

Planning Joint Witness Statement

BEFORE THE HEARING COMMISSIONERS

Notices of Requirement for Designation of Wellington Airport

JOINT WITNESS STATEMENT OF EXPERTS IN THE FIELD OF PLANNING

Dated: 17 May 2021

INTRODUCTION

1. Expert conferencing of the Planning experts took place in person on Monday 10 and Thursday 13 May.

The conference was attended by the following experts:

- John Kyle – for Wellington International Airport Limited (WIAL)
- Mark Ashby – for Wellington City Council (WCC)

CODE OF CONDUCT

2. We confirm that we have read the Environment Court's Code of Conduct 2014 and agree to comply with its principles. We confirm that the issues addressed in this Joint Statement are within our area of expertise.

SCOPE OF STATEMENT

3. In our conferencing we discussed the planning issues relevant to the notices of requirement and the imposition of conditions on the designations. Prior to attending the witness conference, we have each read the relevant parts of the Application, the s42A planner's report, the reports of experts acting for WCC, and the evidence of experts acting for WIAL.
4. The key issues are:
 - a. Decarbonisation of the Airport
 - b. Airport noise management – East Side Area
 - c. Urban design
 - d. Earthworks
 - e. Rongotai Ridge
 - f. Structure of the Conditions
5. In this Joint Statement we report the outcome of our discussions in relation to each issue including points of agreement and disagreement relating to facts and assumptions, uncertainties or lack of knowledge, expert opinions / conclusions and monitoring. We have noted where each of us is relying on the opinion or advice of other experts.
6. We have considered the consent conditions proposed in the two notices of requirement. We have also had regard to:
 - WCC condition sets forwarded to WIAL on 7 May (East Side Area) and 9 May (Main Site). The condition amendments proposed by WCC reflected the matters referred to in the WCC expert reports and the s42A report.

- Subsequent condition revisions prepared by WIAL and provided on 13 May in advance of our second conferencing.
 - Condition outcomes arising from the conferencing of other experts.
7. Revised condition sets for the Main Site and East Side Area are attached to our joint statement. These proposed conditions use the condition sets attached to Mr. Kyle's evidence as Annexure B as a base document. Amendments made by us in response to matters discussed in conferencing are shown in track change. The attached condition sets represent aspects which are agreed between the Planners. Outstanding matters of disagreement are referred to below in the main body of our joint statement.

ISSUES, FACTS, AND ASSUMPTIONS

A. De-Carbonisation of the Airport

8. As noted in the s42A report, Mr Ashby proposed a condition related to investigating, implementing and reporting measures taken towards de-carbonisation of the Airport. Mr Kyle largely agreed with the wording, and we have subsequently agreed the wording as set out in the attached condition sets.
9. We agree that the condition should apply to both designations. The attached conditions reflect this.
10. We also agree that the purpose for both designations should be expanded to make it clear that the development of "sustainable infrastructure" is provided for (this is probably already the case but we suggest that this could be clearer). By sustainable infrastructure, we mean facilities that support the move towards decarbonisation of the Airport's own activities, and also those which support the decarbonisation efforts of third parties. We consider that this still falls under "infrastructure and utility activities" as listed by the Main Site NOR purposes statement. For clarity, we note that this may be a wider sphere of activity than provided for under the current district plan definitions for utility structures / networks.

B. Airport Noise Management – ESA

11. We note that the acoustic experts have reached agreement that mechanical ventilation should be applied to listed properties likely to be affected by operational noise emanating from the use of the ESA. The noise experts are not agreed about the timing of when this measure should be applied. Ms. Smith holds the view that such treatment should be applied incrementally as measured noise effects increase, whilst Dr. Chiles and Mr. Borich think that ventilation should be offered to these property owners "before the ESA becomes operational". The noise experts say that such "treatment is warranted to reduce adverse effects from both overall aircraft operations noise and also single event noise".

12. Since the receipt of the acoustic witness conferencing statement, the requiring authority has given this timing issue some further consideration. The most pronounced effects in this regard will emanate from the utilisation of the ESA by jet aircraft (or Code C aircraft as they are known). The requiring authority has agreed to offer to complete ventilation work in all of the identified properties ahead of the ESA being utilised by Code C aircraft, rather than on an incremental basis. The noise conditions relating to the ESA have been amended to accord with this agreement.
13. For the sake of clarity, we also note our understanding that in some circumstances the installation of ventilation can involve other ancillary work such as the sealing of window frames for example to ensure that the ventilation system functions effectively.
14. We agree with the outcomes enabled by the relevant conditions.
15. We also agree that the mechanical ventilation conditions should be amended to require that WIAL meet the full costs of implementation. The attached conditions reflect this obligation. Additionally, Mr. Ashby accepts the advice of Mr. Borich that proposed condition 37 would be enhanced by a note explaining that: "An alternative source of ventilation will provide a choice to residents of closing windows to achieve both an acceptable internal noise level while maintaining an adequate level of ventilation for occupants. The intention is to achieve an internal level of 45 dBA Ldn within habitable rooms with windows closed". Mr Kyle agrees that the result of providing ventilation for the properties in question is aligned with this intent. However, he does not agree that this should form part of the conditions as it is descriptive in nature and does not prescribe an additional outcome to be achieved.
16. As noted in the s42A report, Mr. Ashby proposed a condition related to investigating, implementing and reporting measures taken towards noise reduction at the Airport. In the light of the above and the amendments made to the noise condition, Mr. Kyle does not think such a condition is necessary. The Noise Management Plan which is required by the existing District Plan rules includes most of the measures identified by Mr. Ashby's condition to be actively managed by the requiring authority and reported to the Noise Management Committee on a regular basis. There is no need to double up on these obligations. Mr Ashby agrees.

