in Designation WIAL1.	Delete definition of "OBSTACLE LIMITATION SURFACE" in its entirety. (Option A)	Accept	Yes
Guardians of the Bays Inc	FS44.14	Part 1 / Interpretation Subpart / Definitions / OBSTACLE LIMITATION SURFACE	Not specified	Considers that having words in the Proposed plan that need further connection to the designation and simply obstacle limitations either need further clarification or removal.	Not specified	No specific relief sought	No
Kāinga Ora – Homes and Communities	FS89.114	Part 1 / Interpretation Subpart / Definitions / OBSTACLE LIMITATION SURFACE	Oppose	Kāinga Ora seeks the retention of a definition of "obstacle limitation surface" to provide clarity to Plan users.	Disallow / Seeks the retention of a definition of "obstacle limitation surface" to provide clarity to Plan users.	Reject	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.28	Part 1 / Interpretation Subpart / Definitions / OBSTACLE LIMITATION SURFACE	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept	Yes
Wellington International Airport Ltd	406.40	Interpretation Subpart / Definitions / OBSTACLE LIMITATION SURFACE	Oppose	Submitter is not clear where this term is used within the Proposed Plan other than in the text of the Designation. Submitter is concerned that seeking to define this term in this manner oversimplifies the obstacle limitation surfaces described in Designation WIAL1.	Amend definition of "OBSTACLE LIMITATION SURFACE" to include reference to the relevant detailed provisions of Designation WIAL1. (Option B).	Reject	No
Guardians of the Bays Inc	FS44.15	Part 1 / Interpretation Subpart / Definitions / OBSTACLE LIMITATION SURFACE	Not specified	Considers that having words in the Proposed plan that need further connection to the designation and simply obstacle limitations either need further clarification or removal.	Not specified	No specific relief sought	No
Kāinga Ora – Homes and Communities	FS89.115	Part 1 / Interpretation Subpart / Definitions / OBSTACLE LIMITATION SURFACE	Oppose	Kāinga Ora seeks the retention of a definition of "obstacle limitation surface" to provide clarity to Plan users.	Disallow / Seeks the retention of a definition of "obstacle limitation surface" to provide clarity to Plan users.	Reject	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.29	Part 1 / Interpretation Subpart / Definitions / OBSTACLE LIMITATION SURFACE	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Reject	No
Wellington International Airport Ltd	406.9	Whole PDP / Whole PDP / Whole PDP	Amend	Considers that counter to the intent of the Planning Standards, the Proposed Plan contains a significant degree of repetition. This results in a duplication and layering of planning controls which is inefficient and results in additional resource consent requirements without clear direction around the effects the controls are seeking to manage. Given the change in technology and the change in the air industry that will be required going forward, the submitter notes that change will need to be accommodated within the Airport Zone. [See original submission for full reason]	Seeks that all unnecessary duplication should be removed and each chapter should focus on managing the effects that specifically relate to that chapter and are not otherwise managed by the underlying zone rules.	Accept in part	Yes

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.9	Whole PDP / Whole PDP / Whole PDP	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept in part	Yes
Wellington International Airport Ltd	406.11	Whole PDP / Whole PDP / Whole PDP	Amend	The Civil Aviation Authority of New Zealand ("CAA") produces guidance on land use activities at or near aerodromes.10 The following activities are of particular concern to Airport Operators where located within close proximity to an airport due to their potential bird attracting properties: - Refuse dumps and landfills; - Sewage Treatment and Disposal (outdoor); - Certain agricultural activities (cattle feed lots, pig farming); - Fish Processing; - Artificial and natural lakes/waterbodies; and - Abattoirs and freezing works.	Seeks that a bespoke framework should be established for refuse dumps and landfills, outdoor sewage treatment and disposal, cattle feed lots, pig farming, fish processing, artificial and natural lakes/waterbodies, and abattoirs and freezing works where located within a fixed distance of the Airport. This framework will ensure a consenting pathway is available that requires appropriate consideration of potential increase in bird strike risk. This should include a narrowly framed restricted discretionary activity that restricts discretion to the potential effects of aircraft safety, including the potential risk of bird strike.	Reject	No
Airways Corporation of New Zealand Limited	FS105.1	General / Whole PDP / Whole PDP / Whole PDP	Support	This submission point is consistent with Airways' operations and its core functions.	Allow	Reject	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.11	Whole PDP / Whole PDP / Whole PDP	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Reject	No
Wellington International Airport Ltd	406.20	Mapping / Mapping General / Mapping General	Amend	Opposes Flood Hazard Overlay to the extent that they cover the Airport Zone. Considers that the engineering and design requirements of airport infrastructure, including the requirements under the CDEM to remain operational following a natural hazard event, mean that liquefaction and flood hazard inundation cannot occur on site for operational reasons.	Amend the extent of the Flood Hazard Overlay to remove it from the extent of the Airport Zone. [Inferred Decision Requested]	Reject	No
Guardians of the Bays Inc	FS44.183	Mapping / Mapping General / Mapping General	Oppose	Considers that a vast catchment of Strathmore feeds through Wellington Airport and it should be part of the Flood Hazard overlay	Disallow / Retain the airport zone in the flood hazard overlay.	Accept	No
