

FORM 18**NOTICE OF REQUIREMENT FOR DESIGNATION
TO BE INCLUDED IN PROPOSED PLAN
WITH MODIFICATION**

TO: Queenstown Lakes District Council

FROM: Queenstown Lakes District Council (as requiring authority for Wanaka Airport)
C/- Wanaka Airport Management Committee
Private Bag 50072
QUEENSTOWN

NOTICE: In accordance with Clause 4 of the First Schedule of the Resource Management Act 1991 (the Act), the Queenstown Lakes District Council (QLDC) gives notice that it seeks to have Designation 64 - Aerodrome Purposes Designation (the Aerodrome Purposes Designation or the Designation) included in the proposed Queenstown Lakes District Plan (the Proposed Plan). The QLDC wishes to modify the Aerodrome Purposes Designation in accordance with subsections (1) and (3) of Clause 4 of the First Schedule of the Act. The purpose of the modifications is to ensure that the Aerodrome Purposes Designation continues to be effective in achieving the objectives of the Requiring Authority with respect to the operation of Wanaka Airport, and to clarify its intent.

1. INTRODUCTION

- 1.1 The Aerodrome Purposes Designation in the Operative Queenstown Lakes District Plan (the Plan) is intended to enable the safe and efficient operation of Wanaka Airport by permitting certain activities to be carried out by the Requiring Authority within the designated area.
- 1.2 The reason for the designation is defined as being to “protect the operational capability of the airport, while at the same time minimising adverse environmental effects from aircraft noise”.
- 1.3 The Designation currently permits a number of airport related activities including aircraft operations, private aircraft traffic, domestic aircraft traffic, fuel storage and general aviation activities. The existing Designation is subject to a number of conditions including building height, building setback and hours of operation. Aircraft noise is also managed by this designation.
- 1.4 In order for the QLDC to continue to meet its objectives as Requiring Authority for Wanaka Airport, it is appropriate to modify the Aerodrome Purposes Designation in a number of ways, including by amending and updating the list of permitted activities contained in the Designation. The proposed amended list provides for the following airport activities:

- Aircraft operations, rotary wing aircraft operations, helicopter aprons, and associated touch down and lift off areas, aircraft servicing, general aviation, navigational aids and lighting, aviation schools, facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums, and aero recreation.
 - Runways, taxiways aprons, and other aircraft movement or safety areas.
 - Terminal buildings, hangars, rescue facilities, car parking, maintenance and service facilities, catering facilities, freight facilities, quarantine and incineration facilities, medical facilities, fuel storage and fuelling facilities, and associated offices.
 - Roads, accessways, stormwater facilities, monitoring activities, site investigation activities, other infrastructure activities, landscaping and all related construction and earthwork activities.
 - Vehicle parking and storage, rental vehicles, vehicle valet activities, public transport facilities.
 - Retail activities, restaurants and other food and beverage facilities including takeaway food facilities, and industrial and commercial activities, provided they are connected with and ancillary to the use of the Airport.
 - Temporary Activities associated with Air Shows, Conferences and Meetings
- 1.4 As explained below, the purpose of this modification is to more accurately describe the full range of activities that are currently carried out on land subject to the Aerodrome Purposes Designation and the activities that are likely to be carried out in the future.
- 1.5 As set out above, the Aerodrome Purposes Designation currently includes a number of conditions attaching to the designation. A number of these conditions are outdated, or do not assist in managing the environmental effects of activities that occur at Wanaka Airport. The proposed modifications are explained in further detail below and shown in **Appendix A**, attached.
- 1.6 It is also proposed to increase the extent of the Designation boundary to include an additional area of land in order to provide the future provisioning of a Code C taxiway. This is required to enable the continued growth of Wanaka Airport. The nature of this modification is explained in detail below and shown on the plan attached as **Appendix B**.

2. THE SITE TO WHICH THE DESIGNATION APPLIES IS AS FOLLOWS

- 2.1 This designation applies the land which is legally described as:
- Lot 2 DP 341605
 - Lots 1, 2, 3, 4, 5 DP 18824
 - Lot 2 DP 368240
 - Lot 1 DP 341605

- Lots 4 – 5 DP 340031
- Lot 6 DP 22636
- Lot 7 and 8 DP 22637
- Lots 2, 3, 4, 5 DP 23517
- Lots 10 and 11 DP 24410
- Lot 6 DP 24685
- Lots 1 and 2 DP 26239
- Section 1 Survey Office Plan 24776
- Legal Road
- Part of Lot 1 DP 23563

2.2 A map showing the extent of the existing and proposed Designation boundary is provided in **Appendix B**.

3. THE NATURE OF THE MODIFICATIONS AND REASONS:

3.1 The modifications to the Aerodrome Purposes Designation that are required by the Requiring Authority (QLDC) are set out in **Appendix A**. The nature of the modifications is explained below.