C. Urban Design

17. We both agree that the Broadway Precinct is significant as the main 'gateway' to the Airport and to the suburbs beyond. Its significance is compounded by being adjacent to WIAL's Kauri Street designation – which includes specific conditions related to urban design. As a result, we agree that there should be consistency in the approach to urban design and conditions in this locality. The conditions now reflect that.
18. We note the difference in approach of Dr. Boffa (WIAL) and Ms. Simpson (WCC) with regard to the management of design outcomes in other locations. With regard to the

Terminal Precinct, Dr. Boffa supports a 'design principles' approach in the conditions – whereas Ms. Simpson seeks a 'design guide' approach. Mr. Kyle supports Dr. Boffa's views and Mr. Ashby supports those of Ms. Simpson.

19. Similarly, Dr. Boffa and Ms. Simpson differ with respect to design management for ancillary buildings. Again, Ms. Simpson seeks a design guide approach whereas Dr. Boffa considers that no management is necessary (other than in the Broadway Precinct as outlined above). Mr. Ashby considers that design management is important at any interface with land outside the Airport designations but is not necessary for small scale buildings and / or those which are well removed from external boundaries. However, for those which are large and / or close to external boundaries he favours a design principles approach.
20. Mr. Kyle has made some refinements to the Main Site Designation conditions which require an outline plan to be submitted for larger buildings proposed in the terminal precinct or buildings within 20m of a shared boundary. Such outline plans would need to show how the requiring authority has considered the design principles set out within proposed condition 4. Mr Kyle holds the opinion that such a measure should be sufficient to ensure that urban design considerations are brought to bear on built development proposals in an adequate way.
21. Mr. Ashby has drafted an addendum (attached to this JWS) which sets out WCC's alternative approach to urban design conditions.

D. Earthworks

22. We note the outcomes from conferencing between the earthworks (geotechnical) experts. Their agreed approaches have been incorporated in revised conditions.
23. Dr. Boffa and Ms. Simpson discussed landscape effects potentially arising from the ESA retaining wall structure / earthworks. Their joint witness statement notes their agreement that the effects of the structure can be suitably mitigated. Mr. Ashby notes that the agreement of those experts is founded on the indicative plan attached to the Landscape JWS and considers that this should be referenced in the ESA conditions.
24. Stormwater neutrality from new earthworks was a matter referenced in the s42A report. Mr Ashby considers that this is a desirable outcome if physically feasible to achieve. Mr Kyle has reviewed the current arrangements with stormwater disposal from the airport site. Given the current developed nature of the airport it is not feasible to achieve stormwater neutrality. Currently stormwater is discharged directly to the coastal marine area via infrastructure put in place by the requiring authority. Some use is also made of pipework owned by the council, but this is comparatively minor. Until recently, the relevant Regional Plan permitted this discharge. The new Regional Natural Resources Plan has changed this activity status and the requiring authority is currently preparing a consent application to continue to discharge this stormwater to the coastal marine area.

25. We note the difference of opinion between Ms. Simpson and Dr. Boffa regarding the landscape value of a hillock to the west of Stewart Duff Drive, near the wastewater treatment plant. Both experts support and archaeological investigation before earthworks, but Ms. Simpson also calls for a cultural impact assessment. We both agree with the need for an archaeology investigation but see no need for a cultural impact assessment unless the archaeology indicates previous use of the site.

E. Rongotai Ridge

26. We agree that the existing OLS designation has a significant limiting effect on the ability of the requiring authority to erect structures on Rongotai Ridge.
27. Mr. Ashby accepts that the OLS will clearly have that influence along the upper part of the ridgeline. He accepts Mr. Kyle's explanation that the OLS will also limit built development on the flat land at the foot of the ridgeline. However, he notes that some limited built development would still be possible in that area and considers it may have negative outcomes in terms of landscape and traffic safety.

F. Traffic and Transport

28. At the time of submitting our joint witness statement we have not seen the JWS of the traffic / transport experts. We therefore intend to provide comment on the outcomes of that expert conferencing during the hearing.

G. Structure of Conditions

29. Mr Ashby considers that there is some potential for misinterpreting the Main Site conditions, due to interrelationships between the 'Purposes' statement and the structure of the precinct conditions. In Mr Ashby's view, any individual purpose can be read as being provided for in any area of the Main Site – subject to meeting individual restrictions set for each precinct.
30. Mr Ashby is not opposed to a precinct-based structure for the conditions. However, as written, 'runways, taxiways, aprons, and other aircraft movement areas' would be permitted in the Rongotai Ridge Precinct, subject to meeting earthworks restrictions. This interpretation, and others like it, arise because the introduction to the Purposes statement notes that 'subject to the conditions set out below, land within the Designated Area may be used for ...'. Mr Ashby acknowledges that unfeasible outcomes such as this may be easily distinguished, but still considers that greater clarity is required.
31. Mr. Kyle holds the view that developing such activities as those identified above within areas such as Rongotai Ridge is practicably infeasible and for this reason he does not share the same concerns.

