

WELLINGTON INTERNATIONAL AIRPORT LTD

AIRPORT PURPOSES DESIGNATION

Designation

The designation shall cover the area shown in **Attachment 1** (“the Designated Area”).

Subject to the conditions set out below, land within the Designated Area, may be used for activities for the operation of Wellington International Airport (“the Airport”) including but not limited to:

- Aircraft operations and associated activities, including all ground-based infrastructure, plant and machinery necessary to assist aircraft operations;
- Aircraft rescue training facilities and emergency services;
- Runways, taxiways, aprons, and other aircraft movement areas;
- Airport terminal, hangars, control towers, rescue and fire facilities, navigation and safety aids, lighting and telecommunication facilities, car parking, maintenance and service facilities, catering facilities, freight facilities, quarantine and incineration facilities, border control and immigration facilities, medical facilities, fuel storage and fuelling facilities, facilities for the handling and storage of hazardous substances;
- Associated administration and office activities;
- Roads, accessways, stormwater facilities, monitoring activities, site investigation activities, infrastructure and utility activities, and landscaping;
- Vehicle parking and storage, rental vehicle facilities, vehicle valet activities, and public transport facilities;
- Signage, artwork or sculptures, billboards and flags;
- Hotel/visitor accommodation, conference facilities and services;
- Retail activities, service retail, restaurants and other food and beverage facilities including takeaway food facilities and commercial activities, provided they are located within the Terminal Precinct;
- Industrial and commercial activities, provided they are associated with aircraft operations or serve the needs of passengers, crew, ground staff, airport workers, and other associated workers and visitors;
- Structures to mitigate against the impact of natural hazards;
- All demolition (if required) construction and earthworks activities, including associated structures;
- Ancillary activities, buildings and structures related to the above; and

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- Servicing, testing and maintenance activities related to the above.

Airport Precinct Development Areas (“Precincts”) are shown in Attachment 2.

Conditions

Glossary:

Aircraft Operations

Means the engine runup, taxiing, take-off or landing at the Airport of an aircraft, and “operate” has a corresponding meaning.

Need for Outline Plan Criteria

1. [An outline plan](#) in accordance with section 176A(2) of the Resource Management Act 1991 (“RMA”) need not be submitted for any works within a Precinct or at a location if, where relevant, the following criteria are met:

Airport Precinct / Location and Outline Plan Criteria

Condition Sub-Reference	Precinct / Location	Activity / Criteria
A	Rongotai Ridge Precinct	Any earthworks shall achieve the following: <ol style="list-style-type: none"> The existing ground level shall not be altered by more than 2.5 metres measured vertically; and The total area of ground surface disturbance shall be less than 250m²; and The earthworks shall not be undertaken on slopes of more than 45°.
B	Terminal Precinct	Buildings or structures shall not exceed a height limit of 25m; except that: <ol style="list-style-type: none"> Buildings or structures located within 8m of the Golf Course Recreation Area shall not exceed a height limit of 12m.
C	All Precincts with the exception of the Terminal Precinct	Buildings or structures shall not exceed a height limit of 12m; except that: <ol style="list-style-type: none"> Buildings or structures used for hangars shall not exceed a height limit of 15m; and

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Condition Sub-Reference	Precinct / Location	Activity / Criteria
		ii. Buildings or structures within 5m of any adjoining Residential zone shall not exceed a height limit of 3m.
D	All Precincts	Lighting – Non-Aviation Activities i. Any development or activity which includes pedestrian routes and/or car parks available for public use during the hours of darkness shall be lit at a minimum of 10 lux measured in accordance with AS/NZS 1158.3.1:2005 and any subsequent amendments; and ii. The direct or indirect illumination of outdoor areas associated with any other non-aviation activity shall not exceed 8 lux at the windows of residential buildings in any adjoining Residential zone.
E	All Precincts	Landscape Design i. Existing trees within the Designated Area are to be retained except where they affect the safe operation of the Airport, and provided that; ii. Any pohutukawa trees adjacent to Tirangi Road required to be removed shall be resited as close as is practicable to the boundary of Tirangi Road.
F	All Precincts	Electromagnetic Radiation i. Any activity shall be conducted to comply with the New Zealand NZS 6609:1990 (Radio Frequency Radiation) and any subsequent amendments.
G	Sites identified on Attachment 3 (Sites on the east side of the runway fronting Broadway,	Restricted Site Access for Vehicles i. No vehicle shall be permitted to a site across any Restricted road frontage identified on Attachment 3.

