

This entire chapter has been notified using the RMA Part One, Schedule 1 process ([P1 Sch1](#)).

Text shown in **red** (both underlined and ~~struck out~~) represents all changes recommended by the Panel from the notified Plan provisions

WIAL – Wellington International Airport Limited

Wellington International Airport Limited

Wellington Airport Obstacle Limitation Surfaces	
Designation unique identifier	WIAL1
Designation purpose	Specification for obstacle limitation surfaces
Site identifier	Airspace and vicinity of Wellington International Airport
Lapse date	Given effect to
Designation hierarchy under section 177 of the Resource Management Act	Primary and secondary
Conditions	Yes, see Conditions 1
Additional information	Rollover designation, formerly designation G2. Rollover Conditions, Conditions 1 formerly Appendix F.
Wellington Airport Miramar South Area	
Designation unique identifier	WIAL2
Designation purpose	Airport purposes
Site identifier	Part Section 43 and Section 106 Watts Peninsula District and Lots 5-9 DP2385 7 Kauri Street, Miramar (former Miramar School site)
Lapse date	19 February 2026
Designation hierarchy under section 177 of the Resource Management Act	Primary
Conditions	Yes, see Conditions 2
Additional information	Rollover designation, formerly designation G4. Rollover Conditions, Conditions 2 formerly Appendix AC
Wellington Airport Runway End Safety Area	
Designation unique identifier	WIAL3
Designation purpose	Airport purposes
Site identifier	Section 1 Survey Office Plan 342914, held in Record of Title 518352
Lapse date	Given effect to
Designation hierarchy under section 177 of the Resource Management Act	Primary

Conditions	Yes, Conditions 3
Additional information	Rollover designation, formerly designation G3
Wellington Airport Main Site Area	
Designation unique identifier	WIAL4
Designation purpose	Airport purposes
Site identifier	Pt Lot 1 DP 78304, Pt Sec 1 SO 37422, Sec 2 - 3 SO 37422, Sec 3 SO 38205, Sec 1 and 5 SO 342914, Section 1 SO 38354, Lot 1 DP 7159 and Lot 1 DP 33243, Lot 2-3 DP 7159, Lot 3-9 DP 2385, Lot 5-6 DP 78304, Pt Lot 19-23 DP 5210, Lot 4 DP 20924, Lot 1-9 DP 5054, Section 1 and 2 SO 536355 Licence To Occupy, Lot 37 – 38 DP 21360, Lot 39 – 51 and Lot 66 DP 21360, Sec 1 SO 303569, Lot 16-21 DP 6741, Section 1 SO 536353 28 Stewart Duff Drive, Rongotai
Lapse date	Given effect to
Designation hierarchy under section 177 of the Resource Management Act	Varies Primary, except where secondary to WIAL2, WCC6 and MSNZ4
Conditions	Yes, see Conditions 4
Additional information	This designation is not subject to the Proposed District Plan's submission and decisions processes under the 1 st Schedule to the RMA. This is because it has recently been confirmed by the Environment Court (<i>Guardians of the Bay v Wellington International Airport Ltd [2022] NZEnvC 106</i>) through appeals and confirmed pursuant to Part 8 of the RMA.
Wellington Airport East Side Area	
Designation unique identifier	WIAL5
Designation purpose	Airport purposes
Site identifier	Lot 1 DP 552938 28 Stewart Duff Drive, Rongotai
Lapse date	Refer to condition 47 below
Designation hierarchy under section 177 of the Resource Management Act	Varies Primary, except where secondary to WCC6
Conditions	Yes, see Conditions 5
Additional information	This designation is not subject to the Proposed District Plan's submission and decisions processes under the 1 st Schedule to the RMA. This is because it has recently been confirmed by the Environment Court (<i>Guardians of the Bay v Wellington International Airport Ltd [2022] NZEnvC 106</i>) through appeals and confirmed pursuant to Part 8 of the RMA.

Conditions 1: Wellington International Airport (Obstacle Limitation Surfaces) Conditions

Overview

Civil Aviation Regulations require an airport operator to provide obstacle limitation surfaces around the airport to ensure the safe and efficient operation of aircraft approaching and departing the airport. This is done by means of height controls based on a series of geometric surfaces projecting up from the edges of the runway strip which surround the runways, the intention being to prevent objects such as structures and trees from penetrating these surfaces which are important for the operational safety and efficiency of aircraft.

The ~~e~~Obstacle ~~l~~imitation ~~s~~urfaces contained in this designation protects Wellington International Airport from possible intrusion of over-height obstacles into the necessary approach and take-off areas required for the safe operation of the airport by all types of aircraft in use, or expected to be in use, at the airport.

The obstacle limitation surfaces in this designation are based on combinations of various Civil Aviation Authority (CAR 139-6 ~~and 139-7~~) and ICAO Annex 14 obstacle limitation surfaces.

For the purposes of this designation:

- The Airport Reference Point level described in this designation is set at an elevation of 11.986 metres.
- Objects (as referred to throughout this designation) include, but are not limited to, vegetation (including trees), structures (including buildings masts and poles), cranes, construction machinery or other equipment that might penetrate the Obstacle Limitation sSurfaces on a temporary or permanent basis.
- Any point where two Obstacle Limitation sSurfaces overlap and are at differing elevations, the lower of the two ~~surfaces~~ shall apply.
- The designation restrictions do not apply to objects located beneath the OLS Obstacle Limitation Surfaces identified in the District Plan's online interactive Planning Maps and described in this designation.
- The runway strip is a rectangular surface extending 60m beyond the runway and 140m metres either side of the runway centreline.
- The runway clearways are measured from the runway thresholds and extend for a length of 379m on Runway 34 and 355m on Runway 16.
- Runway 34 refers to the runway when approaching over Cook Strait and departing over Evans Bay. Runway 16 refers to the runway when approaching over Evans Bay or departing over Cook Strait.

The airspace height restrictions applying to the Obstacle Limitation Surfaces to which this designation applies are defined and explained below and illustrated on the attached Maps.

1. Take-off and Approach Surfaces

a. Specifications

- i. There is a Take-off and Approach surface at each end of the runway clearways. The ~~se takeoff and approach surfaces~~ differ in detail, but both are protected by a slope extending upward and outward from each end of the runway.
- ii. The combined Take-off and Approach Surfaces rise at a gradient of ~~4~~2% (1 in ~~83~~550) from the outer edge of their respective clearways, over a horizontal distance of 15,000m and continues along the extended runway centreline. The rate of lateral divergence from the inner edge is 15% (1 in 6.6) on each side of the fan. The elevation of the respective clearways are as follows:
 - Runway 34 Clearway Outer Edge: RL16.72
 - Runway 16 Clearway Outer Edge: RL11.08

b. Conditions

- i. With the exception of the properties identified in Figure 1 below, any new objects or extensions ~~of to an existing~~ objects that penetrate the Take-off and Approach Surfaces ~~and shall not~~ exceed a height of 8m above existing ground level ~~shall be prohibited~~ except where the new object or extension is shielded by an existing immovable object, or the penetration is a temporary short term penetration (e.g. construction machinery or equipment) and that penetration has been approved by Wellington International Airport Limited.

- ii. With respect to the properties shown in Figure 1 below, new objects or extensions of objects that penetrate the take-off and approach surfaces ~~and shall not~~ exceed the height limits specified in Figure 1 ~~shall be prohibited~~, except where the new object or extension is shielded by an existing immovable object or the penetration is a temporary short term penetration (e.g. construction machinery or equipment) of these surfaces and that penetration has been approved by Wellington International Airport Limited.

~~2. Visual Segment Surface~~

~~a. Specification~~

- ~~i. The Visual Segment Surface is a key tool used as part of the procedure design for Wellington Airport and is required to protect the visual segment of an aircraft approach procedure transitioning from instrument flight to visual reference before landing. This only applies to the northern approach Wellington International Airport (i.e. over Evans Bay).~~
- ~~ii. The Visual Segment Surface is a triangular surface, starting 60m before the Runway 16 threshold at a width of 150m and extends over a horizontal distance of 8,932m. The slope of the surface rises at a rate of 1.88% (3.28%), with the sides of the surface diverging at an angle of 9.53° (16.79%) to the west of the runway centreline and 10.13° (17.87%) to the east of the runway centreline.~~

~~b. Condition~~

- ~~i. New objects or extensions of objects that penetrate the Take-off and Approach Surfaces and exceed a height of 8m above existing ground level shall be prohibited except where the new object or extension is shielded by an existing immovable object, or the penetration is a temporary short term penetration (e.g. construction machinery or equipment) of this surface and that penetration has been approved by Wellington International Airport Limited.~~

~~3. 2. Transitional Surfaces~~

~~a. Specification~~s

- i. The Transitional Surfaces provide for a situation where an approaching aircraft is either off centreline or where it has executed a missed approach and allows for an area free of obstacles to protect aircraft in the final phase of the approach to land manoeuvre or when overflying the runway from an aborted landing.
- ii. These extend upwards and outwards from the sides of the runway strip at a gradient of 14.3% (1 in 7) to a height of 45 metres above the Airport Reference Point level, where it intersects with the Inner Horizontal Surface.
- iii. The Transitional Surfaces extend at the same heights beyond each end of the runway strip to intercept the Take-off and Approach Surfaces.

~~b. Condition~~

- ~~i. Any Nnew objects or extensions of to an existing objects that penetrates a Transitional Surface ~~and shall not~~ exceed a height of 8m above existing ground level (as of 15 June 2022) ~~shall be prohibited~~, except where the new object or extension is shielded by an existing immovable object or the penetration is a temporary short term penetration (e.g. construction machinery or equipment) of this surface and that penetration has been approved by Wellington International Airport Limited.~~

~~4. 3. Inner Horizontal Surface~~

~~a. Specification~~

- i. The Inner Horizontal Surface is a horizontal plane located at a height of 45 metres above the Airport Reference Point and enclosed within a 4000 metre radius drawn from the periphery of the runway strip.

~~b. Condition~~

- ~~i. Any Nnew objects or extensions of to an existing objects that penetrates the Inner Horizontal Surface ~~and shall not~~ exceed a height of 8m above existing ground level (as of 15th June 2022) ~~shall be prohibited~~, except where the new object or extension is shielded by an existing immovable object or the penetration is a temporary short term penetration (e.g. construction machinery or~~

equipment) of this surface and that penetration has been approved by Wellington International Airport Limited.

~~5.~~ **4. Conical Surface**

- a. Specifications
 - i. The Conical Surface extends from the periphery of the Inner Horizontal Surface upwards and outward at a slope of 5.0% (1 in 20) to a height of 150m above the Airport Reference Point level.
- b. Conditions
 - i. ~~Any N~~new objects or extensions ~~of to an existing~~ objects that penetrates the conical surface ~~and shall not~~ exceed a height of 8m above existing ground level (as of 15th June 2022) ~~shall be prohibited~~, except where the new object or extension is shielded by an existing immovable object or the penetration is a temporary short term penetration (e.g. construction machinery or equipment) of this surface and that has been approved by Wellington International Airport Limited.

6. Outer Horizontal Surface

- a. Specification
 - i. The Outer Horizontal Surface is a plane surface at a height of 150m above the Airport Reference Point level, enclosed within a 15,000m radius drawn from the mid-point between the runway thresholds on the runway centreline.
- b. Condition
 - i. ~~Any N~~new objects or extensions ~~of to an existing~~ objects that penetrates the Outer Horizontal Surface ~~and shall not~~ exceed a height of 30m above existing ground level (as of 15th June 2022) ~~shall be prohibited~~ except where the new object or extension is shielded by an existing object, the penetration is a temporary short term penetration (e.g. construction machinery or equipment) of these surfaces and that penetration has been approved by Wellington International Airport Limited or Wellington International Airport has determined that such objects and structures will not affect aircraft operations within this area.