Jointly signed by:



John Kyle Mark Ashby

WELLINGTON INTERNATIONAL AIRPORT LIMITED

AIRPORT PURPOSES DESIGNATION – EAST SIDE AREA

Purpose of the Designation

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

Within the ESA Designated Area land 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.

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 the ESA Designated Area 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.

Landscape and Visual

3. 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 ~~Amenity~~-Management Plan. The purpose of the Landscape and Visual ~~Amenity~~-Management Plan shall be to show the mitigation proposed at the boundary interface between the residential zoned land to the east and activities undertaken within the Designated Area. The Landscape and Visual ~~Amenity~~ Management Plan shall demonstrate how the following outcomes will be achieved:
 - a. A mixture of natural and constructed elements, comprising enduring low maintenance materials that allow engineered retaining features to be reduced in height as is practicably achievable without comprising structural stability or other safety or operational requirements;
 - b. Planting/Landscaping within the Landscape Buffer Area is of a nature, scale and extent to provide screening (as far as can practicably be achieved) of the Designated Area for the residential zoned land to the east;
 - ~~b.c.~~ Where practicable, Pōhutukawa and other trees capable of transplantation in good condition are re-used elsewhere within the Requiring Authority's designations;
 - ~~c.d.~~ Where appropriate, provision of public recreational (pedestrian and if practicable, cycle) access through the Landscape Buffer Area shall be shown, including connections to existing accessways where practicable; ~~and~~
 - ~~d.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.
4. No outline plan shall be submitted for work within the Designated Area until such time as the Council certifies the Landscape and Visual ~~Amenity~~-Management Plan is consistent with the matters included in condition 3.
5. The Requiring Authority shall subsequently implement the Landscape and Visual ~~Amenity~~ Management Plan as part of any development of the Designated Area provided that:
 - a. If the development of the Designated Area is to be developed in stages, then the Landscape and Visual ~~Amenity~~-Management Plan may also be implemented in stages in a manner that meets the intention of the Landscape and Visual ~~Amenity~~ Management Plan to mitigate the effects of the work within the Designated Area; 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 Landscape and Visual ~~Amenity~~ Management Plan.
6. The Requiring Authority may amend the Landscape and Visual ~~Amenity~~-Management Plan as necessary provided that any amendment is consistent with achieving the purpose and outcomes of the Plan set out in condition 3. Any amendment to this Plan shall be submitted to the Council for certification.

7. All planting and landscaping work carried out to give effect to the Land and Visual Amenity Management Plan shall be maintained by the Requiring Authority to ensure that the outcomes set out within condition 3 continue to be achieved.

Geotechnical

8. Prior to any earthworks commencing on the Designated Area which was previously occupied by the golf course, the Requiring Authority shall commission a geotechnical assessment report of any land that is to be disturbed. The geotechnical assessment report shall be provided to the Wellington City Council at least 20 working days prior to any earthworks occurring. The geotechnical assessment report 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 geotechnical assessment 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 work.

9. A Geotechnical Professional shall be engaged for the detailed design and construction phases of the project.
10. The name and the contact details of the Geotechnical Professional shall be provided to the Wellington City Council as part of the geotechnical assessment report required by condition 8.
11. The Geotechnical Professional shall monitor the earthworks on the site.
12. 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 8 above.

Earthworks and Construction Management

13. For any site enabling work involving any earthworks or construction activities within the Designated Area, an outline plan required by section 176A of the RMA shall include an Earthworks and Construction Management Plan. The purpose of the Earthworks and Construction Management Plan shall be to:
- a. Describe the methods proposed for the development of the Designated Area 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 best practical option shall be included in the Earthworks and Construction Management Plan;
 - 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 Best Practical Option (BPO) to reduce noise to a reasonable level shall be adopted;

- An assessment of what is the best practical option 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 Designated Area 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 Earthworks and Construction Management Plan;
 - 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 14 and 15.
14. Prior to any earthworks commencing on the Designated Area which was 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.
 15. 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.
 16. The ECMP must be reviewed by the 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 8) above. The review must be provided to the Council's Compliance Monitoring Officer when the final ECMP is filed for certification.

17. Any amendment to this Plan shall be submitted to the Council for certification. Any amendments to the ECMP once work starts must be approved by the following:

- a. The Geotechnical Professional, and
- b. Certified by the Council's Compliance Monitoring Officer.

The Requiring Authority may amend the Earthworks and Construction Management Plan as necessary provided that any amendment is consistent with achieving the purpose of the Earthworks and Construction Management Plan set out in condition 13.