Text Modifications

3.2 As set out above, it is proposed to amend the list of permitted activities that are provided for by the Aerodrome Purposes Designation. This modified list properly recognises the range of airport related activities currently occurring at Wanaka Airport, or will occur in the foreseeable future.

3.3 Currently the list of permitted activities in the Aerodrome Purposes Designation contains details relating to runway length and roading location. These details are proposed to be deleted. Such detail is considered unnecessary given that the extent of the designated land limits the way that the QLDC is able to provide for such works in any event. Furthermore, any substantial changes made to the runway configuration at the Airport within the boundary of the existing designation will be subject to an outline plan process. This process requires the Requiring Authority to provide details of the height, shape, bulk and location of the work, the likely finished contour, vehicle access, circulation and the provision for parking, landscaping proposed, any other matters to avoid, remedy or mitigate effects on the environment. The Council is able to request that changes are made to outline plans in order to meet the purpose of the Act.

3.4 Currently the Designation imposes a building height restriction of 9m (although the restriction does not apply to control towers, lighting towers, or navigation and communication masts and aerials). It is proposed to increase the maximum building height from 9m to 10m. This amendment is consistent with the height limits for non residential buildings in the surrounding rural zone. The effects of this amendment are discussed in the next section of this notice.

- 3.5 A building setback is currently imposed by the Designation. This requires that all buildings are set back from the designation boundary a minimum of 10m. This approach to building setback is not considered appropriate as it could potentially impede future operations of the Airport and may result in the inefficient use of a scarce land resource. QLDC therefore proposes to modify this condition of the designation to recognise this. In particular, it is proposed to modify the setback obligation such that where a building is to be erected within the designated land the setback shall be 5m.
- 3.6 The Aerodrome Purposes Designation (Building location and appearance condition (a)) currently specifies that all spaces in the south east of the Airport should be developed, before buildings are constructed in other areas. The vacant space in the south-east (currently used as a taxiway for the Warbirds over Wanaka Airshow) however does not have airside access and is therefore not appropriate for many essential aerodrome activities such as hangars. It may be that buildings that require airside access (for examples hangars) need to be constructed in the vacant land on the north-western side of the runway before the space to the south-east is built to capacity. It is proposed to modify this condition to better reflect this.
- 3.7 It is also proposed to delete the current requirement to produce a lighting plan for operations during the hours of darkness. This is because lighting for night flights is a safety requirement which is subject to Civil Aviation Authority rules and regulations and the Requiring Authority is governed by such directions in this regard. It would be inappropriate for the Council to impose limits or controls on lighting that do not comply with CAA requirements.
- 3.8 Minor modifications to the designation text are also proposed in order to improve clarity.

Area Extension

- 3.9 It is also proposed to increase the boundary of Aerodrome Purposes Designation (0.127ha). As a result of a recent land use planning work¹ for the Airport it has been identified that, in order to provide for the construction of a parallel Code C taxiway, a portion of the adjoining allotment which is legally described as Lot 1 DP 23563 (owned by Rhodes, operating as a car parking / storage area for the Wanaka Toy and Transport Museum) will be required to be designated and acquired. A plan showing the extent of the modified designation is provided in **Appendix B**.
- 3.10 The Master Plan for Wanaka Airport (dated 11 September 2008 and AirBiz 2010 Addendum to Master Plan) protects two options for a future runway at Wanaka Airport, as follows:
- Extend the existing runway to 1,700m in length – Code 3;
 - Provide a new 1,700m long runway 93m east of the existing runway and down grade the existing runway to a Code C parallel taxiway.