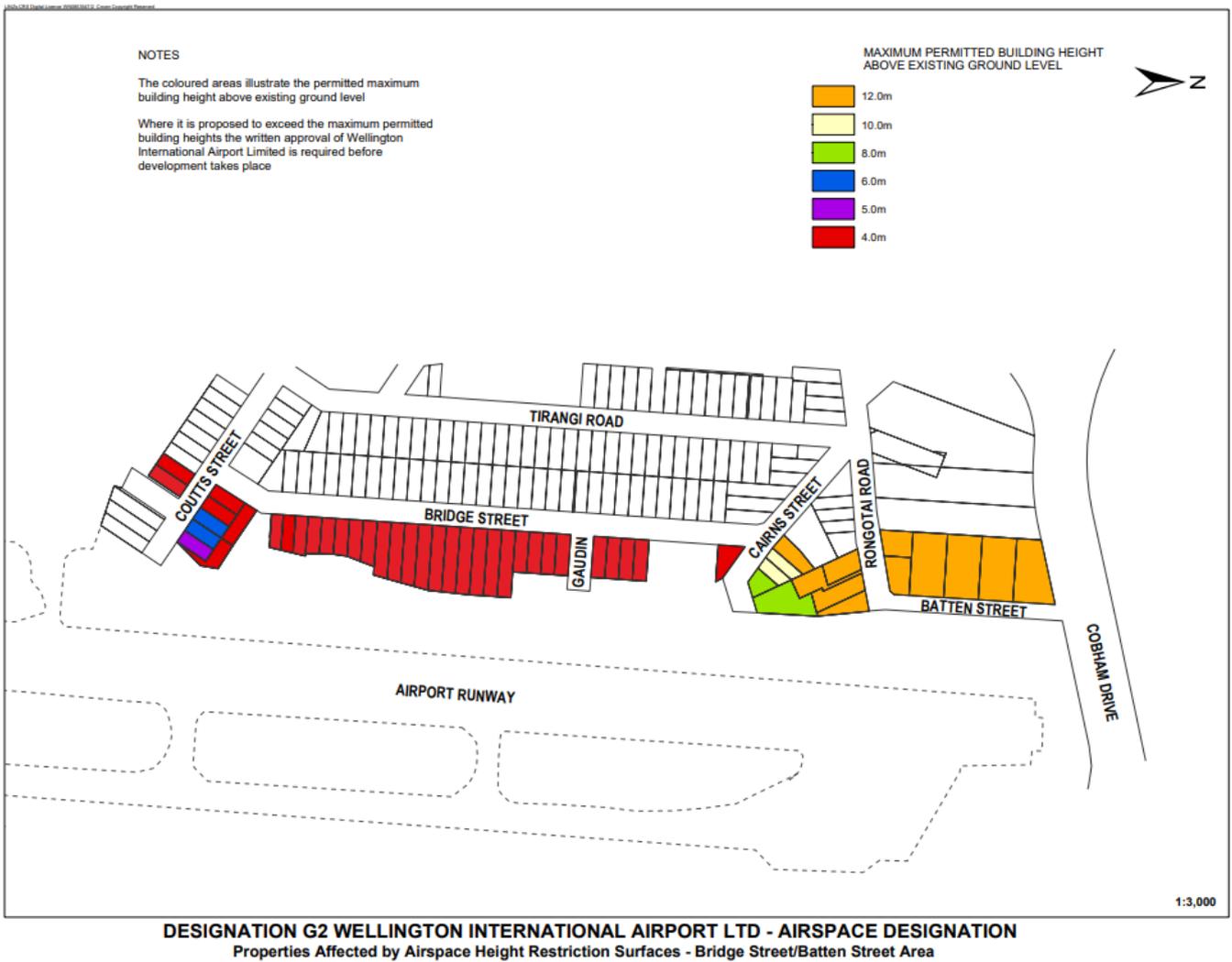


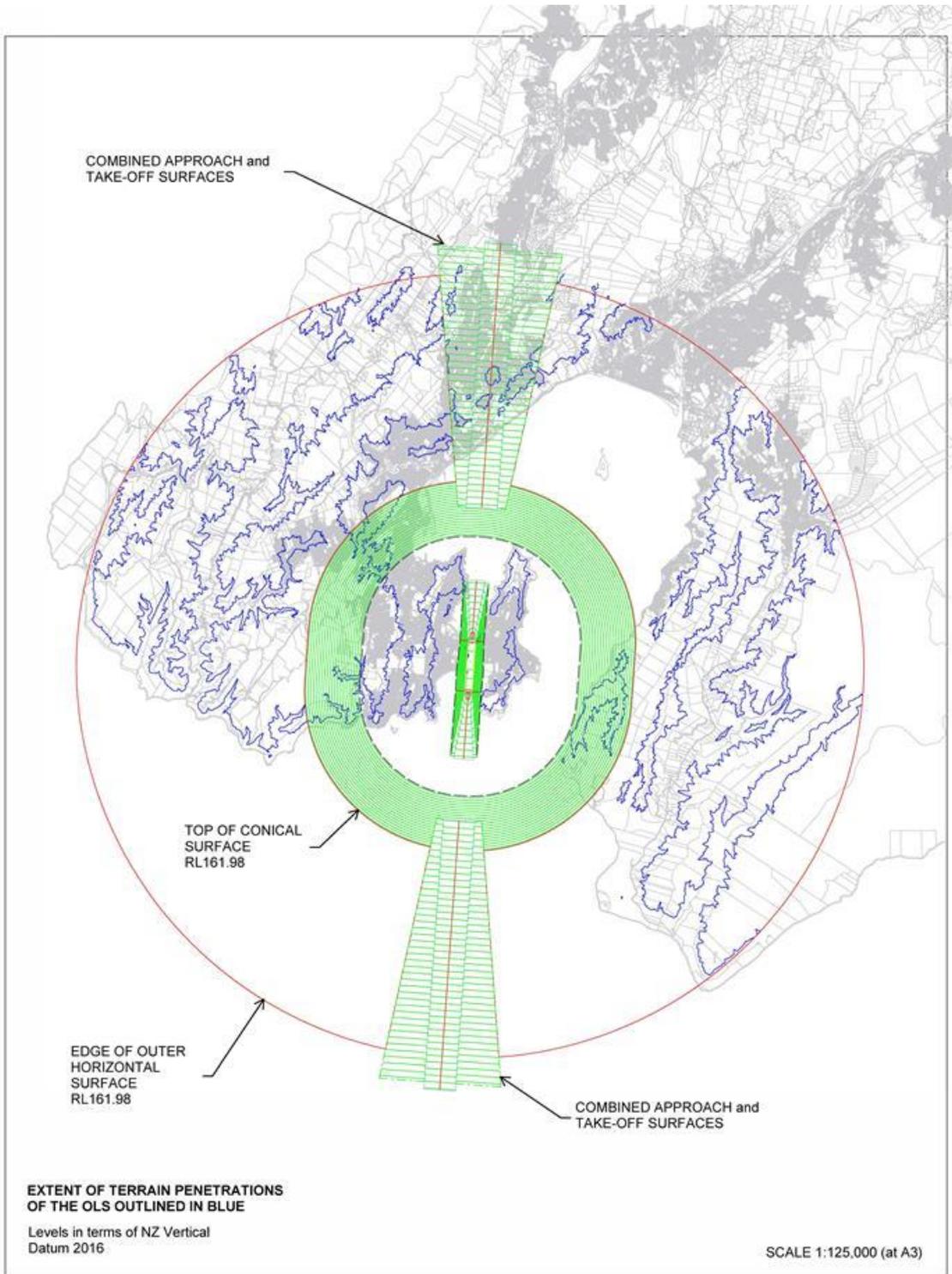
Figure 1: Designation WIAL1 Properties affected by specific height restrictions.

Note:

WIAL may request an aeronautical study to inform its decision regarding whether to provide approval for any breach of the conditions pursuant to Section 176 of the RMA.

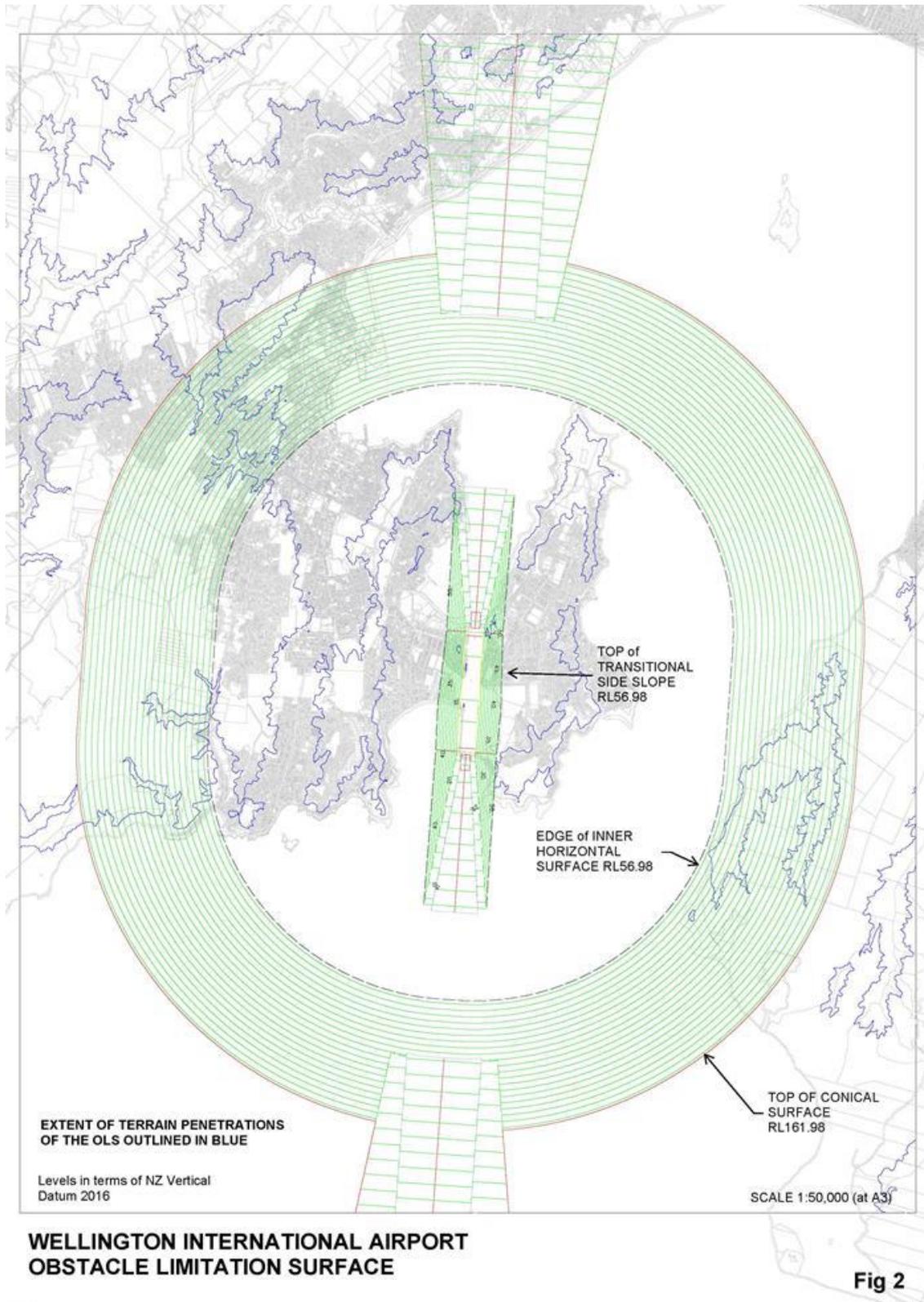
WIAL ~~is in the process of developing~~ has developed a geographic information system (GIS) tool, which is available on the District Plan's online interactive Planning Maps to assist in the identification of whether an object or structure would be subject to an OLS Obstacle Limitation Surface as identified in this designation and to provide guidance setting out the process for obtaining an approval for any breach of the conditions pursuant to Section 176 of the RMA.