18. Within 10 working days following the completion of earthworks within the Designated Area all areas of exposed soil will be permanently stabilised against erosion.
19. 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.
20. 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.
21. All construction related plant and equipment shall be stored within the Designated Area or other Airport land.
22. The Requiring Authority shall provide the Wellington City 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 must be provided within one month of the earthworks / stage of the earthworks being completed.

23. A Geotechnical Completion Report (GCR) shall be supplied by a suitably experienced Geotechnical Professional, to the Wellington City 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 low as reasonable practicable.

Note: For the avoidance of doubt conditions 13 – 23 shall not apply to subsequent earthworks associated with any maintenance or repair work within the Designated site.

Building and Structures

24. The Requiring Authority shall ensure that buildings or structures within the Designated Area 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 features.

Operational Noise

24.25. The Requiring Authority shall ensure that aircraft operations and the operation of Auxiliary Power Units (APUs) within the Designated Area 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.

25.26. The following aircraft operations shall be excluded from the calculation of the rolling 90 day average described in Condition 25:

- 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: Aircraft operations EEA compliance line. [to be updated with a new figure]

27. The Requiring Authority shall ensure that the noise emission levels from within the Designated Area from any activity other than aircraft operations and the operation of APUs, when measured at any residential site shall not exceed the following limits:

- a) All days 7am to 10pm 55 dB $L_{AEQ (15 MIN)}$;
- b) At all other times 45 dB $L_{AEQ (15 MIN)}$;
- c) All days 10pm to 7am 75 dB L_{AFmax} .

For the purposes of calculating compliance with this limit, account shall be taken of the cumulative effect of all land based activities undertaken within the Requiring Authority's designations, other than aircraft operations, the operation of APUs and any engine testing.

Compliance Monitoring

28. The Requiring Authority shall demonstrate compliance with Condition 25 by ~~undertaking~~ 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 34.

~~b) The monitoring results shall be available to the public every three months.~~

Mitigation Measures

29. The operation of Auxiliary Power Units (“APUs”) within the ESA Designated Area 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 25.

30. There shall be no aircraft engine testing in the ESA Designated Area.

31. There shall be no operating of APUs in the ESA Designated Area 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.

32. Any aircraft stand within the ESA Designated Area shall have a Plug-in Ground Power Unit (GPU) available.

33. The Requiring Authority shall ensure that there are no aircraft operating under their main engine power within the ESA Designated Area 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.

34. The Requiring Authority shall amend its Airport Noise Management Plan in line with conditions 257 – 33 as soon as reasonably practicable once the ESA Designation is confirmed. Additional operational procedures should be developed and included in the

Airport Noise Management Plan once the demand for night-time GSE operations on the eastern stands and the types of equipment are known.

35. Prior to the ESA Designated Area 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 36. Where the property owner accepts this offer, the requiring authority shall meet the full cost of this ventilation work.
36. An offer made under Condition 35 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.
37. 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 to 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.
38. Prior to the offers under Condition 35 being made, the Requiring Authority shall prepare an ESA Noise Mitigation Plan detailing the processes to implement Conditions 35 - 37.

Lighting

39. 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.

Network Utilities

40. Prior to the commencement of any work which involves earthworks or construction activities within the ESA Designated Area, 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 exiting 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 and 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 as well as any restrictions in place in relation to those existing network utilities.

41. Where it is likely that work within the ESA Designated Area 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

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

Climate Change De-Carbonisation Considerations

43. The Requiring Authority shall investigate, implement, and report actions that contribute to an ongoing reduction of its carbon footprint. The Requiring Authority shall keep the document updated on an annual basis and make it available upon request to the Wellington City 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).

[place holder – to be discussed at expert planning conference].

Other Designations

44. 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 the ESA Designated Area 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



WELLINGTON INTERNATIONAL AIRPORT LTD

AIRPORT PURPOSES DESIGNATION

Designation

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

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

- Aircraft operations and associated activities, including all ground-based infrastructure, plant and machinery necessary to assist aircraft operations;
- Aircraft rescue training facilities and emergency services;
- Runways, taxiways, aprons, and other aircraft movement areas;
- Airport terminal, hangars, control towers, rescue and fire facilities, navigation and safety aids, lighting and telecommunication facilities, car parking, maintenance and service facilities, catering facilities, freight facilities, quarantine and incineration facilities, border control and immigration facilities, medical facilities, fuel storage and fuelling facilities, facilities for the handling and storage of hazardous substances;
- Associated administration and office activities;
- Roads, accessways, stormwater facilities, monitoring activities, site investigation activities, infrastructure and utility activities (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;
- 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.