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Condition Sub-Reference	Precinct / Location	Activity / Criteria
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Miro Street and [Calabar Road](#).

Sites on the west side of the runway).

Site Access for Vehicles

- ii. Site access for vehicles shall be provided and maintained in accordance with the standards set out in Appendix 3 of the Wellington City District Plan Airport and Golf Course Recreation Precinct Chapter 11; [and](#)
- iii. There shall be a maximum of one site access to any site, except that sites with more than one frontage may have one access across each frontage; [and](#)
- iv. The width of any site access shall not exceed 6 metres; [and](#)
- v. Where site access can be provided from a service lane or right of way registered in favour of the site or other private road or private right of way, no site access shall be from a street; [and](#)
- vi. No site access shall be sited closer to a street intersection than the following:
 - Arterial and principal streets: [20m](#)
 - Collector streets: [15m](#)
 - Other streets: [10m; and](#)
- vii. Any site access shall be designed to permit a free flow of traffic so that vehicles do not have to queue on the street.

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[Terminal Precinct](#)

Signage

- i. Any sign located on a building:
 - a. That is affixed to the underneath of a verandah shall provide at least 2.5 metres clearance directly above the footpath or ground level; [and](#)
 - b. Shall be displayed only on plain wall surfaces; [and](#)
 - c. Shall not obscure windows or architectural features; [and](#)

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Condition Sub-Reference	Precinct / Location	Activity / Criteria
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d. Shall not project above the parapet level, or the highest part of that part of the building/structure to which it is attached (including above verandah). This part of the condition does not apply to temporary signs; and

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e. Any sign located on a building in excess of 12 metres in height above ground shall bear only the name and/or logo of the building owner or occupier, or the building on which the sign is located; and

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f. Any sign located on a building in excess of 12 metres in height above ground level shall not flash; and

ii. Any illuminated sign (excluding signs below verandah level) within 50 metres and visible from any Residential zone shall not flash; and

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iii. Any free-standing sign or sign located on a structure shall not exceed a maximum height of 9 metres (above ground level).

2. Notwithstanding Condition 1, in accordance with section 176A(2) of the RMA, an outline plan need not be submitted for works and activities associated with the following:

- a) Any activity relating to or supporting Airport Operations within the Airside Precinct; or
- b) Signage within any precinct where it is related to the purpose of directing pedestrian or vehicular traffic, or to provide safety and security information; or
- c) Lighting poles and navigational instruments; or
- d) Building or structure maintenance or repair; or
- e) Upgrade or maintenance of existing formed roads and public accessways; or
- f) Pavement maintenance or repair; or
- g) Landscape maintenance or repair; or
- h) Earthworks, other than those which do not comply with the conditions in Table 1 in the Rongotai Ridge Precinct; or

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- i) Placement / maintenance of street furniture or art / sculptures; or
- j) Maintenance or repair of lighting, signage and other existing fixtures or structures.

3. Where an outline plan is required under Section 176A of the RMA as a result of a non-compliance with any relevant criteria as set out in Table 1, the outline plan shall include, in addition to the matters required under section 176A(3) of the RMA, a Design Statement. The purpose of this Statement shall be to demonstrate how the following outcomes will be achieved:

- a) That site levels and building form, colour and texture reduce the apparent height and bulk of large buildings when viewed from adjoining public or residential areas;
- b) Variations in building mass, height and architectural form have been considered in order to provide visual interest, reduce visual massing and promote visual permeability through the higher elements of built form to maintain view lines from adjoining more elevated properties to the east where this is practicable;
- c) Incorporation of landscaping treatment where appropriate in order to assist in providing visual softening of large buildings and the screening of parking, loading and storage areas;
- d) That any signage proposed will be integrated with the building form and surrounding architectural and landscape design; and
- e) That low glare, high cut off exterior lighting is used, and integrated with the building form and surrounding architectural and landscape design.