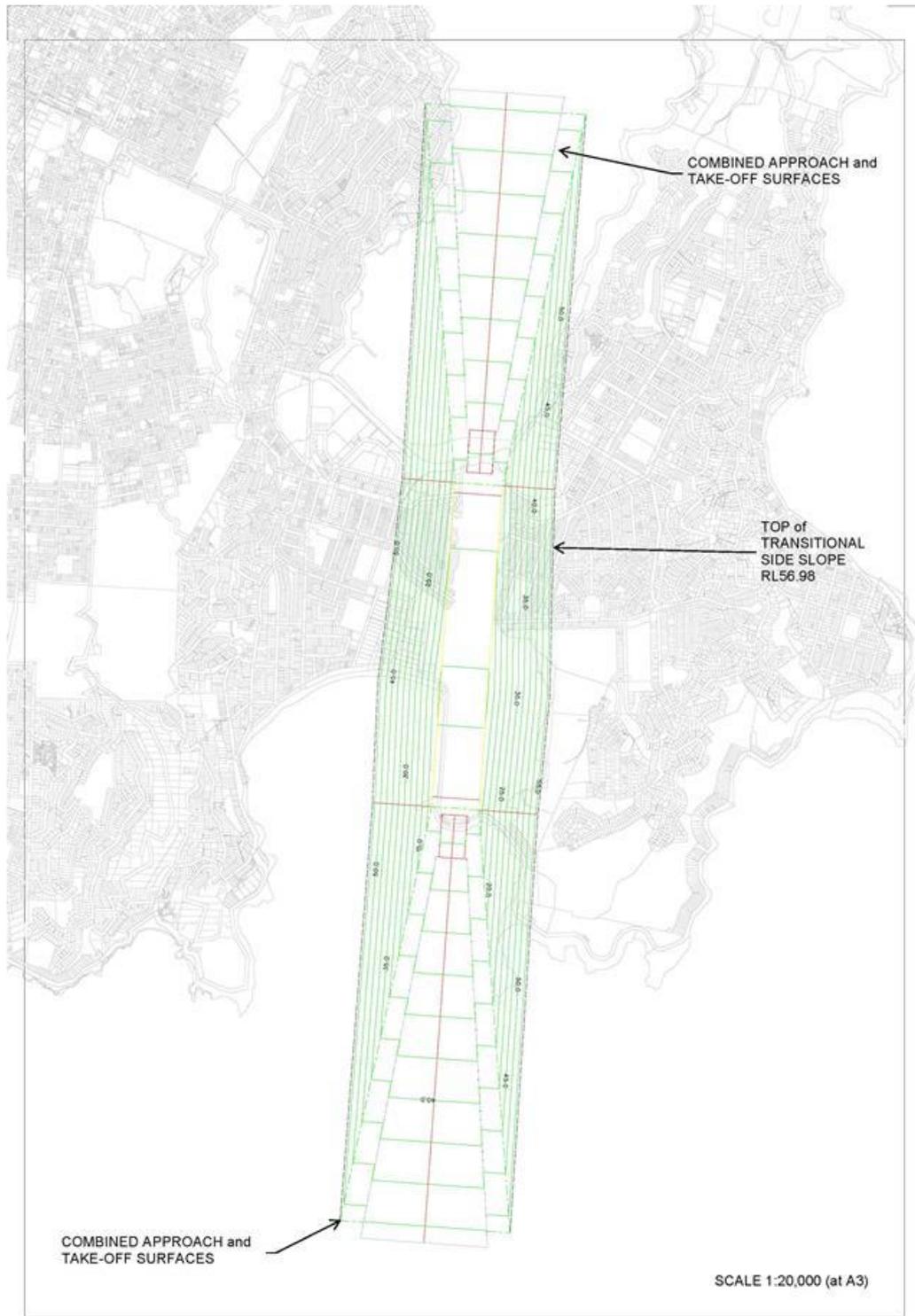
WIAL1 maps



**WELLINGTON INTERNATIONAL AIRPORT
OBSTACLE LIMITATION SURFACE**

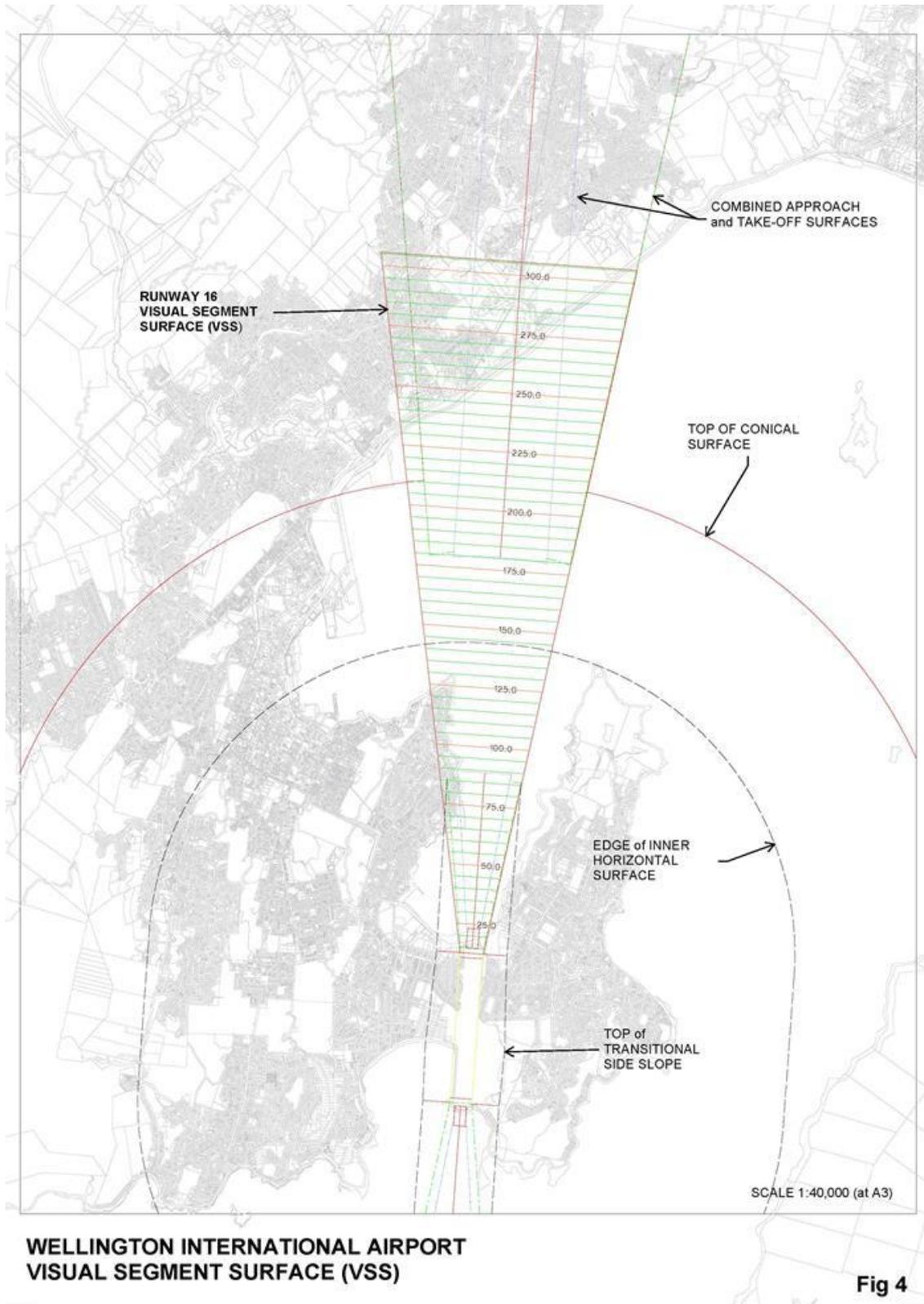
Fig 1





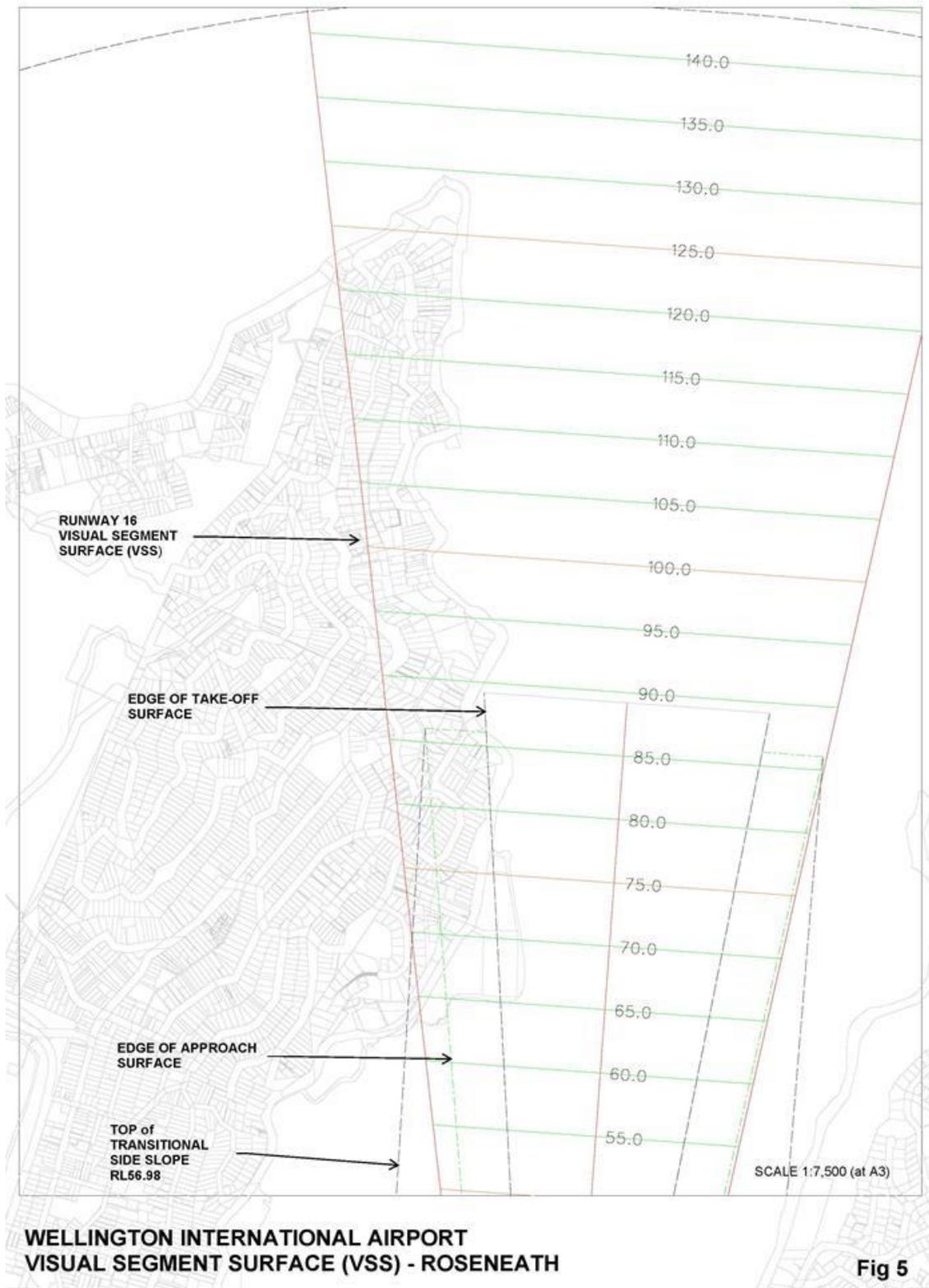
**WELLINGTON INTERNATIONAL AIRPORT
OBSTACLE LIMITATION SURFACE**

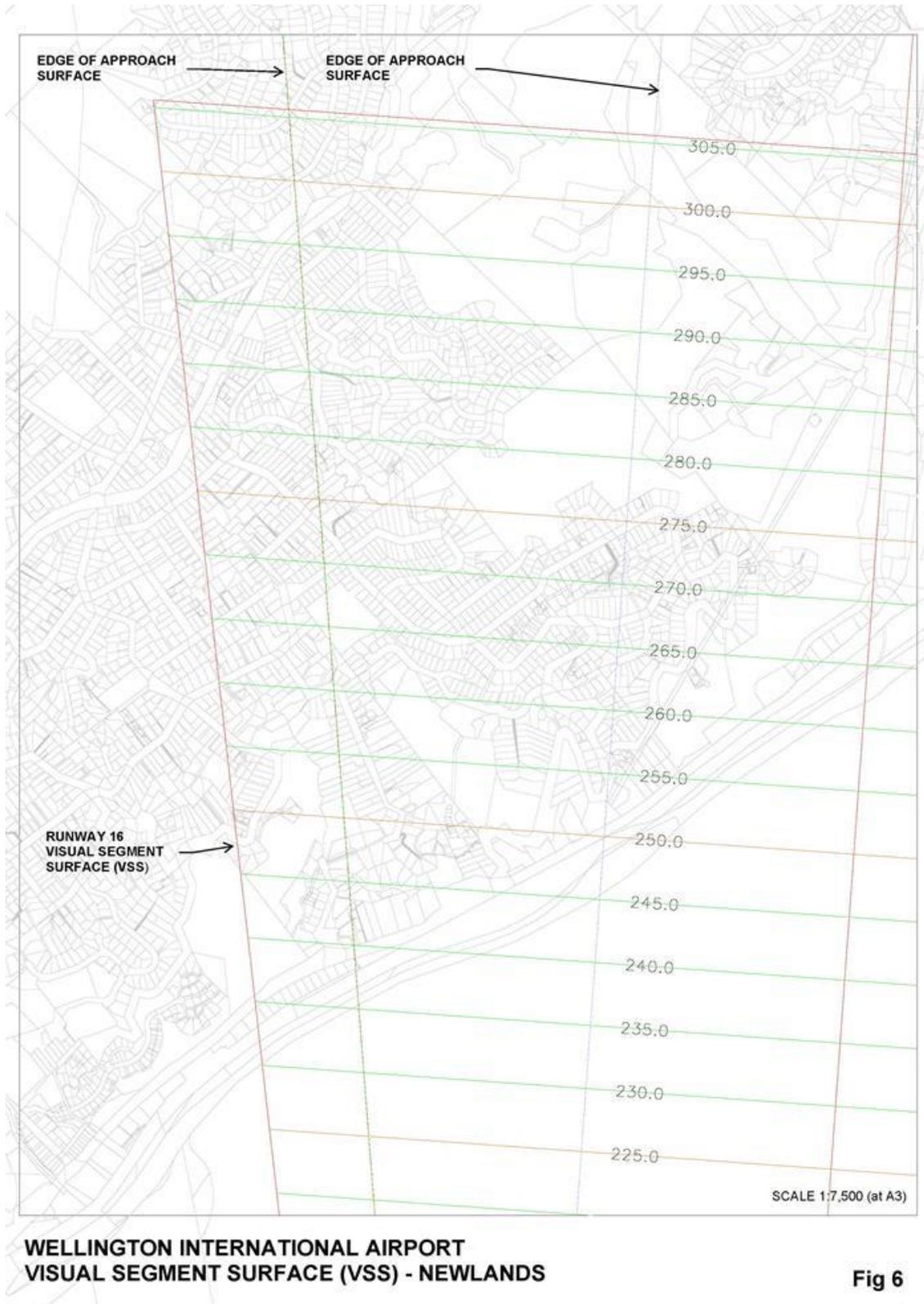
Fig 3



**WELLINGTON INTERNATIONAL AIRPORT
VISUAL SEGMENT SURFACE (VSS)**

Fig 4





Conditions 2: Wellington International Airport (Miramar South Area) Conditions

The land to which this designation applies ("the Designated Area" or "the Site") may be used for activities for the operation of Wellington International Airport ("the Airport") including:

- Flight catering;

- Rental car storage, maintenance and grooming;
- Freight reception, storage and transfer to/from air;
- Ground Service Equipment (GSE) storage; and
- Associated carparking, signage, service infrastructure and landscaping.

For the avoidance of doubt Aircraft Operations, runways, traffic control structures, aircraft hangars, and Large Format Retail shall not be permitted within the Designated Area.

The Designated Area shall cover the area shown in Attachment 1 and is subject to the conditions set out in the Conditions section below.

Glossary:

Aircraft Operations

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

Large Format Retail:

Means any individual retail activity exceeding 450 square metres gross floor area.