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

Conditions

Glossary:

Aircraft Operations

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

Need for Outline Plan – Criteria

1. An outline plan in accordance with section 176A(12) of the Resource Management Act 1991 (“**RMA**”) ~~shall be required for the following work need not be submitted for any works within a Precinct or at a location if, where relevant, the following criteria are met.~~

~~Airport Precinct / Location and Criteria for Exclusion of Outline Plan~~

Condition Sub-Reference	Precinct / Location	Work and Limits
A	Rongotai Ridge Precinct	Any earthworks where shall achieve the following: <ol style="list-style-type: none"> The existing ground level will be shall not be altered by more than 2.5 metres measured vertically; and The total area of ground surface disturbance will exceed shall be less than 250m²; and The earthworks will be undertaken shall not be undertaken on slopes of more than 34°45°.
B	Terminal Precinct	Buildings or structures that exceed 1,500 m² in gross floor area or buildings proposed within 20m of an external site boundary. shall not exceed height limits (above existing ground level): of 25 m except that: Buildings or structures located within 8m of the Golf Course Recreation Area shall not exceed a height limit of 12m.
C	All Precincts with the exception	Buildings or structures that exceed shall not exceed a height limit of 12m above existing ground level; except that:

Condition Sub-Reference	Precinct / Location	Work and Limits
	of the Terminal Precinct	<ul style="list-style-type: none"> i. Buildings or structures used for hangars shall not exceed a height limit of 15m; and ii. Buildings or structures within 5m of any adjoining Residential zone shall not exceed a height limit of 3m.
D	All Precincts	<p>Lighting – Non-Aviation Activities</p> <ul style="list-style-type: none"> i. 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.
E	All Precincts	<p>Landscape Design</p> <ul style="list-style-type: none"> i. Existing trees within the Designated Area are to be retained except where they affect the safe operation of the Airport, and provided that; ii. Any pohutukawa trees adjacent to Tirangi Road required to be removed shall be resited as close as is practicable to the boundary of Tirangi Road
F	All Precincts	<p>Electromagnetic Radiation</p> <ul style="list-style-type: none"> i. Any activity shall be conducted to comply with the New Zealand NZS 6609:1990 (Radio Frequency Radiation) and any subsequent amendments.
G	<p>Sites identified on Attachment 3</p> <p>(Sites on the east side of the runway fronting Broadway, Miro Street and Calabar Road.</p>	<p>Restricted Site Access for Vehicles</p> <ul style="list-style-type: none"> i. No vehicle shall be permitted to a site across any Restricted road frontage identified on Attachment 3. <p>Site Access for Vehicles</p> <ul style="list-style-type: none"> ii. Site access for vehicles shall be provided and maintained in accordance with the standards set out in Appendix 3 of the Wellington City District Plan Airport and Golf Course Recreation Precinct Chapter 11; and iii. There shall be a maximum of one site access to any site, except that sites with more than one frontage may have one access across each frontage; and iv. The width of any site access shall not exceed 6 metres; and

Condition Sub-Reference	Precinct / Location	Work and Limits
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- | | | |
|--|--|--|
| Sites on the west side of the runway): | | <p>v.—Where site access can be provided from a service lane or right of way registered in favour of the site or other private road or private right of way, no site access shall be from a street; and</p> <p>vi.—No site access shall be sited closer to a street intersection than the following:</p> <ul style="list-style-type: none"> — Arterial and principal streets: 20m — Collector streets: 15m — Other streets: 10m; and <p>vii— Any site access shall be designed to permit a free flow of traffic so that vehicles do not have to queue on the street.</p> |
|--|--|--|

DH	Terminal Precinct	<p>Signage</p> <p>i. Any sign located on a building <u>that exceeds the following limits:</u></p> <ul style="list-style-type: none"> a. <u>The sign shall be</u> at is affixed to the underneath of a verandah <u>and shall</u> provide at least 2.5 metres clearance directly above the footpath or ground level; and b. <u>Any sign shall</u> Shall be displayed only on plain wall surfaces; and c. <u>Any sign shall</u> Shall not obscure windows or architectural features; and d. <u>Any sign shall</u> 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 <p>ii. Any illuminated sign (excluding signs below verandah level) within 50 metres and visible from any Residential zone shall not flash; and</p> <p>iii. Any free-standing sign or sign located on a structure shall not exceed a maximum height of 9 metres (above ground level).</p>
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2. ~~Notwithstanding Condition 1, in~~ In accordance with section 176A(2) of the RMA an outline plan need not be submitted for works and activities associated with the following:
- a) 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 Airport Operations within the Airside Precinct; or
 - c) Signage within any precinct where it is related to the purpose of directing pedestrian or vehicular traffic, or to provide safety and security information; or
 - 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 earthwork activity ~~those which does~~ not comply with the conditions in Table 1 in the Rongotai Ridge Precinct and any earthworks associated with the partial or full removal of the small hill located on Stewart Duff Drive opposite the entry to the wastewater treatment plant¹; or
 - j) Placement / maintenance of street furniture or art / sculptures; or
 - k) Maintenance or repair of lighting, signage and other existing fixtures or structures.

Maximum Building Height

2A. No building/structure shall exceed a maximum building/structure height of 30 metres (above existing ground level) in the Terminal Precinct, and 18 metres (above existing ground level) in other Precincts, except that:

- a) In the West Side Precinct, buildings or structures used for Code E (or other wide body aircraft) hangars shall not exceed a height of 20m.
- b) Buildings or structures located within 8m of the Golf Course Recreation Area shall not exceed a height limit of 15m.
- c) Buildings or structures within 5m of any adjoining Residential zone shall not exceed a height limit of 4m.
- d) For the purpose of this condition, lift shafts, plant rooms, stairwells, water tanks, air conditioning units, ventilation ducts, chimneys, lighting poles and similar features

¹Partial or full removal of the small hill is subject to an outline plan and condition 7.

on buildings or structures shall be excluded from this calculation of maximum height.