¹ AirBiz, Wanaka Airport, Land Use Planning Report, March 2013

- 3.11 These are currently provided for as part of the existing land extent of the Designation. However the only defined taxiway shown on the current master plan is the stub taxiway between the existing runway and the terminal apron at Wanaka Airport. The width of the stub taxiway to accommodate Code C aircraft types (A320/B737) should be 15m with 5m shoulders on each side.
- 3.12 The adjoining landowner to the Airport (situated to the south of the main runway), referred to as "Pittaway" proposes to develop an air park with a taxiway link to the existing runway. However it has been identified by AirBiz that this taxiway link could not run directly from this adjacent land to the runway due to there being inadequate sight lines for aircraft joining the runway from the air park to see other aircraft already on the runway. As part of the proposal to develop an air park on Pittaway's land, Wanaka Airport would require that a partial parallel taxiway should be provided between the runway and the Wanaka Transport and Toy Museum site. In the future, regardless of whether or not the Pittaway development proceeds, if the existing runway is upgraded as provided for by the current Aerodrome Purposes Designation, it will also be necessary to provide a Code C parallel taxiway. In order for the airport to protect for provision of a Code C parallel taxiway to the existing main runway in the long term, it is necessary to designate an additional strip of (currently undeveloped) land as shown in the figure below:

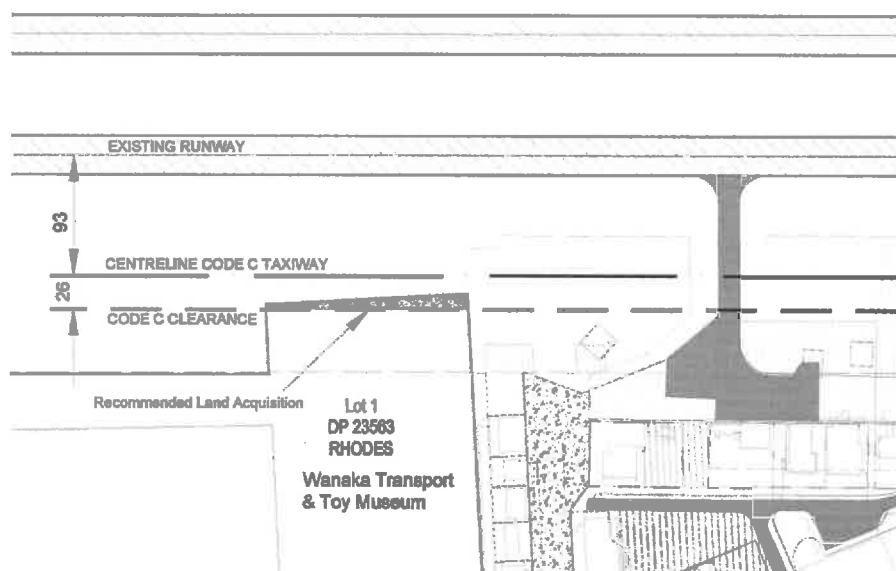


Figure 1: Parallel Code C Taxiway

4. **THE EFFECTS THAT THE MODIFICATION WILL HAVE ON THE ENVIRONMENT AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:**
- 4.1 An assessment of effects of the proposed modifications is provided below.
- 4.2 The majority of the modifications being sought to the designation are minor in nature and extent. They provide clarity as to the activities and works that are able to be undertaken within the Designation to enable the continued safe and efficient operation of the Airport.

- 4.3 The proposed list of permitted activities more accurately describes the activities and works that are currently undertaken by the QLDC, or will be in the future. The modifications also assist the QLDC to continue to meet its stated objectives as Requiring Authority for Wanaka Airport (refer to section 5 below).
- 4.4 Modifications to conditions relating to the building height and setback restrictions are also proposed so to provide the Airport with sufficient flexibility to provide for reasonable future development of the land within the designated area.
- 4.5 The building height and setback restrictions have also been considered in context of surrounding zones. The rural zone permits buildings up to a height of 10m and it is considered appropriate that similar controls are imposed on the Airport to ensure consistency with the surrounding environment.
- 4.6 Modifications are also proposed to the condition of the Designation which currently requires all available spaces in the south east of the Airport to be utilised before developing other parts of the Airport. As noted above the existing vacant space in the south-east does not have airside access and is therefore not appropriate for many essential aerodrome activities that require such access. It may be that buildings that require airside access need to be constructed in other parts of the Airport before the space to the south-east is built to capacity.
- 4.7 The conditions require that a lighting plan for night time operations be submitted. As noted above, night time lighting is guided by CAA rules and regulations and QLDC and the Council have little control over how this is to be implemented. It is therefore proposed to delete this condition.
- 4.8 It is proposed to increase the extent of the designation to include a portion of Lot 1 DP23653. The additional land will enable the Airport to establish a taxiway for Code C aircraft in the future. The costs on this land will be managed via a separate land acquisition process governed by the Public Works Act. It is noted that the land is currently subject to the Wanaka Airport building line restriction and therefore buildings and other structures cannot establish on this area. Therefore the use of this land is already limited and is currently used as a car parking/storage area. Such uses can continue until such time as the taxiway is required. There are positive effects with providing an additional area of land in order to provide for a future Code C taxiway development. This is consistent with the Requiring Authorities objective to continue to provide for the growth and expansion of the Airport.
- 5. THE PROPOSED ALTERATION TO THE DESIGNATION IS REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY BECAUSE:**
- 5.1 The key objective of the requiring authority in relation to this notice is to ensure that the planning framework is appropriate to provide for the expansion of Wanaka Airport in order to accommodate projected growth of the Airport while minimising environmental effects.
- 5.2 More general but relevant objectives are:

- To maintain and enhance operating capacity at the Airport, particularly to maintain capacity for domestic services to and from Wanaka Airport.
- To act as an alternate for certain aircraft types unable to land at Queenstown Airport because of weather conditions.
- To enable sustainable future use of the Airport particularly to accommodate the ongoing growth in general aviation activities.
- To meet international aviation standards and CAA rules in relation to runway, taxiway dimensions and other airport operational requirements.
- To provide the community with certainty as to the long-term form of development of the Airport.

5.3 The proposed modifications to the Aerodrome Purposes Designation are reasonably necessary for achieving these objectives because:

- They will allow the Airport to accommodate future projected growth;
- They will ensure that the Designation is accurate and will reduce the potential for confusion in its application;
- They provide the most effective method of providing for the expansion of the Airport for the long-term; and
- They provide the community with clear indications of the long-term nature of Airport growth and development and address unnecessary constraints imposed on the Airport by the current Designation.

6. CONSULTATION:

The Requiring Authority has consulted with the owner of Lot 1 DP 23563. No other consultation has been undertaken in the preparation of this notice. The designation, as modified, will be available for public submissions when the District Plan is publically notified.

7. ALTERNATIVE METHODS:

As there are no significant adverse effects arising from these modifications, alternative methods have not been considered.

Signed for the Queenstown Lakes District Council by S Paterson (on behalf of the Wanaka Airport Management Committee)

Signature:

Date:

30 March 2015

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APPENDIX A

Modifications to Designation 64 – Wanaka Airport - Aerodrome Purposes

Changes shown as underline or ~~strikethrough~~.

Wanaka Airport

The land area covered by the Aerodrome Purposes designation shall include the sites described below:

- Lot 2 DP 341605
- Lots 1, 2, 3, 4, 5 DP 18824
- Lot 2 DP 368240
- Lot 1 DP 341605
- Lots 4 – 5 DP 340031
- Lot 6 DP 22636
- Lot 7 and 7 DP 22637
- Lots 2, 3, 4, 5 DP 23517
- Lots 10 and 11 DP 24410
- Lot 6 DP 24685
- Lots 1 and 2 DP 26239
- Section 1 Survey Office Plan 24776
- Part of Lot 1 DP 23563
- Legal Road

E.1 Aerodrome Purposes

This designation is defined to protect the operational capability of the airport, while at the same time minimising adverse environmental effects from aircraft noise.

Permitted Activities

The nature of the activities ~~covered~~ authorised by this designation is described as follows:

- (a) Aircraft operations, rotary wing aircraft operations, helicopter aprons, and associated touch down and lift off areas, aircraft servicing, ~~fuel storage and~~ general aviation, navigational and safety aids, ~~and~~ lighting, aviation schools, facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums, and aero recreation.
- (b) Runways, taxiways aprons, and other aircraft movement or safety areas.
- (c) Terminal buildings, hangars, rescue facilities, navigation and safety aids, lighting, car parking, maintenance and service facilities, catering facilities, freight facilities, quarantine and incineration facilities, medical facilities, fuel storage and fuelling facilities, and associated offices.
- (d) Roads, accessways, stormwater facilities, monitoring activities, site investigation activities, other infrastructure activities, landscaping and all related construction and earthwork activities.