No.	Designation Conditions
	Outline Plan
1.	<p>Not less than three (3) months prior to the first outline plan for the Site being submitted to the Wellington City Council (“WCC”) under condition 2, and subject to the consultation requirements set out within condition 4 and 3837, the requiring authority shall prepare and submit to the WCC for certification:</p> <ul style="list-style-type: none"> a. A Traffic Management Plan in accordance with conditions 2 - 6; and b. An Integrated Design Management Plan in accordance with conditions 3332 - 3837. <p>For any staged development of the Site, the outline plan associated with that stage shall demonstrate how the limits set out in these conditions to manage the effects of development at the Site will be achieved.</p>
No.	Designation Conditions
	Traffic
2.	<p>The Traffic Management Plan required by condition 1 shall be prepared following consultation with the owner of the service station at 362 – 368 Broadway, and shall show the general configuration of on-Site and off-Site traffic management measures to be employed to achieve the following objectives:</p> <ul style="list-style-type: none"> a. Effectively manage traffic generated during the operation of the Site so that traffic volumes are safely accommodated within the existing road network; b. So far as is reasonably practicable, avoid congestion or traffic delays on the adjacent local roading network and manage effects on pedestrian access and cycling on this network that are caused by operations at the Site; and c. Maintain safe and convenient access to the service station located at 362 – 368 Broadway for vehicles travelling in either direction on Broadway, entering the service station from Broadway and tankers exiting the service station onto Broadway. <p>The Traffic Management Plan shall describe, where appropriate:</p> <ul style="list-style-type: none"> d. Site access arrangements on Broadway and Kauri Street which meet the requirements of condition 7;

	<p>e. Provision of carparking spaces, loading and manoeuvring areas which meet the requirements of conditions 8 and 9;</p> <p>f. How pedestrian and cycle access to and past the Site would be accommodated;</p> <p>g. Any off-Site measures required, including, if necessary, an upgrade of the intersection of Kauri Street and Broadway with either a roundabout or traffic signalisation and the likely timing of any necessary upgrade;</p> <p>h. Consideration of other modes of transportation and pedestrian access in the design of any off-Site measures required by g above;</p> <p>i. Details about consultation undertaken with the relevant road controlling authorities to enable any off-Site measures identified in g and h above to be implemented;</p> <p>j. Methods to provide route travel for trucks so as to avoid the need to drive along the Residential zoned parts of Miro Street, Kedah Street or Kauri Street except where there are specific circumstances where this is necessary.</p> <p>k. The location of any temporary construction access or accesses</p> <p>No outline plan shall be submitted by the requiring authority until such time as the WCC has certified that the Traffic Management Plan achieves the objectives set out in a, b and c of this condition.</p> <p><i>Advice Note: all intersections and roading improvements shall be designed and constructed to WCC standards and be subject to WCC approval as road controlling authority.</i></p>
3.	<p>The Traffic Management Plan required by condition 2 may allow for staged implementation of development within the Site. If staged development is provided for then an overall plan showing the likely stages and method(s) for ensuring that the objectives set out in condition 2.a, b and c are to be met at each development stage shall be included.</p>
4.	<p>The requiring authority shall ensure that any outline plan submitted to WCC demonstrates that the works subject to it are to be developed in a manner that achieves the objectives of the Traffic Management Plan. Any outline plan shall contain detailed traffic management provisions to achieve the objectives set out in condition 2.a, b and c, and include details of buildings, signage, parking, and other built infrastructure, including any necessary roading, cycling and pedestrian infrastructure to be provided on the roading network. Any Outline plan shall be accompanied by a report from a suitably qualified and experienced traffic engineer addressing how the outline plan achieves the objectives of the Traffic Management Plan. Where works are required on the roading network the outline plan shall include details of this work and timeframes for implementing the work. These timeframes and the method for implementing any necessary work are to be agreed with the road controlling authority at least three months prior to construction.</p>
5.	<p>The requiring authority may amend the Traffic Management Plan provided that any amendment does not result in changing the purpose, or derogate from the purpose and the objectives of the Traffic Management Plan set out in condition 2. Any amendment shall be certified by the WCC as being consistent with the objectives set out in condition 2.</p>
6.	<p>If a review of the Traffic Management Plan is undertaken by the requiring authority then that review shall be undertaken in consultation with WCC.</p>
7.	<p>Site access:</p> <p>a. Site access is to be provided and maintained in accordance with Section 3 of <i>AS/NZ2890.1:2004</i>.</p> <p>b. Subject to condition 7.c below no vehicle access shall be situated closer to an intersection than the following distances: arterial and principal streets (20m), collector streets (15m), other streets (10m).</p> <p>c. Only one permanent vehicle access shall be permitted onto Broadway and only one onto Kauri Street. No vehicle access (aside from provision for emergency access if necessary) shall be permitted onto Miro and Kedah Streets.</p> <p>d. The width of any vehicle crossing to the Site is not to exceed 8m.</p> <p>e. Any access to the Site shall be designed to permit a free flow of traffic so that vehicles are not required to queue on the street.</p> <p>f. Notwithstanding a to e, a temporary construction access may be established to the site.</p>
8.	<p>Carparking:</p>

	<p>a. Except for rental car storage parking, all parking is to be provided and maintained in accordance with Sections 1, 2 and 5 of <i>AS/NZ2890.1:2004</i>.</p> <p>b. Where car parking is located within a building, a minimum height clearance of 2.2m is required.</p> <p>c. The gradient for carparking circulation routes shall be not more than 1:8.</p> <p>d. All vehicles associated with servicing activities which take place within the Site, shall be able to be accommodated wholly within the Site. This is to include visiting tradespersons and courier vehicles. Additionally, appropriate staff and visitor parking shall be able to be accommodated on Site.</p>								
9.	<p>Loading:</p> <p>a. At least one loading area shall be provided as follows:</p> <ul style="list-style-type: none"> i. where loading areas are located within a building, a minimum height clearance of 4.25m is required; ii. for buildings serviced by lifts, all levels shall have access to a loading area by way of a lift; iii. the loading area shall be located no further than 15m from a lift and there shall be level access between them; and <p>b. turning paths shall be based on the standard for the maximum sized truck which will service the site. For loading areas located outdoors, the minimum width shall be 3m and the minimum length 9m.</p> <p>c. For loading areas located within a building, the minimum width shall be 4m and the minimum length 9m.</p>								
No.	Designation Conditions								
	Noise								
10.	<p>Noise emission levels from the Site when measured on any site that includes an occupied residence in the Outer Residential Area beyond the Site shall not exceed:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;"><i>Monday to Sunday 7am to 10pm</i></td> <td style="width: 40%;"><i>55 dB LAeq(15min)</i></td> </tr> <tr> <td><i>Monday to Sunday 1am to 6am</i></td> <td><i>40 dB LAeq(15min)</i></td> </tr> <tr> <td><i>At all other times</i></td> <td><i>45 dB LAeq(15min)</i></td> </tr> <tr> <td><i>All days 10pm to 7am</i></td> <td><i>75 dB LAFmax</i></td> </tr> </table>	<i>Monday to Sunday 7am to 10pm</i>	<i>55 dB LAeq(15min)</i>	<i>Monday to Sunday 1am to 6am</i>	<i>40 dB LAeq(15min)</i>	<i>At all other times</i>	<i>45 dB LAeq(15min)</i>	<i>All days 10pm to 7am</i>	<i>75 dB LAFmax</i>
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<i>Monday to Sunday 1am to 6am</i>	<i>40 dB LAeq(15min)</i>								
<i>At all other times</i>	<i>45 dB LAeq(15min)</i>								
<i>All days 10pm to 7am</i>	<i>75 dB LAFmax</i>								
11.	<p>Noise emission levels from the Site when measured on any in the Centre Zone shall not exceed:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;"><i>At all times</i></td> <td style="width: 40%;"><i>60 dB LAeq(15min)</i></td> </tr> <tr> <td><i>At all times</i></td> <td><i>85 dB LAFmax</i></td> </tr> </table>	<i>At all times</i>	<i>60 dB LAeq(15min)</i>	<i>At all times</i>	<i>85 dB LAFmax</i>				
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12.	Noise during construction activities shall comply with the requirements of <i>NZS 6803:1999 Acoustics – Construction Noise</i> .								
13.	As part of the landscape boundary treatment required by condition 32 a close-boarded fence (or other acoustically effective barrier) with a density of at least 10 kg/m ² and a height of two metres shall be installed around the perimeter of the site excluding site access points. This shall be inspected regularly and maintained to ensure its continued acoustic effectiveness.								
14.	Subject to the limitations set out in condition 7.c entry / egress for trucks shall not be located opposite residential activities. Trucks shall not drive along the Residential parts of Miro Street, Kedah Street or Kauri Street except where there are specific circumstances where this is necessary.								
15.	Truck engines shall not be left to idle on the Site and signage shall be placed in appropriate locations within the Site to advise drivers of this requirement. The requiring authority or its agents shall actively monitor this requirement.								
16.	Building services shall be designed such that noise levels from this source at the Site boundary are at least 10 dB lower than the limits set out in condition 10.								
17.	All warehouse doors shall be fast closing and shall remain closed at night-time unless in use. For the purposes of this condition, night time means 2200 to 0700 hours.								
18.	There shall be no servicing or maintenance of equipment outdoors at night. For the purposes of this condition, night time means 2200 to 0700 hours.								

19.	The first outline plan of works the requiring authority submits to the WCC shall include an acoustic assessment prepared by a suitably qualified person for all noise-producing activities on the Site which sets out how conditions 10 and 11 will be achieved. Activities taking place within buildings shall be assessed with doors open as applicable. If development of the Site is to be staged, then the requiring authority shall demonstrate how it will employ suitable noise attenuation which is effective for that development stage to meet the operational noise limits set out in condition 10 and 11.
No.	Designation Conditions
	Lighting
20.	All direct or indirect illumination from within the Site shall be controlled such that direct or indirect illumination does not exceed 10 lux at the windows of any habitable room of a building used for a sensitive activity on any adjacent site.
21.	All outdoor lighting within the Site, including internal and external light sources shall comply with: <i>AS/NZS 4282:2109 Control of the Obtrusive Effects of Outdoor Lighting</i> .
22.	The lighting of publicly accessible pedestrian and vehicle movement areas shall comply with: <i>AS/NZS 1158.3.1:2005 Part 3.1 Pedestrian Area (Category P) Lighting</i> .
No.	Designation Conditions
	Servicing
23.	The first outline plan submitted by the requiring authority to the WCC under condition 2 shall include a design statement endorsed by a chartered professional engineer which demonstrates how stormwater, wastewater and water supply will be connected to and accommodated by the municipal system. It shall include: <ul style="list-style-type: none"> a. An analysis of the impact of the proposed development on the existing water supply, and stormwater and wastewater network capacity; b. Details of any upgrades to existing infrastructure required for it to accommodate the proposed development; c. Evidence of consultation with Wellington Water in respect of a and b, comments received from Wellington Water on a and b, and details on how any comments made by Wellington Water have been addressed; and d. An analysis which demonstrates that development of the Site will be undertaken to provide adequate on-Site storage and/or detention capacity to achieve storm water neutrality for all events up to the 10% AEP event (1 in 10 year event). This design statement shall be prepared to be consistent with the Integrated Design Management Plan required by condition 3732.
No.	Designation Conditions
	Landscape and Visual
24.	No building shall be closer than 5 metres from the designation boundary.
25.	The maximum site coverage by buildings is 35%.
26.	No building shall have a wall height greater than 8 metres from existing ground level.
27.	No building located within Area A as shown in Attachment 2 may have a roof height greater than 9 metres from existing ground level.
28.	No building located within Area B as shown in Attachment 2 may have a roof height greater than 10 metres from existing ground level.
29.	No building shall have continuous walls longer than 10 metres without a step in the profile of the wall of at least one metre in depth, or via the use of another architectural device or change in materials or colour.
30.	Any sign which is erected on the Site and which is visible from the road reserve or immediately adjacent land:

	<p>a. shall not contain moving images, moving text or moving lights; and b. shall not be for the purpose of third party advertising.</p>
31.	<p>Boundary screen planting required to screen the acoustic fence necessary to meet the requirements of condition 14 shall grow to a height not less than 2 metres at maturity. The planting shall be undertaken within 3 months of the construction of the acoustic fence.</p>
32.	<p>The Integrated Design Management Plan required by Condition 1 shall show the general configuration of buildings and structures to be erected on the Site, access, roading and parking layouts consistent with the TMP required by condition 1, measures for providing storm water attenuation, signage and areas of landscaping on the Site. No outline plan shall be submitted by the requiring authority until such time as the WCC has certified that the Integrated Design Management Plan achieves the following objectives:</p> <p>a. <u>Landscaping</u> Landscaping within the Site achieves a high level of offsite amenity and ensures that any adverse effects on neighbouring land arising from the development of the designated area are appropriately mitigated. This may be achieved by:</p> <ol style="list-style-type: none"> i. Landscaping that softens and where practicable screens built form when viewed from neighbouring land; ii. Site boundary treatment to ensure that carparking and storage activities are effectively screened and adverse visual effects are internalised; iii. A boundary landscape treatment that includes use of layered boundary planting and the acoustic fence referred to in condition 14, which presents a green edge and a high level of amenity to the surrounding streets. This boundary landscape treatment shall be consistent with the Isthmus Group plan attached to these conditions as Attachment 4; iv. A planting palate that includes a boundary hedge planted with hardy fast growing species, and a tree framework reflecting the surrounding street tree environment; v. Use of advanced grade plants to ensure meaningful visual mitigation is provided within two to three years of planting; and vi. After undertaking a tree survey by a technician arborist or suitably qualified and experienced landscape architect, retaining where practicable, or otherwise replacing, existing mature trees located on the Site within 5 metres of the Site boundary, including pohutukawa. <p>b. <u>Buildings</u> Buildings are designed and located so they are of a scale suited to the surrounding area and are set back from boundary edges, whilst recognising and providing for the building’s function and use. In addition to compliance with the bulk and location requirements in condition 25 – 32 this may be achieved by:</p> <ol style="list-style-type: none"> i. Use of rooflines which reflect the scale and context of the surrounding residential area particularly in Area A and building design which reflects the fine grain of the outer residential area, to integrate visually and to maintain character, scale and context; ii. Ensuring variation in the bulk, form and scale of buildings; iii. Limiting the lighting of roof structures to minimise night time visibility of those structures from residential locations outside the Site. <p>c. <u>Signage</u> Signage is well integrated with and sensitive to the receiving environment, and maintains public safety.</p>
33.	<p>Prior to submitting the Integrated Design Management Plan to the WCC for certification in accordance with condition 1 the requiring authority shall provide the owners and occupiers of the properties listed in Attachment 3 with a copy of the Integrated Design Management Plan, and invite those persons to meet and discuss its content. The requiring authority shall cover the cost of the meeting venue. Meeting minutes shall be taken and provided to WCC when the Integrated Design Management Plan is submitted for certification.</p>
34.	<p>The Integrated Design Management Plan required by condition 1 may allow for staged implementation of development within the Site. If development of the site is to be staged then an overall plan showing the likely stages and methods for ensuring the objectives set out in condition 3332 are met shall be included.</p>
35.	<p>The requiring authority shall ensure that any outline plan submitted to WCC demonstrates that the works subject to it are to be developed in a manner that achieves the objectives of the Integrated Design Management Plan. Outline plans shall contain a detailed landscape design plan and include details of planting and maintenance to achieve the objective under condition 3332.a of the Integrated Design</p>

	Management Plan on an ongoing basis. Any outline plan shall also contain details of buildings, signage, parking and other built infrastructure to demonstrate how the objectives under conditions 3332.b and 3332.c of the Integrated Design Management Plan are to be achieved. Any outline plan shall be accompanied by a report from a suitably qualified and experienced landscape architect and / or urban designer addressing how the outline plan achieves the objectives of the Integrated Design Management Plan.
36.	The requiring authority may amend the Integrated Design Management Plan provided that any amendment does not result in changing the purpose, or derogate from the purpose and the objectives of the Integrated Design Management Plan set out in condition 33 and any amendment is certified by the WCC.
37.	If a review of the Integrated Design Management Plan is undertaken by the requiring authority then that review shall be undertaken in consultation with the WCC.

