

APPENDIX 2
Recommended conditions for the East Site Area NoR

WELLINGTON INTERNATIONAL AIRPORT LIMITED

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/operated 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 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 be reduced in height as is practicably achievable without comprising 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;
 - c. Where practicable, Pōhutukawa 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. 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. For any site enabling 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. 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. Construction noise so that it complies where practicable with the requirements of New Zealand Standard 6803:1999 Acoustics Construction Noise. Any construction activity or work that cannot comply with the recommended limits of New Zealand Standard 6803:1999 Acoustics Construction Noise:
 - Shall be identified;
 - The duration for each activity shall be specified;
 - The Best Practical Option (BPO) to reduce noise to a reasonable level shall be adopted;
 - An assessment of what is the BPO shall be included in the ECMP;
 - iv. Vibration construction so that it complies where practicable with the requirements of set out in German Standard 'DIN 4150-3:1999 "Structural Vibration – Part 3: Effects of vibration on structures'. Any vibration 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;

- The duration for each activity shall be specified;
 - The BPO to reduce vibration to a reasonable level shall be adopted;
 - An assessment of what is the BPO shall be included in the Earthworks and Construction Management Plan.
- v. Stormwater runoff and waste management;
 - vi. 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; and
 - vii. Construction traffic related movements and parking;
 - viii. 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.
- 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;
 - f. Describe staff training and induction requirements to implement the ECMP;
 - g. The establishment of a complaints procedure;
 - h. The adherence to any recommendations of the Archaeological Assessment report and/or archaeological work as required by Conditions 15 and 16.
15. 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.
 16. 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.

17. 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.
18. 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 14. 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.
19. 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.
20. 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.
21. 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.
22. All construction related plant and equipment shall be stored within the ESA Designation or other Airport land.
23. 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.

24. 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 – 24 shall not apply to subsequent earthworks associated with any maintenance or repair work on land within the ESA Designation.

Building and Structures

25. 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

26. 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.
27. The following aircraft operations shall be excluded from the calculation of the rolling 90 day average described in Condition 26:
 - 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

28. 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 $L_{AEO} (15 \text{ MIN})$;
 - b. At all other times 45 dB $L_{AEO} (15 \text{ MIN})$;
 - c. All days 10pm to 7am 75 dB L_{AFmax} .

For the purposes of calculating compliance with this limit, the cumulative effect of noise generated from all land based activities undertaken within the Requiring Authority's

designations, other than aircraft operations, the operation of APUs and any engine testing shall be taken in account.

Noise Compliance Monitoring

29. The Requiring Authority Shall demonstrate compliance with Condition 26 by undertaking continuous noise monitoring at a location in the relevant area shown in Figure 1. At this location the rolling 90-day average L_{dn} noise level from aircraft operations and the operation of APUs shall not exceed the corresponding level determined to correlate with 65 dB L_{dn} 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 via the Airport Noise Management Plan which is to be updated in accordance with Condition 35.

Noise Mitigation Measures

30. 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 26.
31. There shall be no aircraft engine testing on land within the ESA Designation.
32. 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.

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

33. Any aircraft stand on land within the ESA Designation shall have a Plug-in Ground Power Unit (**GPU**) available.
34. 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. For the avoidance of doubt, this condition does not include aircraft under tow or parked on a taxiway.

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

35. The Requiring Authority shall amend its Airport Noise Management Plan (**ANMP**) in line with conditions 26 – 34 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.

36. Prior to land within the ESA Designation being used to facilitate Code C (or larger) Aircraft the Requiring Authority shall offer to install mechanical ventilation to habitable rooms of those residential dwellings listed in Attachment 2 in accordance with Condition 37. 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).
37. An offer made under Condition 36 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.
38. 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.
39. Prior to the offers under Condition 36 being made, the Requiring Authority shall prepare an ESA Noise Mitigation Plan (**NMP**) detailing the processes to implement Conditions 36 - 38.

Lighting

40. 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

41. 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.

42. 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

43. The designation shall have a lapse period of 10 years from [*insert the date the designation is confirmed by Wellington International Airport Limited*].

De-Carbonisation Considerations

44. 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;
 - 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).

Other Designations

45. Upon confirmation of this notice of requirement the Requiring Authority shall uplift that part of designated Airport Land [*main site designation reference once known*] 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 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