4. Within the Rongotai Ridge Precinct, where an outline plan is required under Section 176A of the RMA, the outline plan specific to this area shall include, in addition to the matters required under section 176A(3) of the RMA, a report or reports covering the following matters:

- a) Whether any earthworks will alter the existing topography of the site and the impacts on the area's amenity values and cultural values;
- b) The extent to which earthworks affect the stability and erosion potential of the site and surrounding sites; and,
- c) Whether any landscape treatment is necessary, and if so, whether it is in scale with the proposed development.

5. Prior to any work or activity which requires an outline plan under Section 176A of the RMA, the Requiring Authority shall prepare or update a Network Utilities Management Plan. The purpose of the Plan shall be to inform the relevant network utility providers that enabling work, design, and construction of any development or construction activity, takes account of

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(and includes measures to address) the safety, integrity, protection (or where necessary) relocation of exiting network utilities.

Aircraft Operations Noise

6. The Requiring Authority shall ensure that all aircraft operations are managed so that the rolling day average 24 hour night-weighted sound exposure does not exceed a Day/night Level (Ldn) of 65dBA outside the Air Noise Boundary shown on District Plan Map 35.
7. Aircraft noise shall be measured in accordance with NZS6805:1992 and calculated as a 90 day rolling average. All terminology shall have the meaning that may be used or defined in the context of NZS:6805.
8. The following aircraft operations shall be excluded from the calculation of the rolling 90 day average described in Conditions 6 and 7:
 - a) Aircraft landing in an emergency;
 - b) The operation of emergency flights required to rescue persons from life-threatening situations or to transport patients, human vital organs or medical personnel in an emergency;
 - c) The operation of unscheduled flights required to meet the needs of a national civil defence emergency declared under the Civil Defence Act 2002;
 - d) Military aircraft operations.
9. The Requiring Authority shall ensure that:
 - a) All domestic aircraft operations shall not occur during the hours from midnight (12am) to 6am; and
 - b) All international aircraft operations shall not occur during the hours:
 - i. Midnight to 6am for departures.
 - ii. 1am to 6am for arrivals.

For the purposes of this condition, "operations" means the start of the take-off roll or touch down on landing.

10. The following are exceptions to Condition 9:
 - a) Disrupted flights where aircraft operations are permitted for an additional 30 minutes;



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- b) In statutory holiday periods where operations are permitted for an additional 60 minutes;

For the purposes of this condition, statutory holiday period means:

- i. *The period from 25 December to 2 January, inclusive. Where 25 December falls on either a Sunday or Monday, the period includes the entire of the previous weekend. Where 1 January falls on a weekend, the period includes the two subsequent working days. Where 2 January falls on a Friday, the period includes the following weekend.*
- ii. *The Saturday, Sunday and Monday of Wellington Anniversary weekend, Queens Birthday Weekend and Labour Weekend.*
- iii. *Good Friday to Easter Monday inclusive.*
- iv. *Waitangi Day.*
- v. *ANZAC Day.*
- vi. *Where Waitangi Day or ANZAC Day falls (or is recognised) on a Friday or a Monday, the adjacent weekend is included in the statutory holiday period.*
- vii. *The hours from midnight to 6am immediately following the expiry of each statutory holiday period defined in (i) to (vi).*

c) Aircraft using the Airport as a planned alternative to landing at a scheduled airport, but which shall not take off unless otherwise permitted under Condition 9;

d) Aircraft landing in an emergency;

e) The operation of emergency flights required to rescue persons from life threatening situations or to transport patients, human vital organs, or medical personnel in a medical emergency;

f) The operation of unscheduled flights required to meet the needs of any state of emergency declared under the Civil Defence Emergency Management Act 2002 or any international civil defence emergency;

g) Aircraft carrying heads of state and/or senior dignitaries acting in their official capacity or other military aircraft operations;

h) No more than 4 aircraft movements per night with noise levels not exceeding 65 dB LAFmax (1 sec) at or beyond the Air Noise Boundary.

For the purposes of this condition, night means between midnight and 6am [and consistent with Condition 9].