- (e) Vehicle parking and storage, rental vehicles, vehicle valet activities, public transport facilities.
 - (f) Retail activities, restaurants and other food and beverage facilities including takeaway food facilities, and industrial and commercial activities, provided they are connected with and ancillary to the use of the Airport.
 - (g) Temporary Activities associated with Air Shows, Conferences and Meetings
- ~~(e) — associated buildings and infrastructure, car parking, offices and cafeteria.~~
 - ~~(c) — an extension of the main runway (11-29) of 550 metres to the north west to provide a runway length of 1,700 metres, plus a 50 metre starter extension.~~
 - ~~(d) — an increase in width of the main runway strip to 150 metres.~~
 - ~~(f) — realignment of the road to the south east of the airport.~~
 - ~~(g) — helicopter aprons and associated touch-down and lift-off areas.~~
 - ~~(h) — a new passenger terminal and control tower.~~
 - ~~(i) — alterations to ancillary facilities.~~
 - ~~(j) — realignment of the road to the south east of the airport.~~
 - k) provision for a new alternative runway 93 metres to the north of and parallel to the existing main runway. The alternative runway will be 1,700 metres long and 30 metres wide contained in a strip 2,300 metres long by 150 metres wide.

Restrictions on Aerodrome Purposes Activities

Building Height

- (a) Maximum height of any building shall not exceed 10m ~~9.0~~ metres except that:
- (b) This restriction does not apply to the control tower, lighting towers or navigation and communication masts and aerials associated with airport operations.
- (c) No permanent buildings, other than a control tower shall infringe the restrictions of the Approach and Land Use Controls designations.

Building Setback

- (a) Minimum setback for buildings from all boundaries of the designation shall be 5m~~40m~~:
- (b) Security fencing around the perimeter of the Airport is not subject to the building setback standards in (a) above.
- (c) Minimum setback for buildings from the eastern side of the centre line of the main ~~proposed parallel~~ runway (as at 2013) shall be ~~124~~ 217 metres.
- (d) Minimum setback for buildings from the western side of the centre line of the main runway (as at 2013) shall be 124 metres.

Note: The setback in (c) and (d) above provides appropriate protection for the future relocation of the main runway 93m to the north, parallel with the main runway (as at 2013).

Building Location and Appearance

- ~~(a) All space should be utilised in the south east area of the Airport before buildings are constructed in other areas.~~
- (b) Buildings shall comply with the QLDC Guide to Reducing Glare and Reflective Surfaces.
- (c) Before buildings are constructed on the northern side of the runway the airport operator will undertake a visual impact assessment of development in this area. The purpose of this assessment will be to serve as the guide to future development through the identification of view shafts or other mitigation methods to be implemented through the outline plan process as development occurs.

Operations During Hours of Darkness at Night

~~The airport shall not be used for scheduled passenger services during the hours of darkness unless a suitable lighting plan is produced.~~ No aircraft operations, other than emergency aircraft operations, shall occur between 10 pm and 7 am.

Wanaka Airport Liaison Committee

~~The airport operator shall establish and facilitate a Wanaka Airport Liaison Committee ('WALC'). The WALC shall include membership from: the airport operator, Lakes Environmental Ltd, Wanaka Airport Users Group, commercial airlines, Airways Corporation and the community. The WALC shall meet at least once every six months with a quorum of four members including at least one representative of each of the airport operator, the QLDC and the community.~~

Within one year of this designation being confirmed by the Requiring Authority taking effect, the airport operator shall establish and maintain at its cost a Wanaka Airport Liaison Committee ('WALC'). The WALC shall include (but not be limited to) membership from:

- (a) An independent chair appointed by the airport operator,
- (b) The airport operator,
- (c) ~~Lakes Environmental Ltd~~ Queenstown Lakes District Council (as the Consent Authority),
- (d) Wanaka Airport Users Group,
- (e) Commercial airlines,
- (f) Airways Corporation, and
- (g) The Wanaka Community Board.

The WALC shall meet at least once every six months with a quorum of four members including the chair and at least one representative of each of the airport operator, ~~Lakes Environmental Ltd~~ Queenstown Lakes District Council (as the Consent Authority) and the Wanaka Community Board.