Toka Tū Ake EQC	FS70.84	General / Mapping / Mapping General / Mapping General	Oppose	The flood inundation overlay is based on probability maps by Wellington Water of likely ponding areas in the event of a flood. It does not take into account likely post event remediation of flooding effects. If geotechnical engineering has been done to mitigate flood inundation risk, the risk may be lessened, but the submission does not provide examples of this.	Disallow	Accept	No
Guardians of the Bays	452.1	Mapping / Mapping General / Mapping General	Amend	Considers the need to amend the Airport Precinct Plans to include a new Bridge Street Precinct the area between existing boundary fence of the airport to the eastern side of the Bridge Street formed road.	Amend the planning maps to include a new Bridge Street Precinct for the area between existing boundary fence of the airport to the eastern side of the Bridge Street formed road.	Reject	No
Wellington International Airport Limited	FS36.246	General / Mapping / General	Oppose	WIAL opposes this submission and considers it is appropriate for the Bridge Street area contained within the Airport Zone to remain as notified. Creating a new precinct is inefficient and unnecessary, noting that the obstacle limitation surface limits the development potential of this area in any case.	Disallow	Accept	No
Wellington International Airport Ltd	406.21	Mapping / Rezone / Rezone	Amend	Submitter acknowledges that the margins of its site at Lyall Bay and Evans Bay are within the coastal environment, as defined by the NZCPS and the Greater Wellington Regional Policy Statement. However both margins are heavily modified for airport activities and roading infrastructure. Submitter expresses concern that the complex relationship between the Coastal Environment, Infrastructure and Airport Zone provisions creates an inefficient consenting pathway for airport and airport related activities.	Seeks to delete the Airport Zone within the Coastal Environment overlay (Option A).	Reject	No
Guardians of the Bays Inc	FS44.180	Mapping / Mapping General / Mapping General	Oppose	Considers that Wellington International Airport is in the coastal environment. Considers that it is something they need to consider with all their decisions. Considers that removing the airport out of this overlay would be a nonsense when both ends of the airport north Evans Bay and south with Lyall Bay surrounded by sea.	Disallow / Retain the airport zone in the coastal environment overlay.	Accept	No
Z Energy Limited	361.5	Mapping / Retain Zone / Retain Zone	Support	The Airport Zone at Z Broadway is supported.	Retain Airport Zone at the corner of Calabar Road & Broadway, Strathmore Park (Z Broadway).	Accept	No

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
BP Oil New Zealand, Mobil Oil New Zealand Limited and Z Energy Limited (the Fuel Companies)	372.4	Mapping / Retain Zone / Retain Zone	Support	Considers that the key controls in relation to the use of the Miramar terminal and surrounding properties are appropriately provided for by the zoning of the site (General Industrial) and adjoining sites (General Industrial and Special Purpose Airport).	Retain the Special Purpose Airport Zone on adjoining sites to the Miramar Terminal as notified.	Accept	No
Wellington International Airport Limited	FS36.254	General/ Mapping / Retain Zone	Support	WIAL supports the intent of these submissions.	Allow	Accept	No
Wellington International Airport Ltd	406.24	Mapping / Retain Zone / Retain Zone	Support	The mapped extent of the Airport Zone incorporates all of the Airport's precincts. This is appropriate as it reflects the primary use of the land for airport purposes.	Retain the mapped extent of the Airport Zone as notified.	Accept	No
Guardians of the Bays Inc	FS44.54	General / Mapping / Rezone	Not specified	Considers that WIAL's map in its submission page 103 clearly show the Bridge Street east area as part of a precinct they have called the 'Airsides' Precinct. The Bridge Street East area is not in any of the Main Site Area Designation maps so the inclusion in a designation area should not occur. [Inferred reference to submission 406.24]	Amend / Amend map - Submitter seeks that the plans being proposed by WIAL are amended as they add land into the Main Side Area designation that was never part of their recent Notice of Requirement.	No specific relief sought	No
KiwiRail Holdings Limited	FS72.73	Part 2 / General District wide Matters / Noise / NOISE-P4	Support	Supports the amendment to the first sentence to more appropriately apply to buildings that contain noise sensitive activities as opposed to new noise sensitive activities. Considers the relief sought should be allowed because it will (a) will promote the sustainable management of the natural and physical resources in Wellington City, and is therefore consistent with Part 2 and other provisions of the Resource Management Act 1991 (RMA) and the Enabling Housing Supply Amendment Act 2021 (Amendment Act); (b) is consistent with other relevant planning documents, including the Greater Wellington Regional Policy Statement and National Policy Statement for Urban Development 2020; (c) will meet the reasonably foreseeable needs of future generations; (d) will avoid, remedy or mitigate actual and potential adverse effects on the environment; (e) will enable the social, economic and cultural wellbeing of the people of Wellington City; and (f) is the most appropriate way to achieve the objectives of the Proposed Plan in terms of section 32 of the RMA.	Allow / Adopt amendment sought to first sentence	Accept	No
Board of Airline Representatives of New Zealand Inc *Late further submission accepted as per Minute 3	FS139.15	General / Mapping / Rezone	Support	Support WAIL's submission for the reasons set out in WAIL's submission.	Allow	Accept	No