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Engine Testing

- 11. The Requiring Authority shall ensure that aircraft propulsion engines may be run within the Designated Area for the purpose of engine testing as follows:
 - a) Undertaken during the hours of 6am to 8pm only;
 - b) To carry out essential unscheduled maintenance between 8pm and 11pm only;
 - c) To operate an aircraft within flying hours but provided the engine run is no longer than required for normal procedures, which for the purpose of this condition, shall provide solely for short duration engine runs by way of flight preparation while the aircraft is positioned on the apron;
 - d) No person shall start or run any aircraft propulsion engine for the purposes of engine testing on the locations shown on the map attached as **Attachment 4**;
 - e) Restrictions on engine testing from 11pm to 6am do not apply if engine testing can be carried out in compliance with all of the following:
 - i. measured noise levels do not exceed 60 dB L_{AEO} (15 min) at or within the boundary of any residential zone;
 - ii. measured noise levels do not exceed 75 dB L_{AFmax} at or within the boundary of any residential zone;
 - iii. noise levels shall be measured in accordance with NZS6801: 2008 Acoustics – Measurement of Environmental Sound;
 - iv. the total number of engine test events relating to aircraft using the Airport as an alternate landing site shall not exceed 18 in any consecutive 12 month period;
 - v. the total duration of engine test events relating to aircraft using the Airport as an alternate landing site in terms of Condition 10 c) shall be no more than 20 minutes.

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Ground Power and Auxiliary Power Units (GPUs/APUs)

- 12. The Requiring Authority shall ensure that the operation of ground power units (GPUs) and auxiliary power units (APUs) when measured at any adjoining Residential zone shall not exceed the following limits:
 - a) Monday to Saturday 7am to 10pm 55 dB L_{AEO} (15 MIN)
 - b) At all other times 45 dB L_{AEO} (15 MIN)
 - c) All days 10pm to 7am 75 dB L_{AFmax}

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Exception that these limits shall not apply to APUs for:

- i. Aircraft under tow;
- ii. The first 90 minutes after an aircraft has stopped on the gate;

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- iii. 60 minutes prior to scheduled departure;
- iv. The use of APUs to provide for engine testing pursuant to Condition 11.

Land Based Noise

13. The Requiring Authority shall ensure that noise emission levels from any activity within the Designated Area, other than aircraft operations, engine testing and the operation of APUs when measured at any adjoining Residential zone, shall not exceed the following limits:
- a) Monday to Saturday 7am to 10pm 55 dB LAEQ (15 MIN)
 - b) At all other times 45 dB LAEQ (15 MIN)
 - c) All days 10pm to 7am 75 dB LAFmax

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Noise Management Plan

14. Without in any way limiting its obligations to fully comply with the conditions attaching to this designation, the Requiring Authority shall update it's Noise Management Plan ("NMP") which describes in detail how it proposes to manage the Airport in order to comply with the relevant noise conditions.
15. The Noise Management Plan shall include, as a minimum:
- a) A statement of noise management objectives and policies for the Airport;
 - b) Details of methods and processes for remedying and mitigating adverse effects of Airport noise including but not limited to:
 - i. improvements to Airport layout to reduce ground noise;
 - ii. improvements to Airport equipment (including provision of engine test shielding such as an acoustic enclosure for propeller driven aircraft) to reduce ground noise;
 - iii. aircraft operating procedures in the air and on the ground procedures to minimise noise where this is practicably achievable;
 - c) The procedures for the convening, ongoing maintenance and operation of the Airport Noise Management Committee ("ANMC") as set out in Condition 17;
 - d) The mechanisms to give effect to a noise monitoring programme to assess compliance with Conditions 6 – 13;
 - e) The procedures for reporting to the ANMC any Aircraft Operations and engine testing activities which contravene a condition of this designation;
 - f) Fulfilment of the LUMINs programme (as required);

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g) The dispute resolution procedures to resolve any disputes between Wellington International Airport Limited (“WIAL”) and ANMC about the contents and implementation of the NMP;

h) The procedures for reviewing and amending the NMP.