The WALC shall:

- (a) Review any complaints or issues relating to the operation of the airport, and responses by the airport operator,
- (b) Assist the airport operator develop procedures to minimise adverse environmental effects on the community,
- (c) Assist the airport operator to communicate and engage with the community,

- (d) Develop noise management procedures for unplanned engine testing of aircraft for scheduled passenger services, and review any such occurrences,
- (e) Review progress on airport development and the master plan, and
- (f) Encourage parties to work together co-operatively, sharing information and making recommendations by consensus and agreement.

Airport Noise

Airport noise shall be measured, predicted and assessed in accordance with NZS 6805:1992 "Airport Noise Management and Land Use Planning", by an acoustics specialist.

The Airport shall be managed so airport the noise does not exceed a day/night level of ~~65 dB~~ outside the Air Noise Boundary and 55 dB Ldn outside the Outer Control Boundary.

Compliance with the 55 dB Ldn noise limit at the OCB shall be determined every two years by the calculation of noise contours using the IMNv7b acoustics computer model and records of actual aircraft activity at the Airport.

A report shall be provided every two years to the WALC, including the noise contour results and the methodology used in the preparation of the contours.

Once the calculated noise levels at any point on the Outer Control Boundary shown on the Planning Maps is 54 dB Ldn or greater, noise level measurements shall be carried out for a minimum of one month in the summer and one month in the winter at each of two measurement locations every two years.

The noise measurement locations should be selected to allow confirmation of compliance with the 55 dB Ldn limit at the OCB. The measurement locations do not need to be on the OCB. The difference between the measured sound level and the calculated sound level at a measurement location shall be added to the calculated sound level at the OCB to determine compliance. A report on the results of such monitoring shall be forwarded to the WALC within two months of the monitoring being undertaken.

Note: This designation does not provide for an Air Noise Boundary at the 65 dB Ldn contour as the provisions and extent of the OCB render this unnecessary at Wanaka Airport at this time.

Noise from the following Aircraft Operations shall be excluded from the compliance calculations set out above:

- (a)
 - (i) aircraft landing or taking off in an emergency; and
 - (ii) emergency flights required to rescue persons from life threatening situations or to transport patients, human organs or medical personnel in medical emergency, and
 - (iii) aircraft using the airport due to unforeseen circumstances as an essential alternative to landing at another scheduled airport, and
 - (iv) flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 1983, and
- (b) flights certified by the Minister of Defence as necessary for reasons of National Security in accordance with Section 4 of the Act; and
- (c) aircraft undertaking fire fighting duties;

- (d) aircraft using the airport in preparation for and participation in the biennial Warbirds Over Wanaka air shows (this applies 5 days prior to and 3 days after the air show).

Other Noise

Sound from activities operating in this designation, which is outside the scope of NZS 6805:1992, shall comply with the District Plan noise limits set in the zone standards for each zone in which the sound is received. This requirement includes engine testing other than for essential unplanned engine testing of aircraft for scheduled passenger services.

No noise limits shall apply to essential unplanned engine testing of aircraft for scheduled passenger services. The WALC shall determine noise management practices for unplanned engine testing including preferred locations and times. Following each unplanned engine test the airport operator shall report to the next meeting of the WALC why the testing was required and what noise management practices were followed.

Proposed Parallel Runway

Note: The conditions apply to the potential future relocation of the main runway.

- (a) Prior to the commencement of construction of the proposed parallel alternate runway, and in conjunction with the outline plan of works required by Section 176A, a Construction Management Plan shall be submitted to the Council for review and approval. The purpose of the Construction Management Plan shall be to:
 - (i) Describe the methods proposed for the construction of the runway;
 - (ii) Describe what actions will be taken to manage the actual or potential effects of construction activities associated with the runway constructions;
 - (iii) Ensure compliance with the conditions of the designation as they relate to construction of the parallel runway.

- (b) The Construction Management Plan shall include the following information:
 - (i) Description of all the runway construction works including identification of fill sources, access roads and tracks, identification of areas for storing plant and machinery, mitigation measures, monitoring and reporting to be undertaken.

- (c) If fill is to be transported from off-site a Construction Traffic Management Plan shall be prepared in conjunction with the New Zealand Transport Agency and submitted to Council for approval.

The Construction Traffic Management Plan shall incorporate:

 - (i) Proposed construction haulage routes;
 - (ii) Construction traffic volumes over haulage routes.

APPENDIX B

Extent of Modified Aerodrome Designation Boundary