Lighting – Non-Aviation Activities

2B. In all precincts 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.

Landscape Design

2C. Existing trees within the Designated Area are to be retained except where they affect the safe operation of the Airport, and provided that; any pōhutukawa 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

2D. In all precincts 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

2E. No vehicle shall be permitted to a site across any Restricted road frontage identified on Attachment 3.

- a) Site access for vehicles shall be provided and maintained in accordance with the standards set out in Appendix 3 of the Wellington City District Plan Airport and Golf Course Recreation Precinct Chapter 11; and
- b) There shall be a maximum of one site access to any site, except that sites with more than one frontage may have one access across each frontage; and
- c) The width of any site access shall not exceed 6 metres; and
- d) Where site access can be provided from a service lane or right of way registered in favour of the site or other private road or private right of way, no site access shall be from a street; and
- e) No site access shall be sited closer to a street intersection than the following:
 - i. Arterial and principal streets: 20m
 - ii. Collector streets: 15m

iii. Other streets: 10m; and

iv. Any site access shall be designed to permit a free flow of traffic so that vehicles do not have to queue on the street.

Urban Design Principles – Terminal Precinct

3. No later than twelve months from the date of the Notice of Requirement being confirmed, the Requiring Authority shall prepare a draft document describing the Urban Design Principles to guide the development of buildings, infrastructure and open space areas within the Terminal Precinct. The document shall ensure that when developing new buildings or areas within the Terminal Area appropriate regard is had to urban design form and function to enhance aesthetics, land use and resilience to create community and place. It shall include, but not be limited to, reference to the following urban design principles where relevant:

- a) Urban Structure;
- b) Density and Mix;
- c) Urban Grain;
- d) Height and Massing;
- e) Public Spaces;
- f) Streetscape and Landscape;
- g) Façade and interface;
- h) Energy/resource/land efficiency including lighting;
- i) Details and materials.

The draft document shall be submitted to the Wellington City Council for comment. In finalising the document the Requiring Authority shall take into account any feedback received from the Wellington City Council. Upon finalisation of the document, the Requiring Authority shall ensure that any future development within the Terminal Area has appropriate reference to the outcomes prescribed in the document.

Landscape and Urban Design Statement

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

- a) The effects on streetscape have been taken into account when considering 4.b) to h) below.

- a) ~~b)~~ That site levels and building form, colour and texture reduce the apparent height and bulk of large buildings, and minimise reflectively and ~~when glare when~~ viewed from adjoining public or residential areas;
- b) ~~c)~~ Variations in building mass, height and architectural form have been considered in order to provide visual interest, reduce visual massing and promote visual permeability through the higher elements of built form to maintain view lines from adjoining more elevated properties to the east where this is practicable;
- d) Incorporation of landscaping treatment where appropriate in order to assist in providing visual softening of large buildings and the screening of parking, loading and storage areas;
- e) ~~For Where the development occurs within the Terminal Precinct area, alignment with the Urban Design Principles document prepared in accordance with condition 3;~~
- f) ~~That any signage proposed will be integrated with the building form and surrounding architectural and landscape design; and~~
- g) That low glare, high cut off exterior lighting is used, and integrated with the building form and surrounding architectural and landscape design; and;
- h) That the use of sustainable materials /techniques ~~has been~~has been considered as part of the design.

Broadway Area Precinct

5. Prior to any construction or new development occurring within the Broadway Area Precinct, the Requiring Authority shall prepare an Integrated Design Management Plan specific to the Broadway Area Precinct. The Integrated Design Management Plan 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 Integrated Design Management Plan for the Broadway Area Precinct shall achieve the following objectives:

- a) Landscaping

Landscaping within the site achieves a high level of offsite amenity and ensure that any adverse effects on neighbouring land arising from the development of the neighbouring land arising from the development of the designated area are appropriately mitigated.

- 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 without first having submitted the Integrated Design Management Plan for the Broadway Area Precinct to the Wellington City Council for comment. In finalising the document the Requiring Authority shall take into account any feedback received from the Wellington City 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 Integrated Design Management Plan.

Earthworks – Rongotai Ridge Precinct and Small Hillock

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

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

7. Where the small hill on Stewart Duff Drive, opposite the entry to the wastewater treatment plant, is to be partly or fully removed, an Earthworks and Construction Management Plan (ECMP) must be developed and submitted to the Wellington City Council as part of the outline plan that is specific to this area. The ECMP shall include, but is not limited to, the following matters:

- a) Stability Controls
- b) Erosion and Sedimentation Controls
- c) Stormwater Management.
- d) Implementation of any recommendations of the Archaeological assessment report as required by condition 7A

The earthworks and associated work must be carried out in accordance with the ECMP.

7A. Prior to any earthworks occurring within the Rongotai Ridge Precinct and/or the small hill described in condition 7, 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

8. Prior to the commencement of any project 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 and 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 as well as any restrictions in place in relation to those existing network utilities.