16. The relevant version of the Noise Management Plan shall be made available to the public on WIAL’s web site.

17. The Requiring Authority shall at its cost be responsible for the ongoing membership and function of the ANMC identified in Condition 15 c). The purpose, membership and functions of the ANMC shall be set out within the Terms of Reference included in the NMP.

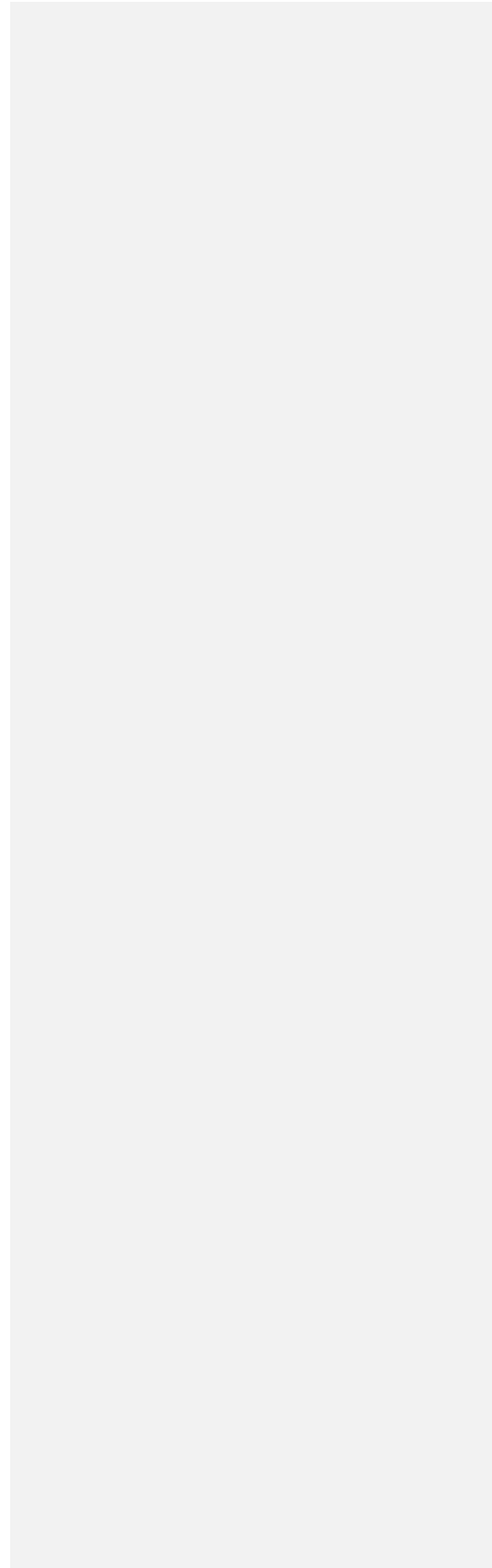
Car Parking

18. On an annual basis, the Requiring Authority shall submit to the Wellington City Council a report describing the current status of Airport car parking demand and supply. The report shall include a description of traffic management and car parking within the Airport environs, and an overview of any planned changes or improvements in order to improve the efficiency and effectiveness of the provisioning for car parking within the Airport.