Attachment 1 - The Designated Area

Image Deleted – Refer to ePlan Designation Maps.

Attachment 2 - Area A and Area B of the Designated Area

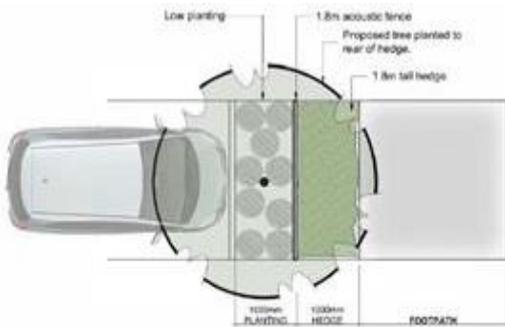


Attachment 3 - List of Properties

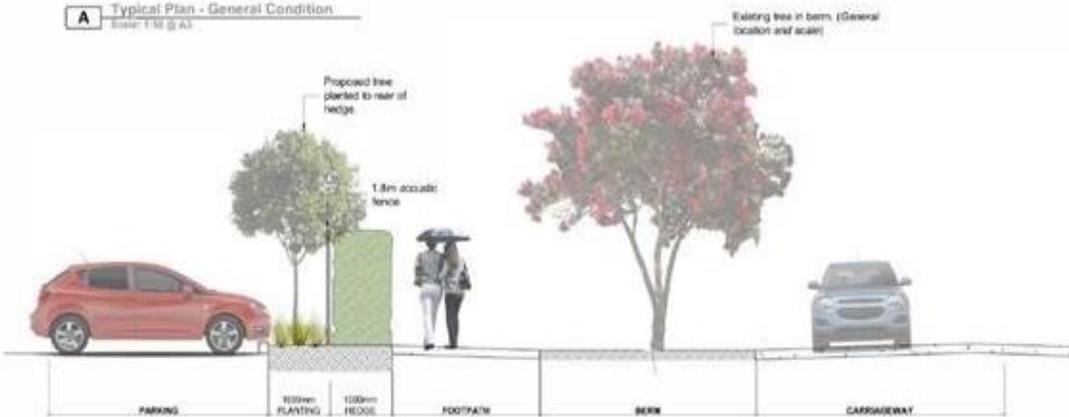
10 Kauri Street, Miramar
10 Kauri Street, Miramar
12 Kauri Street, Miramar
12A Kauri Street, Miramar
12A Kauri Street, Miramar
14 Kauri Street, Miramar
14 Kauri Street, Miramar
16 Kauri Street, Miramar
18 Kauri Street, Miramar
20 Kauri Street, Miramar
20 Kauri Street, Miramar
22 Kauri Street, Miramar
24 Kauri Street, Miramar
26 Kauri Street, Miramar
28 Kauri Street, Miramar
28 Kauri Street, Miramar
28A Kauri Street, Miramar
30 Kauri Street, Miramar
32 Kauri Street, Miramar
34 Kauri Street, Miramar
34 Kauri Street, Miramar
36 Kauri Street, Miramar
37 Kauri Street, Miramar
38 Kauri Street, Miramar
38 Kauri Street, Miramar
39 Kauri Street, Miramar
40 Kauri Street, Miramar
13 Kedah Street, Miramar
17 Kedah Street, Miramar
13 Miro Street, Miramar
15 Miro Street, Miramar
17 Miro Street, Miramar
19 Miro Street, Miramar
21 Miro Street, Miramar

21 Miro Street, Miramar
23 Miro Street, Miramar
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35 Miro Street, Miramar
37 Miro Street, Miramar
39 Miro Street, Miramar
39 Miro Street, Miramar
41 Miro Street, Miramar
43 Miro Street, Miramar
43 Miro Street, Miramar
44 Miro Street, Miramar
357 Broadway, Miramar
357 Broadway, Miramar
7 Kauri Street, Miramar
362, 364, 366, 368 & 370 Broadway, Miramar
362, 364, 366, 368 & 370 Broadway, Miramar
362, 364, 366, 368 & 370 Broadway, Miramar
362, 364, 366, 368 & 370 Broadway, Miramar

Attachment 4 - Landscape Plans



A Typical Plan - General Condition
Scale: 1:50 @ A3



B Typical Section - General Condition
Scale: 1:50 @ A3

Isthmus.

Scale: 1:1000 @ A3

GA.2

Conditions 3: Runway End Safety Area (Southern)

The following conditions shall apply to the designation for the Runway End Safety Area at the southern end of Wellington Airport:

The purpose of the designation is to provide for the safe and efficient functioning of the airport:

- a. Maintenance and replacement of all existing and new structures and ancillary equipment (such as street lighting, ventilation systems etc) associated with the RESA, are to be the responsibility of the Requiring Authority. Maintenance is to be carried out in accordance with Council's approved asset management standards.
- b. Appropriate lighting and signage shall be put in place to ensure that cyclists and pedestrians can travel through the vehicle underpass safely.
- c. The retaining wall east of the vehicle underpass and north of Moa Point Road shall be maintained to ensure it integrates into the surrounding landform.
- d. The retaining walls at either end of the vehicle underpass shall be subject to appropriate maintenance and surface treatment to minimise their visual impact and integrate them into the surrounding coastal environment.

Plan 1 - Extent of Designation



CONDITIONS 4

AIRPORT PURPOSES DESIGNATION – MAIN SITE AREA (MSA)

Purpose of the Designation

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

Subject to the conditions set out below, land within the MSA Designation 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 (including sustainable infrastructure), 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 Specific Control Area;
- 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
- Servicing, testing and maintenance activities related to the above.

Note: for the avoidance of doubt any third party owned outdoor commercial signage is outside the purpose of the Designation. Any such signage is subject to applicable rules in the district plan and may require resource consent.

Airport Precinct Development Areas (“Precincts Development Areas”) and the Hillock (south end of Terminal Precinct Specific Control Area) are shown in **Attachment 2**.

Glossary:

Aircraft Operations

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

Conditions

1. An outline plan in accordance with section 176A(1) of the Resource Management Act 1991 (“RMA”) shall be required for the following project or work:

Reference	Precinct Specific Control Area / Location
A	Hillock (south end of Terminal <u>Precinct Specific Control Area</u>)
	Work and Limits
	Any earthworks where: <ol style="list-style-type: none"> i. The existing ground level will be altered by more than 2.5 metres measured vertically; and ii. The total area of ground surface disturbance will exceed 250m²; and iii. The earthworks will be undertaken on slopes of more than 34°.
B	Terminal <u>Precinct Specific Control Area</u>
	Work and Limits
	Buildings or structures that exceed 1,500m ² in gross floor area or buildings proposed within 20m of an external site boundary.
C	All <u>Precincts Specific Control Areas</u> with the exception of the Terminal <u>Precinct Specific Control Area</u>
	Work and Limits
	Buildings or structures that exceed a height limit of 12m above existing ground level.
D	Terminal <u>Precinct Specific Control Area</u>
	Work and Limits
	<ol style="list-style-type: none"> i. Any sign located on a building that exceeds the following criteria or limits: <ol style="list-style-type: none"> a. The sign shall be affixed to the underneath of a verandah and shall provide at least 2.5 metres clearance directly above the footpath or ground level; and b. Any sign shall be displayed only on plain wall surfaces; and c. Any sign shall not obscure windows or architectural features; and d. Any sign 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 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 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

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

2. In accordance with section 176A(2) of the RMA an outline plan need not be submitted to Wellington City Council (**the Council**) for works and activities associated with the following:

- a. A project or work that does not result in an exceedance of the specified criteria and limits set in Condition 1; or
- b. Any activity relating to or supporting Aircraft Operations within the Airside Precinct-Specific Control Area; or
- c. Signage within any precinct-Specific Control Area where it is related to the purpose of directing pedestrian or vehicular traffic, or to provide safety and security information; or
- d. Lighting poles and navigational instruments; or
- e. Building or structure maintenance or repair; or
- f. Upgrade or maintenance of existing formed roads and public accessways; or
- g. Pavement maintenance or repair; or
- h. Landscape maintenance or repair; or
- i. Earthworks - other than any earthworks associated with the partial or full removal of the Hillock (south end of Terminal Precinct-Specific Control Area)¹; or
- j. Placement / maintenance of street furniture or art / sculptures; or
- k. Maintenance or repair of lighting, signage and other existing fixtures or structures.

¹ Partial or full removal of the small hill is subject to an outline plan and condition 18

Maximum Building Height /Setbacks

3. No building/structure shall exceed a maximum building/structure height of 30 metres (above existing ground level) in the Terminal Precinct-Specific Control Area, and 18 metres (above existing ground level) in other precinct-Specific Control Areas, except that:
- a. Buildings or structures used for hangars used for Code C (or smaller aircraft) shall not exceed a height of 15m;
 - b. In the West Side Precinct-Specific Control Area, buildings or structures used for Code E (or other wide body aircraft) hangars shall not exceed a height of 20m or be located closer than 10m to an external site boundary;
 - c. Buildings or structures located within 8m of the Golf Course Recreation Area shall not exceed a height limit of 15m;
 - d. Buildings or structures within 5m of any adjoining Residential zone shall not exceed a height limit of 4m;
 - e. Buildings within the South Coast Precinct-Specific Control Area shall be set back at least 10m from the Moa Point Road frontage of the site; and
 - f. For the purpose of this condition, lift shafts, plant rooms, stairwells, water tanks, air conditioning units, ventilation ducts, chimneys, lighting poles and similar features on buildings or structures shall be excluded from this calculation of maximum height.

Lighting – Non-Aviation Activities

4. In all ~~Precincts~~ Precinct Specific Control Areas the direct or indirect illumination of outdoor areas associated with non-aviation activity shall be managed so that it is in accordance with the requirements of AS/NZS 4282:2109 'Control of the obtrusive effects of outdoor lighting', for Environmental Zone A4.

For the avoidance of doubt any lighting controlled by Civil Aviation rules shall not be controlled by this condition. At the completion of all work undertaken to illuminate outdoor areas (not controlled by Civil Aviation Rules) the Requiring Authority shall provide a report to the Wellington City Council that confirms that the work meets the requirement of AS/NZS 4282:2109.

Trees

5. Existing trees on land within the MSA Designation are to be retained except where they affect the safe operation of the Airport, and provided that 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.

Electromagnetic Radiation

6. In all ~~precincts~~ Precinct Specific Control Areas any activity shall be conducted to comply with the New Zealand NZS 6609:1990 (Radio Frequency Radiation) and any subsequent amendments.

Restricted Site Access for Vehicles

7. No vehicle shall be permitted to a site across any Restricted road frontage identified on **Attachment 3**.
8. 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 Specific Control Area Chapter 11.
9. There shall be a maximum of one site access to any site, except that a site with more than one frontage may have one access across each frontage.
10. The width of any site access shall not exceed 6 metres; and
11. 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.
12. No site access shall be sited closer to a street intersection than the following:
 - a. Arterial and principal streets: 20m
 - b. Collector streets: 15m
 - c. Other streets: 10m
13. Any site access shall be designed to permit a free flow of traffic so that vehicles do not have to queue on the street.
14. The following shall apply in respect of any condition where the Requiring Authority is required to provide the Council with a management plan or similar document 'for certification'.
 - a. The Requiring Authority shall provide the management plan to the Council within the timeframe specified in the applicable condition;
 - b. The Requiring Authority may lodge any necessary outline plan for the activities to which the management plan relates unless the Council advises the Requiring Authority in writing within 20

working days of receipt of the management plan that it refuses to certify that plan;

- c. Certification must not be unreasonably withheld and refusal to certify may only be on the grounds that the management plan fails to meet the requirements of the related condition or where relevant fails to integrate with the requirements of any other related management plan. The Council must provide reasons why that view is held at the time of the refusal;
- d. Should the Council refuse to certify the management plan, the Requiring Authority shall submit a revised plan to the Council for certification. Clauses b. and c. shall apply for any resubmitted plan;
- e. Once certified, the management plan may be varied by the Requiring Authority. The certification process for any variation to the plan shall follow the process outlined in b. to d. above. The activities subject to the variation shall not commence until the variation has been certified by the Council.