Airways

9. Where it is likely that an activity 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.

Aircraft Operations Noise

10. The Requiring Authority shall ensure that all aircraft operations are managed so that the rolling day average 24 hour night-weighted sound exposure level does not exceed a Day/night Level (L_{dn}) of 65dBA outside the Air Noise Boundary shown on Wellington City Council District Plan Map 35.

11. Aircraft noise shall be measured and modelled in accordance with NZS6805:1992 1992 Airport Noise Management and Land Use Planning and calculated as a L_{dn} 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.
12. The following aircraft operations shall be excluded from the calculation of the ~~rolling~~ 90 day rolling average described in Conditions 10 and 11:
 - 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;
 - d) Military aircraft operations.
13. 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.

14. The following are exceptions to Condition 13:
 - a) Disrupted flights where aircraft operations are permitted for an additional 30 minutes;
 - b) In statutory holiday periods where operations are permitted for an additional 60 minutes;

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

 - i. *The period from 25 December to 2 January, inclusive. Where 25 December falls on either a Sunday or Monday, the period includes the entire of the previous weekend. Where 1 January falls on a weekend, the period includes the two subsequent working days. Where 2 January falls on a Friday, the period includes the following weekend.*

ii. *The Saturday, Sunday and Monday of Wellington Anniversary weekend, Queens Birthday Weekend, and Labour Weekend.*

iii. *Good Friday to Easter Monday inclusive.*

iv. *Matariki Day.*

~~iv.v.~~ *Waitangi Day.*

vi. *ANZAC Day.*

~~v.vii.~~ *Any other day decreed as a national statutory holiday.*

~~vi.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.*

~~vii.ix.~~ *The hours from midnight to 6am immediately following the expiry of each statutory holiday period defined above in (i) to (vi).*

- c) Aircraft using the Airport as a planned alternative to landing at a scheduled airport, but which shall not take-off unless otherwise permitted under Condition 13;
- d) Aircraft landing in an emergency;
- e) The operation of emergency flights required to rescue persons from life threatening situations or to transport patients, human vital organs, or medical personnel in a medical emergency;
- f) The operation of unscheduled flights required to meet the needs of any state of emergency declared under the Civil Defence Emergency Management Act 2002 or any international civil defence emergency;
- g) Aircraft carrying heads of state and/or senior dignitaries acting in their official capacity or other military aircraft operations;
- h) No more than 4 aircraft movements per night with noise levels not exceeding 65 dB LAFmax (1 sec) at or beyond the Air Noise Boundary.

For the purposes of this condition, night means between midnight and 6am [and consistent with Condition 13].

Engine Testing

- 15. The Requiring Authority shall ensure that aircraft propulsion engines may be run within the Designated Area for the purpose of engine testing as follows:
 - a) Undertaken during the hours of 6am to 8pm only;
 - b) To carry out essential unscheduled maintenance between 8pm and 11pm only;

- c) To operate an aircraft within flying hours but provided the engine run is no longer than required for normal procedures, which for the purpose of this condition, shall provide solely for short duration engine runs by way of flight preparation while the aircraft is positioned on the apron;
- d) No person shall start or run any aircraft propulsion engine for the purposes of engine testing on the locations shown on the map attached as **Attachment 4**;
- e) Restrictions on engine testing from 11pm to 6am do not apply if engine testing can be carried out in compliance with all of the following:
 - i. measured noise levels do not exceed 60 dB $L_{A_{EQ}}$ (15 min) at or within the boundary of any residential zone;
 - ii. measured noise levels do not exceed 75 dB $L_{A_{Fmax}}$ at or within the boundary of any residential zone;
 - iii. noise levels shall be measured in accordance with NZS6801: 2008 Acoustics – Measurement of Environmental Sound;
 - iv. the total number of engine test events relating to aircraft using the Airport as an alternate landing site shall not exceed 18 in any consecutive 12 month period;
 - v. the total duration of engine test events relating to aircraft using the Airport as an alternate landing site in terms of Condition 14 c) shall be no more than 20 minutes.

Ground Power and Auxiliary Power Units (GPUs/APUs)

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

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

- i. Aircraft under tow;
- ii. The first 90 minutes after an aircraft has stopped on the gate;
- iii. 60 minutes prior to scheduled departure;
- iv. The use of APUs to provide for engine testing pursuant to Condition 15.

Land Based Noise

17. 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 L_{AEQ} (15 MIN)
 - b) At all other times 45 dB L_{AEQ} (15 MIN)
 - c) All days 10pm to 7am 75 dB L_{AFmax}

Noise Management Plan

18. Without in any way limiting its obligations to fully comply with the conditions attaching to this designation, the Requiring Authority shall update its Noise Management Plan (“NMP”) which describes in detail how it proposes to manage the Airport in order to comply with the relevant noise conditions.
19. The Noise Management Plan shall include, as a minimum:
- a) A statement of noise management objectives and policies for the Airport;
 - b) Details of methods and processes for remedying and mitigating adverse effects of Airport noise including but not limited to:
 - i. improvements to Airport layout to reduce ground noise;
 - ii. improvements to Airport equipment (including provision of engine test shielding such as an acoustic enclosure for propeller driven aircraft) to reduce ground noise;
 - iii. aircraft operating procedures in the air and on the ground procedures to minimise noise where this is practicably achievable;
 - c) The procedures for the convening, ongoing maintenance and operation of the Airport Noise Management Committee (“ANMC”) as set out in Condition 20;
 - d) The mechanisms to give effect to a noise monitoring programme to assess compliance with Conditions 10 – 17;
 - e) The procedures for reporting to the ANMC any Aircraft Operations and engine testing activities which contravene a condition of this designation;
 - f) Fulfilment of the LUMINs programme (as required);