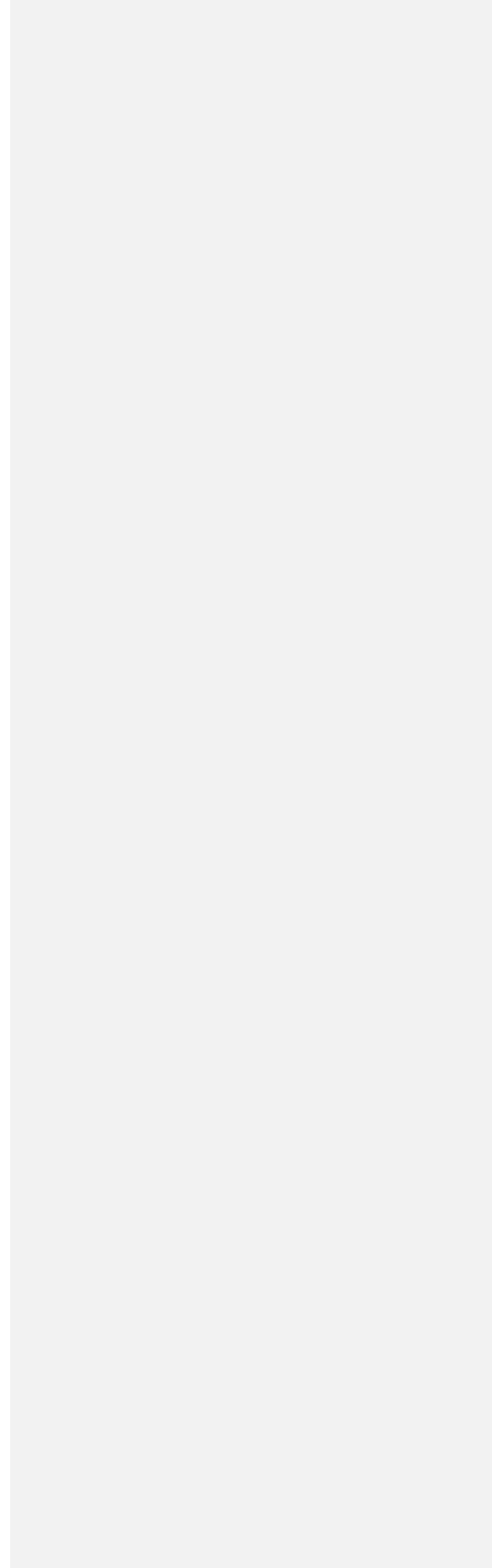


Attachment 1

Designation Boundary

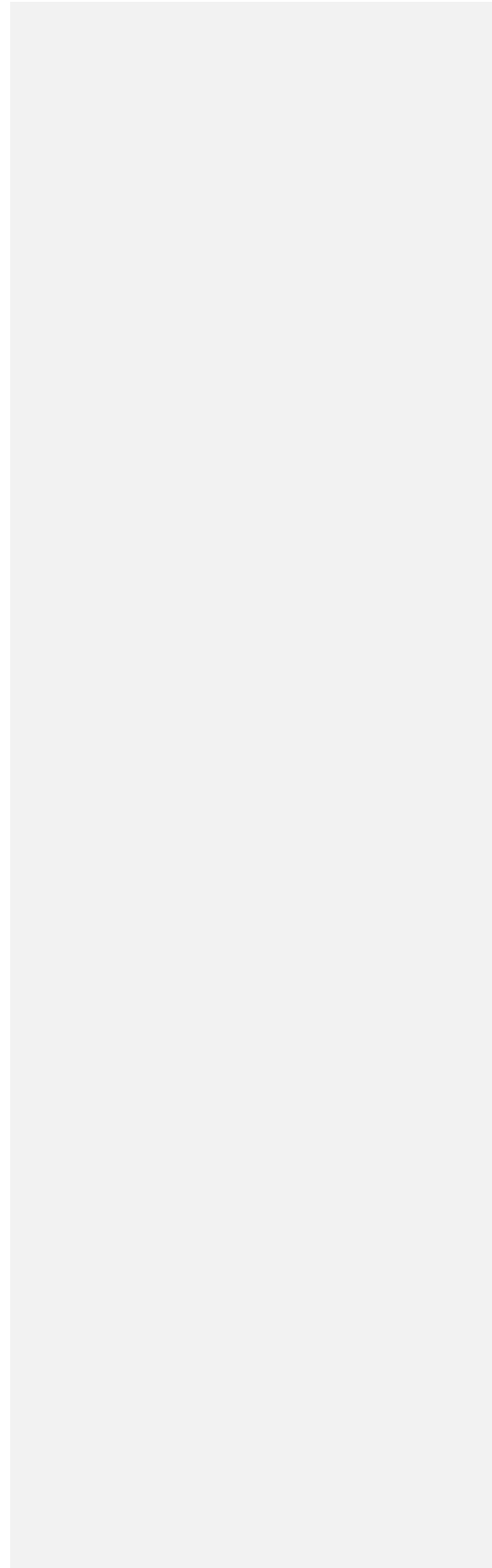


Attachment 2
Precinct Areas



Attachment 3

Site Access for Vehicles – Location Map



Attachment 4

Engine Testing Exclusion Area