Urban Design Principles and Vision – Terminal ~~Precinct-Specific Control Area~~

15. Not less than six months prior to the first outline plan being submitted for the Terminal ~~Precinct-Specific Control Area~~ pursuant to section 176A of the RMA, the Requiring Authority shall prepare a draft document describing the Urban Design Principles (**the Principles**) to guide the development of buildings, infrastructure and open space areas within the Terminal ~~Precinct-Specific Control Area~~. The document shall ensure that when developing new buildings or publicly accessed areas within the Terminal ~~Precinct-Specific Control Area~~ appropriate regard is had to urban design form and function to enhance aesthetics, land use and resilience to create community and place. The Principles shall also:
 - a. articulate a **Vision** focused on achieving a level of design excellence where relevant that reflects the Terminal ~~Precinct-Specific Control Area~~'s role as part of a regionally significant infrastructure;
 - b. include, but not be limited to reference to the following matters, where relevant:
 - i. Urban Structure;
 - ii. Density and Mix;
 - iii. Urban Grain;
 - iv. Height and Massing;
 - v. Public Spaces;
 - vi. Façade and interface;
 - vii. Energy/resource/land efficiency;
 - viii. Lighting;
 - ix. Details and materials.

In preparing the Principles and associated Vision, the Requiring Authority shall consult the community. This consultation shall take the form of a workshop or Charrette to enable members of the community to contribute ideas and concepts to the Principles and Vision and shall be hosted at a suitably accessible location within the community. The Requiring Authority shall also consult with the Council and a final draft shall be submitted to the Council for comment. In finalising the Principles and associated Vision, the Requiring Authority shall take into account any feedback received from the community and the Council. Upon finalisation of the Principles and Vision, the Requiring Authority shall ensure that any future development within the Terminal ~~Precinct-Specific Control Area~~ is guided by the Principles and Vision.

Landscape and Urban Design Statement – ~~Precinct-Specific Control Areas~~

16. Where an outline plan is required under Section 176A of the RMA the outline plan shall include, in addition to the matters required under section 176A(3) of the RMA, a Landscape and Urban Design Statement (**LUDES**). The purpose of the LUDES shall be to demonstrate (where relevant) how the development is consistent with the Principles and associated Vision prepared in accordance with Condition 15, how any effects on streetscape have been taken into account, and how the following will be achieved:
 - a. The integration between adjoining ~~precinct-Specific Control Area~~ (and other areas of the Airport);

- b. That site levels and building form, colour and texture reduce the apparent height and bulk of large buildings, and minimise reflectively and glare when viewed from adjoining public or residential areas;
- c. That variations in building mass, height and architectural form have been considered in order to provide visual cohesiveness and interest, reduce visual massing and promote visual permeability. These matters will also be considered to maintain views from adjoining more elevated properties to the east where this is practicable;
- d. That landscaping treatment has been incorporated where appropriate in order to assist in providing visual softening of large buildings and the screening of parking, loading and storage areas;
- e. That any signage proposed will be integrated with the building form and surrounding architectural and landscape design;
- f. That low glare, high cut off exterior lighting is used, and integrated with the building form and surrounding architectural and landscape design;
- g. That lighting and light sources from within buildings in the Terminal Precinct-Specific Control Area have been designed to reduce the extent and visibility of artificial light when viewed from residential properties and public spaces located adjacent to the Airport site; and
- h. That the use of sustainable materials/techniques has been considered as part of the design.

Broadway Area Precinct-Specific Control Area

17. Prior to any project or work occurring within the Broadway Area Precinct-Specific Control Area, the Requiring Authority shall prepare an Integrated Design Management Plan (**IDMP**) specific to the Broadway Area Precinct-Specific Control Area. The IDMP shall show the general configuration of any existing and/or new buildings or structures within the Broadway Area, signage, and areas of landscaping that may be proposed. The IDMP for the Broadway Area Precinct-Specific Control Area shall achieve the following objectives:
- a. **Landscaping**
Landscaping within the site achieves a high level of offsite amenity and ensures that any adverse effects on neighbouring land arising from the development of the designated area are appropriately mitigated. Landscaping reflects the important gateway function of land within the Precinct-Specific Control Area;
 - b. **Buildings**
Buildings are designed and located so they are a scale suited to the surrounding area and are setback from boundary edges, whilst recognising and providing for the building's function and use;
 - c. **Signage**
Signage is well integrated with and sensitive to the receiving environment and maintains public safety.

No outline plan shall be submitted for the Broadway Area Precinct-Specific Control Area without first having submitted the IDMP for the Broadway Area Precinct-Specific Control Area to the community and the Council for comment. Consultation with the community shall take the form of a workshop or Charrette to enable members of the community to contribute ideas and concepts to the IDMP and shall be hosted at a suitably accessible location within the community. In finalising the IDMP the Requiring Authority shall take into account any feedback received from the community and the Council. Any subsequent outline plan shall be accompanied by a report from a suitably qualified and experienced landscape architect and/or urban designer addressing how the outline plan achieves the objectives of the IDMP.

Earthworks – Hillock (south end of Terminal Precinct-Specific Control Area)

18. Prior to any earthworks associated with the full or partial removal of the Hillock (south end of Terminal Precinct-Specific Control Area), the Requiring Authority must develop and submit to the Council for

certification an Earthworks and Construction Management Plan (**ECMP**). The ECMP shall include, but is not limited to, the following matters:

- a. Stability Controls;
- b. Erosion and Sedimentation Controls;
- c. Stormwater Management; and
- d. Implementation of any recommendations of the Archaeological assessment report as required by Condition 20.

The earthworks and associated work must be carried out in accordance with the ECMP and any amendments certified by the Council.

19. For the Hillock (south end of Terminal **Precinct-Specific Control Area**) described in Condition 18, the outline plan required under Section 176A of the RMA, 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 (where relevant):
 - 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 measures available to relocate the existing Matagouri at the site or to extract cuttings or seeds from it to assist cultivation of the plant elsewhere;
 - c. The extent to which earthworks affect the stability and erosion potential of the site and surrounding sites; and
 - d. Whether any landscape treatment is necessary, and if so, whether it is in scale with the proposed development.
20. Prior to any earthworks occurring within the Hillock (south end of Terminal **Precinct-Specific Control Area**) described in Condition 19, the Requiring Authority shall undertake an archaeological assessment to identify and report on the potential for archaeological sites on the undisturbed land.

Note: this may entail an exploratory archaeological authority from Heritage New Zealand Pouhere Taonga made under section 56 of the Heritage New Zealand Pouhere Taonga Act 2014.

Note: the Requiring Authority will need to apply for all necessary archaeological authorities under section 44(a) of the Heritage New Zealand Pouhere Taonga Act 2014 prior to the start of any earthworks within the designated area with the potential to affect archaeological remains.

Network Utilities

21. Prior to the commencement of any project or work which involves earthworks or construction activities, the Requiring Authority shall prepare or update a Network Utilities Management Plan for the project. The purpose of the Plan shall be to inform the relevant network utility providers that enabling work, design, and construction of any project, takes account of (and includes measures to address) the safety, integrity, protection (or where necessary) relocation of existing network utilities. The Plan shall also include the location of any existing underground network utilities within the project area; a requirement to consult with any relevant network utility provider; a requirement to inform all construction personnel, including contractors of the presence and location of any existing network utilities which traverse, or are in close proximity to the project area; and any restrictions in place in relation to those existing network utilities.

Airways Corporation of New Zealand

22. Where it is likely that a project or work will adversely affect the operation of any Airways Corporation of New Zealand's electronic or visual navigation aid or air traffic service facility, the Requiring Authority shall
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consult with Airways Corporation of New Zealand to ensure that the requirements of the Parties' respective obligations under Civil Aviation of New Zealand Rules 139.121 and 172.57 (and any subsequent amendment) are met.

Aircraft Operations Noise

23. The Requiring Authority shall ensure that all Aircraft Operations are managed so that the rolling day 90 day average 24 hour night-weighted sound exposure level does not exceed a Day/night Level (Ldn) of 65dBA outside the *Air Noise Boundary* shown within the Wellington City Council District Plan Maps. The Requiring Authority shall demonstrate compliance with this Condition by undertaking continuous noise monitoring in accordance with NZS 6805:1992 and the guidance provided in the Airport Noise Management Plan (**ANMP**). The noise monitoring data shall be made publicly available on the Requiring Authority's website.
24. Aircraft Operations noise shall be measured and modelled in accordance with NZS6805:1992 1992 Airport Noise Management and Land Use Planning and calculated as a Ldn 90 day rolling average. All terminology shall have the meaning that may be used or defined in the context of NZS:6805 1992 Airport Noise Management and Land Use Planning.
25. The following Aircraft Operations shall be excluded from the calculation of the 90 day rolling average described in Conditions 23 and 24:
 - a. Aircraft operating 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 a medical emergency; and
 - c. 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.
26. 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.

27. The following are exceptions to Condition 26:
 - a. Disrupted flights where Aircraft Operations are permitted for an additional 30 minutes;
 - b. In statutory holiday periods where Aircraft 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. Matariki Day.
 - v. Waitangi Day.
 - vi. ANZAC Day.
 - vii. Any other day decreed as a national statutory holiday.
 - viii. Where Matariki Day, 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.
 - ix. The hours from midnight to 6am immediately following the expiry of each statutory holiday period defined above.
- 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 26;
 - 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; and
 - 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.

Quieter Homes Programme

28. The Requiring Authority shall offer to fund noise mitigation for all existing residential properties within the *Air Noise Boundary* in accordance with the Quieter Homes Programme. The details and obligations which guide the implementation of the Quieter Homes Programme shall continue to be set out in the ANMP for all residential properties within the *Air Noise Boundary*. The mitigation shall be designed to achieve an indoor design sound Level of 45 dB Ldn or less, based on the *Air Noise Boundary* at predicted fully developed capacity.

Engine Testing

29. The Requiring Authority shall ensure that engine testing within the MSA Designation shall:
- a. only be undertaken during the hours of 6am to 8pm; and
 - b. not occur on the locations shown on the map attached as **Attachment 4**

Except that compliance with (a) is not required:

- c. For essential unscheduled maintenance, provided that it occurs between 8pm and 11pm and where these events do occur, they shall be reported to the Airport Noise Management Committee (ANMC) on an annual basis and published on the Requiring Authority's website as soon as reasonably practicable;
- d. 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; or

- e. For engine testing from 11pm to 6am where the engine testing can be carried out in compliance with all of the following:
 - i. measured noise levels do not exceed 60 dB LAEQ (15 min) at or within the boundary of any residential zone;
 - ii. measured noise levels do not exceed 75 dB LAF_{max} 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 engine testing is for aircraft using the Airport as an alternate landing site;
 - v. the total number of engine test events shall not exceed 18 in any consecutive 12 month period;
 - vi. the total duration of engine test events shall be no more than 20 minutes.

Ground Power and Auxiliary Power Units (GPUs/APUs)

30. 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 LAEQ (15 MIN)
- b. At all other times 45 dB LAEQ (15 MIN)
- c. All days 10pm to 7am 75 dB LAF_{max}

With the exception that these limits shall not apply to APUs for:

- i. Aircraft under tow;
- ii. The first 60 minutes after an aircraft has stopped on the gate, unless the Pilot of an Aircraft requires a longer duration due to operational or public health and safety reasons;
- iii. 60 minutes prior to scheduled departure unless the Pilot of an Aircraft requires a longer duration due to operational or public health and safety reasons;
- iv. The use of APUs to provide for engine testing pursuant to Condition 29.

Land Based Noise

31. 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 sB LAEQ max

Airport Noise Management Plan

32. The Requiring Authority shall at all times maintain and implement an Airport Noise Management Plan (**ANMP**). Without in any way limiting its obligations to fully comply with the conditions attaching to this designation, the Requiring Authority shall update its existing ANMP to describe in detail how it proposes to manage the Airport in order to comply with the relevant noise conditions of this designation, and any relevant noise related conditions that attach to any other Wellington Airport designation. The updated ANMP shall be submitted to the Council for certification within six months of this Designation being confirmed. Any subsequent alteration or update to the ANMP shall also be subject to this certification requirement.
33. The ANMP 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. Guidance relating to APU usage and how that usage will be reduced over time where practicable;
 - iii. improvements to Airport equipment (including provision of engine test shielding such as an acoustic enclosure for propeller driven aircraft) to reduce ground noise;
 - iv. aircraft operating procedures in the air and on the ground procedures to minimise noise where this is practicably achievable;
 - v. an Airport Wide Construction Noise Management Plan which outlines methods for guiding the way construction noise is managed including guidance for where a Project Specific Construction Noise Plan is required for a project.
 - c. The procedures for the convening, ongoing maintenance and operation of the ANMC as set out in Condition 34;
 - d. The mechanisms to give effect to a noise monitoring programme to assess compliance with Conditions 23 - 31;
 - e. The procedures for reporting to the ANMC any Aircraft Operations and engine testing activities which contravene a condition of this designation;
 - f. Methods necessary for the Requiring Authority to complete the implementation of the Quieter Homes Programme (as required);
 - g. A procedure for dealing with complaints including: the recording of complaints; acknowledgement to the complainant of receipt of their complaint and the outcome once resolved; any corrective action(s) to be taken including if non-compliance with the conditions of this designation is identified, and reporting to the Council and to the ANMC;
 - h. The dispute resolution procedures to resolve any disputes between Wellington International Airport Limited (WIAL) and ANMC about the contents and implementation of the ANMP;
 - i. Methods by which the Requiring Authority and the ANMC can keep in regular touch with the wider community, particularly where that community is affected by airport noise, including via the preparation and implementation of an annual stakeholder communications plan;
 - j. The procedures for obtaining and making noise monitoring and compliance data obtained by the Requiring Authority publicly available on WIAL's website; and
 - k. The procedures and required frequency for reviewing and amending the ANMP.

34. The Requiring Authority shall at its cost be responsible for the ongoing membership and function of the ANMC identified in Condition 33(c). The purpose, membership and functions of the ANMC shall be set out within the Terms of Reference included in the NMP. Reasonable costs associated with members of the community participating on the ANMC (including a stipend) shall be met by the Requiring Authority.