- g) _____ The dispute resolution procedures to resolve any disputes between Wellington International Airport Limited (“**WIAL**”) and ANMC about the contents and implementation of the NMP;
- g)h) _____ The procedures for making noise monitoring and compliance data obtained by the Requiring Authority publicly available on WIAL’s website.
- h)i) _____ The procedures for reviewing and amending the NMP.

~~18. The relevant version of the Noise Management Plan shall be made available to the public on WIAL’s web site.~~

20. The Requiring Authority shall at its cost be responsible for the ongoing membership and function of the ANMC identified in Condition ~~19~~ c). The purpose, membership and functions of the ANMC shall be set out within the Terms of Reference included in the NMP.

Car Parking

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

22. _____ The Requiring Authority shall investigate, implement, and report actions that contribute to an ongoing reduction of its carbon footprint. The Requiring Authority shall keep the document updated on an annual basis and make it available upon request to the Wellington City 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).

Wellington City Council Urban Design Condition Addendum

The following conditions are presented as an alternative to WIAL's Design Statement approach within the Main Site designation.

- 1) Excluding the Terminal Precinct, in other Precincts no building / structure shall exceed a maximum height of 18 metres (above existing ground level), except that:
 - i. In the West Side Precinct, 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 designation boundary.
 - ii. Buildings or structures located within 8m of the Golf Course Recreation Area shall not exceed a height limit of 15m.
 - iii. Buildings or structures within 5m of any adjoining Residential zone shall not exceed a height limit of 4m.
 - iv. 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.

- 2) Where an outline plan is required under Section 176A of the RMA as a result of non-compliance with any relevant criteria of Condition [*ref back to the A – D limits in preceding table (as presented in WIAL conditions version)*], the outline plan shall include, in addition to the matters required under section 176A(3) of the RMA, a Design Statement.

- 3) The purpose of the Design Statement shall be to demonstrate how the following outcomes will be achieved:
 - a) That effects on streetscape have been taken into account when considering 2)b) to g) below;
 - b) That site levels and building form, colour and texture reduce the apparent height and bulk of large buildings, and minimise reflectivity / glare, when viewed from adjoining public or residential areas;
 - c) Variations in building mass, height and architectural form have been considered in order to provide visual interest, reduce visual massing and promote visual permeability through the higher elements of built form to maintain view lines from adjoining more elevated properties to the east where this is practicable;
 - d) Incorporation of landscaping treatment where appropriate in order to assist in providing visual softening of large buildings and the screening of parking, loading and storage areas;
 - e) That the use of sustainable materials / techniques has been considered as part of the design;
 - f) That any signage proposed will be integrated with the building form and surrounding architectural and landscape design; and

- g) That low glare, high cut off exterior lighting is used, and integrated with the building form and surrounding architectural and landscape design.

TERMINAL PRECINCT

- 4) No building /structure shall exceed a maximum height of 30 metres (above existing ground level) in the Terminal Precinct.
- 5) Where an outline plan is required under Section 176A of the RMA as a result of non-compliance with any relevant criteria of Condition [*ref back to the A – D limits in preceding table (as presented in WIAL conditions version)*], the outline plan shall include, in addition to the matters required under section 176A(3) of the RMA, a Design Statement to demonstrate accordance with the Design Guide required by condition 7).
- 6) Within twelve months of the designation being confirmed, and subject to the consultation requirement set out by condition 9), the requiring authority shall prepare and submit to WCC for certification, an overall Terminal Precinct Plan (TPP) for the Terminal Precinct in accordance with condition 8). The TPP shall take the form of a design structure plan, and associated design guidance to articulate the overall vision.
- 7) The TPP required by Condition 6) shall articulate a vision focused on achieving a level of design excellence that reflects the Terminal Precinct’s role as regionally significant infrastructure and the impact of its presence in an otherwise largely low rise suburban and open space landscape. The primary means of assessing design excellence shall be an Airport Design Guide (ADG). No outline plan shall be submitted by the requiring authority under condition 5) until such time as WCC has certified that the TPP and associated ADG meet the purposes outlined above in this condition.
- 8) The Airport Design Guide shall include:
 - a) Techniques to achieve the design outcomes noted in condition 7).
 - b) Methods of managing mass and bulk through proportions including through, but not limited to, the matters covered in “WIAL Designation Planning”, Warren and Mahony, 30 August 2018.
- 9) Prior to submitting either the TPP or ADG to WCC for certification in accordance with condition 6), the requiring authority shall provide Let’s Get Wellington Moving (LGWM), WCC (including Transport and Urban Design), and Greater Wellington Regional Council (in relation to public transport) with a copy of the relevant plan and invite those parties 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 TPP and ADG are submitted for certification.