Construction Noise

35. Construction noise from all construction work within the designation shall be managed so that it complies where practicable with the requirements of New Zealand Standard 6803:1999 Acoustics Construction Noise. In managing construction noise, the Requiring Authority shall prepare and implement a Construction Noise Management Plan (**CNMP**) based on the Airport Wide Construction Noise Management Plan. The CNMP shall be prepared in accordance with the guidance provided by the ANMP. Any construction activity or work that cannot comply with the recommended limits of New Zealand Standard 6803:1999 Acoustics Construction Noise shall be identified and the duration for each activity shall be specified. The best practicable option for reducing noise to a reasonable level shall be adopted for these construction activities.
36. The CNMP shall include the process for identifying the specific management and mitigation required for any night-time construction activity, including measures for consultation with the potentially affected community, procedures for notification prior to night works, maximum duration and frequency of night works, and processes for minimising the need for night-time construction works.

Car Parking

37. On an annual basis, the Requiring Authority shall submit to the 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, any temporary carparking that has been made available within the designated land to facilitate construction activities, 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. Consideration of the efficiency and effectiveness of car parking shall include identification of actions or strategies the Requiring Authority could practicably implement to reduce airport related car parking effects occurring beyond the Requiring Authority's designation.

De-Carbonisation Considerations

38. The Requiring Authority shall investigate and implement actions that contribute to an ongoing reduction of its carbon footprint. The Requiring Authority shall prepare a report that details these actions and on an annual basis submit it to the Council. The reporting shall include but not be limited to:
- a. Measurement and reporting of the Requiring Authority's operational emissions in accordance with the Airport Carbon Accreditation organisation commencing at Level 2;
 - b. Decarbonisation initiatives being implemented by the Requiring Authority;
 - c. Any other central or local government statutory reporting obligations; and
 - d. Details of the Requiring Authority's memberships or other commitments (e.g. the Airport Carbon Accreditation or similar).
 - e. Embedded emissions from construction activity.

Community and Environment Fund

39. WIAL will (at its cost) set up and maintain a Trust comprising three Trustees to administer a Community and Environment Fund, on the following basis:
- a. One Trustee will represent the interests of WIAL, one will represent the interests of the community, and one independent trustee.

b. WIAL will contribute:

i. \$75,000 plus GST (if any) to the fund of the Trust in each of its first two years:

ii. \$50,000 plus GST (if any) per annum thereafter to be adjusted annually for CPI (All Groups)

c. The Fund will be administered by the Trustees for the benefit of the local community located near the Airport (in particular within the ANB (and any new 60dB Ldn contour)), for the purpose of education, promotion and advancement of community, mitigation of any adverse effects associated with the operation of the airport and environmental interests.

Attachment 1



Attachment 2



Airport Precinct Development Areas



Airport Specific Control Areas

Attachment 3



Attachment 4

Attachment 4



Engine Testing Exclusion Area

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CONDITIONS 5

AIRPORT PURPOSES DESIGNATION – EAST SIDE AREA (ESA)

Purpose of the Designation

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

Subject to the conditions set out below, land within the ESA Designation may be used for activities for the operation of Wellington International Airport (“**the Airport**”), limited to the following:

- Aircraft operations and associated activities, including all ground-based infrastructure, plant and machinery necessary to assist aircraft operations;
- Taxiways, aprons and other aircraft movement areas;
- Navigation and safety aids, monitoring stations, lighting and telecommunications facilities;
- Car parking, roads, accessways, pedestrian ways, stormwater and wastewater infrastructure, sustainable infrastructure, utility activities and security fencing;
- All demolition (if required), construction and earthworks activities, including associated structures;
- Landscaping, planting, tracks and trails;
- Ancillary activities, buildings and structures related to the above; and
- Servicing, testing and maintenance activities related to the above.

Note: for the avoidance of doubt any third party owned outdoor commercial signage is outside the purpose of the Designation. Any such signage is subject to applicable rules in the district plan and may require resource consent.

Glossary:

Aircraft Operations

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

Conditions

Outline Plan and Staging

1. An outline plan of works to be constructed on land within the ESA Designation shall be submitted to the Wellington City Council (“**the Council**”) pursuant to section 176A of Resource Management Act 1991 (“**the RMA**”) unless the works have been otherwise approved under the RMA, or the Council waives the requirement for an outline plan.
2. Works may be undertaken in stages in accordance with the relevant conditions below.
3. The following shall apply in respect of any condition where the Requiring Authority is required to provide the Council with a management plan or similar document ‘for certification’.
 - a. The Requiring Authority shall provide the management plan to the Council within the timeframe specified in the applicable condition;
 - b. The Requiring Authority may lodge any necessary outline plan for the activities to which the management plan relates unless the Council advises the Requiring Authority in writing within 20 working days of receipt of the management plan that it refuses to certify that plan;
 - c. Certification must not be unreasonably withheld and refusal to certify may only be on the grounds that the management plan fails to meet the requirements of the related condition or where relevant

fails to integrate with the requirements of any other related management plan. The Council must provide reasons why that view is held at the time of the refusal;

- d. Should the Council refuse to certify the management plan, the Requiring Authority shall submit a revised plan to the Council for certification. Clauses b. and c. shall apply for any resubmitted plan;
- e. Once certified, the management plan may be varied by the Requiring Authority. The certification process for any variation to the plan shall follow the process outlined in b. to d. above. The activities subject to the variation shall not commence until the variation has been certified by the Council.

Landscape and Visual

4. Not less than three (3) months prior to the first outline plan being submitted pursuant to section 176A of the RMA, the Requiring Authority shall prepare and submit to the Council, for certification, a Landscape and Visual Management Plan (**LVMP**). The purpose of the LVMP shall be to show the mitigation proposed which is intended to address potential visual effects on surrounding residential and open space areas, within the identified buffer area and at the interface between the residential zoned land to the east and activities undertaken on land within the ESA Designation. The extent of this buffer area shall be confirmed within the LVMP and shall be in general accordance with **Attachment 1** below. The LVMP shall demonstrate how the following outcomes will be achieved:
 - a. Any engineered retaining features shall comprise of a mixture of natural and constructed elements, comprising enduring low maintenance materials that allow for such features to integrate with the surrounding environment and to be reduced in height as is practicably achievable without compromising structural stability or other safety or operational requirements;
 - b. Planting within the Landscape Buffer Area (**LBA**) is of a nature, scale and extent to provide screening (as far as can practicably be achieved) of the ESA Designation for the residential zoned land to the east. In planning this planting, the Requiring Authority shall consult with residential property owners directly contiguous to the LBA and work with those owners to establish a planting plan that best addresses the requirements of these owners as far as this is practicable. Subject to the above, planting within the LBA shall be with endemic species as far as this is practicable;
 - c. Where practicable, Pohutukawa and other trees capable of transplantation in good condition are re-used elsewhere within the Requiring Authority's land;
 - d. Where appropriate, provision of public recreational (pedestrian and if practicable, cycle) access through the LBA shall be shown, including connections to existing accessways where practicable;
 - e. Other than to facilitate public access, amenity and safety, and to ensure security of the airport the LBA shall not include buildings. This limitation shall not apply to retaining structures or other engineering structures required to ensure ground stability or other network utility infrastructure and navigational aids;
 - f. Façade treatment of any engineered retaining features over 1.5m in height to reduce the visual prominence of such structures and to add visual interest.
 5. No outline plan shall be submitted for any project or work on land within the ESA Designation until such time as the Council certifies the LVMP is consistent with the matters included in Condition 4. Any outline plan that is subsequently submitted shall demonstrate that the project or work is consistent with the LVMP prepared in accordance with Condition 4.
 6. The Requiring Authority shall subsequently implement the LVMP as part of any project or work on land within the ESA Designation provided that:
 - a. If development on land within the ESA Designation is to occur in stages, then the LVMP may also be implemented in stages in a manner that meets the intention of the LVMP to mitigate the effects of the project or work; and if so;
 - b. The Requiring Authority shall submit to the Council a staging plan showing the likely stages, the likely timing of staged development and the methods that will be applied to ensure that the staging
-

meets the intention of the LVMP.

7. The Requiring Authority may amend the LVMP as necessary provided that any amendment is consistent with achieving the purpose and outcomes of the LVMP set out in Condition 4. Any amendment to the LVMP shall be submitted to the Council for certification.
8. All planting and landscaping work carried out to give effect to the LVMP shall be maintained by the Requiring Authority to ensure that the outcomes set out within Condition 4 continue to be achieved.

Geotechnical

9. Prior to any earthworks commencing on land within that part of the ESA Designation previously occupied by the Golf Course, the Requiring Authority shall commission a Geotechnical Assessment Report (**GAR**) of any land that is to be disturbed. The GAR shall be provided to the Wellington City Council for certification at least 20 working days prior to any earthworks occurring. The GAR must be undertaken by an experienced “Geotechnical Professional” and as a minimum contain, but not be limited to, the following:
 - a. A review of all available geotechnical reports for the site including the geotechnical report by BECA Ltd (dated 20 Sep 2020, reference 3324206);
 - b. A summary of the ground conditions undertaken with geological mapping and/or geotechnical investigations;
 - c. An assessment of the geotechnical hazards and risks including both seismic and elevated water table scenarios for slope stability analysis;
 - d. A geotechnical analysis of the design concept and resulting recommendations that will mitigate any potential adverse effects.

The purpose of the GAR shall be to ensure that appropriate geotechnical hazards have been identified and to ensure the geotechnical soundness and resilience of the earthworks.

A ‘Geotechnical Professional’ is defined as a Chartered Professional Engineer (CPEng) with specialist geotechnical skills and experience in the design, construction and monitoring of excavations in similar ground conditions as the proposed project or work.

10. A Geotechnical Professional shall be engaged for the detailed design and construction phases of the project or work.
11. The name and the contact details of the Geotechnical Professional shall be provided to the Wellington City Council as part of the GAR required by Condition 9.
12. The Geotechnical Professional shall monitor the earthworks on the site.
13. The Geotechnical Professional shall advise on the best methods to ensure:
 - a. The stability of the land;
 - b. The design and construction of the temporary and permanent earthworks, retaining structures and drainage, are consistent with the recommendations in the geotechnical assessment by BECA Ltd (dated 20 Sep 2020, reference 3324206) and the geotechnical report as part of Condition 9 above.

Earthworks and Construction Management

14. Vibration from all construction work shall comply where practicable with the requirements set out in German Standard ‘DIN 4150-3:1999 “Structural Vibration – Part 3: Effects of vibration on structures”. Any vibration from construction activity or work that cannot comply with the recommended limits of German Standard ‘DIN 4150-3:1999 “Structural Vibration – Part 3: Effects of vibration on structures” shall be identified and the duration of each activity shall be specified. The best practicable option (**BPO**) for

reducing vibration to a reasonable level shall be adopted for these construction activities. An assessment of what the BPO is shall be included in the Earthworks and Construction Management Plan (**ECMP**) required by condition 17 below.

15. Construction noise from all construction work within the designation shall be managed so that it complies where practicable with the requirements of New Zealand Standard 6803:1999 Acoustics Construction Noise. In managing construction noise, the Requiring Authority shall prepare and implement a Construction Noise Management Plan (**CNMP**) based on the Airport Wide Construction Noise Management Plan. The CNMP shall be prepared in accordance with the guidance provided by the ANMP. Any construction activity or work that cannot comply with the recommended limits of New Zealand Standard 6803:1999 Acoustics Construction Noise shall be identified and the duration for each activity shall be specified. The best practicable option for reducing noise to a reasonable level shall be adopted for these construction activities.
16. The CNMP shall include the process for identifying the specific management and mitigation required for any night-time construction activity, including measures for consultation with the potentially affected community, procedures for notification prior to night works, maximum duration and frequency of night works, and processes for minimising the need for night-time construction works.
17. For any work involving any earthworks or construction activities on land within the ESA Designation, the Requiring Authority shall prepare an Earthworks and Construction Management Plan (**ECMP**). The ECMP shall be provided to the Council for certification at least 20 working days prior to any outline plan involving earthworks being submitted. Any subsequent outline plan submitted shall be consistent with the certified ECMP. An ECMP shall not be required for investigation, geotechnical assessment, maintenance or repair work carried out subsequent to the designated land being developed for activities consistent with the purpose of the designation. The purpose of the ECMP shall be to:
 - a. Describe the methods proposed for the development of land within the ESA Designation and the programme for earthworks and construction activities, including any staging;
 - b. Provide details regarding the quantity of excavated material and the location in which it will be stockpiled, used elsewhere within the Airport, and/or transported from the site;
 - c. Describe what actions will be taken to manage the actual or potential effects arising from earthworks and construction activities including, but not limited to:
 - i. Stability controls, including measures to ensure earthworks and retaining structures are constructed incrementally to maintain stability of all slopes;
 - ii. Specific erosion and sediment control requirements proposed on the site including a plan that records key features, management and monitoring requirements;
 - iii. Stormwater runoff and waste management;
 - iv. Dust control measures to ensure there is no airborne or deposited dust beyond the land within the ESA Designation or other Airport land as a result of the earthworks and construction activities that is noxious, offensive or objectionable;
 - v. Construction traffic related movements and parking;
 - vi. In circumstances where it is necessary for heavy vehicles to make use of the public roading network, a summary of the consultation that will be undertaken with the relevant road controlling authority with the respect to the timing, route selection and volume of those heavy vehicle movements; and
 - vii. Where relevant any other matters required to enable the Requiring Authority to comply with Conditions 14 (Vibration) and 15 and 16 (Construction Noise).
 - d. Provide a list of key personnel and points of contact during earthworks and construction activities including a suitably experienced Construction Supervisor. A Construction Supervisor is defined as a person with skills and experience in the construction of excavation and retaining works similar to

those proposed and in similar ground conditions.

- e. Describe how adjoining landowners will be kept informed during earthworks and construction activities and how they can provide feedback to the Requiring Authority;
 - f. Describe staff training and induction requirements to implement the ECMP;
 - g. The establishment of a complaints procedure for dealing with complaints including: the recording of complaints; acknowledgement to the complainant of receipt of their complaint and the outcome once resolved; any corrective action(s) to be taken including if non-compliance with the conditions of this designation is identified;
 - h. The adherence to any recommendations of the Archaeological Assessment report and/or archaeological work as required by Conditions 18 and 19.
18. Prior to any earthworks commencing within that part of the ESA Designation previously occupied by the Golf Course, the Requiring Authority shall undertake an archaeological assessment to identify and report on the potential for archaeological sites on the land. The Requiring Authority shall be required to implement any recommendations made in this report. Note: this may entail an exploratory archaeological authority from Heritage New Zealand Pouhere Taonga made under section 56 of the Heritage New Zealand Pouhere Taonga Act 2014.
19. If required, the Requiring Authority shall apply for all necessary archaeological authorities under section 44(a) of the Heritage New Zealand Pouhere Taonga Act 2014 prior to the commencement of any earthworks within the Designated Area with the potential to affect archaeological remains.
20. The ECMP must be reviewed by a Geotechnical Professional prior to being submitted to Council, to ensure that the methodology is in accordance with the geotechnical report by Beca Ltd (dated 20 Sep 2020, reference 3324206) and the geotechnical report as part of Condition 9 above. The review must be provided to the Council's Compliance Monitoring Officer when the ECMP is filed for certification.
21. Any subsequent amendment to the ECMP shall be submitted to the Council for confirmation that it remains consistent with the requirements of Conditions 9 and 17. Any amendments to the ECMP once work starts must be approved by the following:
- a. A Geotechnical Professional, and
 - b. Certified by the Council's Compliance Monitoring Officer.
22. Within 10 working days following the completion of earthworks on land within the ESA Designation all areas of exposed soil will be permanently stabilised against erosion.
23. As far as practicable all fill extracted from the site shall be stored and/or utilised within land or projects being undertaken by the Requiring Authority. If the material is to be stockpiled for a period of longer than 15 days, the material shall be suitably covered and/or rehabilitated so as to not cause a dust nuisance or generate sediment runoff.
24. The Requiring Authority shall ensure that there is no obstruction of access to public footpaths, public berms, private properties, public services/utilities, or public reserves resulting from the earthworks and/or construction activity unless permission has been granted by the relevant property owner.
25. All construction related plant and equipment shall be stored within the ESA Designation or other Airport land.
26. At the completion of earthworks carried out under the ECMP the Requiring Authority shall provide the Council with an As Built Plan (or Plans) of completed earthworks. The Plan(s) shall meet the requirements of A.7 and B.18 of the Code of Practice for Land Development 2012 and as a minimum include the following:

- a. Extent of cut and fill and depth of fill in the form of lines joining all points of equal depth of fill at appropriate vertical intervals of 0.5 metre or as appropriate;
- b. Plans shall also show the type of fill material and any areas where buildings or foundations will require specific design together with any fill areas of low density not complying with this Code;
- c. The position, type and size of all subsoil drains and their outlets shall also be shown;
- d. Full sized As-Built drawings are to be supplied in AutoCAD (*.dxf or *.dwg), Microstation (*.dgn) or other agreed electronic format of all earthworks;
- e. All co-ordinates shall be in terms of the New Zealand map grid, NZTM (New Zealand Transverse Mercator), to $\pm 0.1\text{m}$ for all earth worked areas.

The plan(s) must be provided within one month of the earthworks / stage of the earthworks being completed.

27. A Geotechnical Completion Report (**GCR**) shall be supplied by a suitably experienced Geotechnical Professional, to the Council within one month of the earthworks or earthwork stages being completed. The report shall:
 - a. Provide evidence that the land is suitable for the intended use including its ability to support services infrastructure and utilities;
 - b. Provide details of any changes that were necessary to address geotechnical or engineering problems encountered during the earthworks;
 - c. Confirm that the completed earthworks reflect current engineering guidelines and standards including, but not limited to, NZS4431:1989;
 - d. A statement of professional opinion that any unretained cuts and/or slopes are considered stable with respect to the future use, and that the risk of instability is as low as reasonably practicable.

Note: For the avoidance of doubt conditions 14 - 27 shall not apply to subsequent earthworks associated with any maintenance or repair work on land within the ESA Designation.

Building and Structures

28. The Requiring Authority shall ensure that buildings or structures on land within the ESA Designation shall not exceed a height limit of 10m (from finished ground level) and shall be located at least 5m from any adjoining residential area. This condition shall not apply to navigation and safety aids, monitoring stations, lighting and telecommunications facilities, fencing or retaining wall structures.

Aircraft Operations Noise

29. The Requiring Authority shall ensure that Aircraft Operations and the operation of Auxiliary Power Units (**APUs**) on land within the ESA Designation are managed so that the rolling 90-day average 24 hours night-weighted sound exposure does not exceed a Day/Night Level (Ldn) of 65 dB outside of the ESA Compliance Line identified on **Figure 1** below. In assessing compliance with this limit account shall be taken of the cumulative effect of all aircraft operations and APUs from the Airport. All terminology shall have the meaning that may be used or defined in the context of NZS:6805:1992 Airport Noise Management and Land Use Planning (**NZS:6805:1992**).
30. The following aircraft operations shall be excluded from the calculation of the rolling 90 day average described in Condition 29:
 - a. Aircraft operating 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 a medical emergency;
- c. 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.



Figure 1: ESA Compliance Line

Land Based Noise

31. The Requiring Authority shall ensure that the noise emission levels arising from any activity (other than aircraft operations and the operation of APUs) from within the ESA Designation, when measured at any residential site, shall not exceed the following limits:
- a. All days 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.

For the purposes of calculating compliance with this limit, the cumulative effect of noise generated from all land based activities undertaken within the Airport, other than aircraft operations, the operation of APUs and any engine testing shall be taken in account.

Noise Compliance Monitoring

32. The Requiring Authority shall demonstrate compliance with Condition 29 by undertaking continuous noise monitoring at a location in the relevant area shown in Figure 1. At this location the rolling 90-day average Ldn noise level from aircraft operations and the operation of APUs shall not exceed the corresponding level determined to correlate with 65 dB Ldn at the ESA Compliance Line. This level shall be determined once the noise monitor location is finalised and shall be recorded in the Airport Noise Management Plan. Noise shall be measured in accordance with NZS 6805:1992. Noise monitoring data shall be made publicly available on the Requiring Authority's website.

Noise Mitigation Measures

33. The operation of APUs on land within the ESA Designation shall be restricted to a period not exceeding 15 minutes after the aircraft has stopped at the gate and 15 minutes prior to leaving the gate. For the avoidance of doubt, noise from APUs is subject to the noise limit in Condition 29.
34. There shall be no aircraft engine testing, take-off or landing on land within the ESA Designation.
35. There shall be no operating of APUs on land within the ESA Designation between the hours of 10pm and 7am, apart from aircraft under tow. Where aircraft are under tow the use of the APU shall cease as soon as reasonably practicable after completion of the tow.

Note: It is expected that instances where aircraft need to be towed within the ESA between these hours will be rare.

36. Any aircraft stand on land within the ESA Designation shall have a Plug-in Ground Power Unit (**GPU**) available.
37. The Requiring Authority shall ensure that there are no aircraft operating under their main engine power within the ESA Designation between the hours of 10pm and 7am.
38. The Requiring Authority shall amend its ANMP in line with conditions 29 - 37 as soon as reasonably practicable once the ESA Designation is confirmed. Additional operational procedures shall subsequently be developed and included in the ANMP once the demand for night-time GSE operations on the eastern stands and the types of equipment are known.
39. Without in any way limiting its obligations to fully comply with the conditions attaching to this designation, the Requiring Authority shall update its ANMP which describes in detail how it proposes to manage the Airport in order to comply with the relevant noise conditions, including any relevant noise related conditions that attach to any other Wellington Airport designation. The updated ANMP shall be submitted to the Council for certification within six months of this Designation being confirmed. Any subsequent alteration or update to the ANMP shall also be subject to this certification requirement. Certification shall follow the procedures set out within Condition 3.
40. Prior to construction activity occurring to the east of the line shown on the map within Attachment 2, or prior to land within the ESA Designation being used to facilitate Code C (or larger) Aircraft (whichever is the earlier), the Requiring Authority shall offer to install mechanical ventilation to habitable rooms of those residential dwellings listed in Attachment 2 in accordance with Condition 41. Where the property owner accepts this offer, the requiring authority shall meet the full cost of this ventilation work. For the avoidance of doubt, the offer and outcomes from the ventilation work shall be to no less a standard than similar home ventilation packages provided under the Wellington Airport Quieter Homes programme (as at 2021).
41. An offer made under Condition 40 shall remain open for acceptance by the landowner for a period of 12 months. If the landowner declines or fails to accept the offer within 12 months, they may request to take up the offer at a later date by notifying the Requiring Authority. Acceptance of such a request shall not

unreasonably be withheld by the Requiring Authority.

42. Any habitable room within any dwelling listed in Attachment 2 with openable windows and where the owner of the property accepts the offer to provide mechanical ventilation, must be provided with a positive supplementary source of fresh air ducted from the outside of the habitable room. The supplementary source of fresh air is to achieve a minimum of 7.5 litres per second/per person.
43. Prior to the offers under Condition 40 being made, the Requiring Authority shall prepare an ESA Noise Mitigation Plan (**NMP**) detailing the processes to implement Conditions 40 - 42.

Lighting

44. The Requiring Authority shall ensure that any direct or indirect illumination of outdoor areas associated with non aviation activity is managed so that it is in accordance with AS/NZS 4282:2109 'Control of the obtrusive effects of outdoor lighting', for Environmental Zone A4. For the avoidance of doubt any lighting controlled by Civil Aviation rules shall not be controlled by this condition. At the completion of all work undertaken to illuminate outdoor areas (not controlled by Civil Aviation Rules) the Requiring Authority shall provide a report to the Council that confirms that the work meets the requirement of AS/NZS 4282:2109 as appropriate.

Network Utilities

45. Prior to the commencement of any project or work which involves earthworks or construction activities on land within the ESA Designation, the Requiring Authority shall prepare or update a Network Utilities Management Plan (**NUMP**) for the project. The purpose of the NUMP shall be to inform the relevant network utility providers that enabling work, design, and construction of any project, takes account of (and includes measures to address) the safety, integrity, protection (or where necessary) relocation of exiting network utilities. The NUMP shall also include the location of any existing underground network utilities within the project area; a requirement to consult with any relevant network utility provider; a requirement to inform all construction personnel, including contractors of the presence and location of any existing network utilities which traverse, or are in close proximity to the project area; and any restrictions in place in relation to those existing network utilities.
46. Where it is likely that work on land within the ESA Designation will adversely affect the operation of any Airways Corporation of New Zealand's electronic or visual navigation aid or air traffic service facility, the requiring authority shall consult with Airways Corporation of New Zealand to ensure that the requirements of the Parties' respective obligations under Civil Aviation of New Zealand Rules 139.121 and 172.57 (and any subsequent amendment) are met.

Lapse

47. The designation shall have a lapse period of 10 years from 18th July 2022.

De-Carbonisation Considerations

48. The Requiring Authority shall investigate and implement actions that contribute to an ongoing reduction of its carbon footprint. The Requiring Authority shall prepare a report that details these actions on an annual basis and shall submit it to the Council. The reporting shall include but not be limited to:
 - a. Measurement and reporting of the Requiring Authority's operational emissions in accordance with the Airport Carbon Accreditation organisation commencing at Level 2;
 - b. Decarbonisation initiatives being implemented by the Requiring Authority;
 - c. Any other central or local government statutory reporting obligations;
 - d. Details of the Requiring Authority's memberships or other commitments (e.g. the Airport Carbon Accreditation or similar);

- e. Embedded emissions from construction activity.

Other Designations

- 49. Upon confirmation of this notice of requirement the Requiring Authority shall uplift that part of designated Airport Land **WIAL4** that overlaps with land within the ESA Designation depicted within the hatched area in black in **Figure 2** below.



Figure 2: Extent of Designation and Proposed Airport Purposes Designation Boundary Overlaid

Attachment 1 - Extent of the Designation



ATTACHMENT 2 – AFFECTED PROPERTIES AND CONSTRUCTION LINE FOR VENTILATION OFFERS

Number	Street
8	Bunker Way
10	Bunker Way
12	Bunker Way
14	Bunker Way
15	Bunker Way
16	Bunker Way
17	Bunker Way
19	Bunker Way
21	Bunker Way
40	Raukawa Street
40A	Raukawa Street
42	Raukawa Street
44	Raukawa Street
44A	Raukawa Street
46	Raukawa Street
46A	Raukawa Street
48	Raukawa Street
48A	Raukawa Street
50	Raukawa Street
50A	Raukawa Street
50B	Raukawa Street
50C	Raukawa Street
52	Raukawa Street
52A	Raukawa Street
54	Raukawa Street
54A	Raukawa Street
56	Raukawa Street
56A	Raukawa Street
1/58	Raukawa Street
2/58	Raukawa Street
58A	Raukawa Street
60	Raukawa Street
62B	Raukawa Street
62A	Raukawa Street
64	Raukawa Street
66	Raukawa Street
68	Raukawa Street
70	Raukawa Street
72	Raukawa Street
74	Raukawa Street
76	Raukawa Street
77	Raukawa Street
79	Raukawa Street
10	Kekerenga Street
12	Kekerenga Street
14	Kekerenga Street
16	Kekerenga Street
18	Kekerenga Street
20	Kekerenga Street
22	Kekerenga Street
24	Kekerenga Street
26	Kekerenga Street
28	Kekerenga Street
30	Kekerenga Street
32	Kekerenga Street
34	Kekerenga Street
36	Kekerenga Street
38	Kekerenga Street
40	Kekerenga Street
42	Kekerenga Street
44A	Kekerenga Street
46	Kekerenga Street
48	Kekerenga Street
48A	Kekerenga Street

