

APPENDIX C

Proposed changes to conditions relating to Designation 64 and District Plan Maps

The changes proposed by this Plan change are as follows. Additions are underlined. Deletions are struck through.

1. **Amend Section E conditions on Designation 64 Wanaka Airport as follows:**

E Wanaka Airport

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

- ~~• Lots 10 and 11 DP 24410~~
- ~~• Lot 8 DP 22637~~
- ~~• Lot 5 DP 23517~~
- ~~• Lot 7 DP 22637~~
- ~~• Lot 6 DP 22636~~
- ~~• Lots 1, 2, 3, 4 and 5 DP 18824~~
- ~~• Lot 6 DP 24685~~
- ~~• Lots 1, 2, 3 and 4 DP 23517~~
- ~~• Part Lot 1 DP 16921~~
- ~~• Legal Road~~

- 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 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

2. **Amend Section E.1 conditions on Designation 64 Wanaka Airport as follows:**

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 by this designation is described as follows:

- (a) aircraft operations, rotary wing aircraft operations, aircraft servicing, fuel storage and general aviation, navigational aids and lighting, aviation schools, facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums and aero recreation.
- (b) associated buildings and infrastructure, car parking, offices and cafeteria.
- (c) ~~a 197 metre extension of the main runway (11-29) in a north westerly direction to allow a maximum runway length of 1,397 m and a total runway strip length of 1,517 m with the 60 metre RESA included at each end~~ an extension of the main runway (11-29) of 550 metres to the south east to provide a runway length of 1,700 metres.
- (d) an increase in width of the main runway strip to 150 metres.
- (e) the formation of runway end safety areas of 240m long by 90m wide at both ends of the main runway.
- (f) expansion of the main apron area.
- (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 93m to the north of and parallel to the existing main runway. The alternative runway will be 1,700m long and 30m wide contained in a strip 2,300m long by 150m wide.

Restrictions on Aerodrome Purposes Activities

Building Height

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

Building Setback

- Minimum setback from all boundaries of the designation shall be 10.0 metres.
- Minimum setback from the eastern side of the centre line of the proposed parallel runway shall be 124 ~~200~~ metres.
- Minimum setback from the western side of the centre line of the runway shall be ~~150~~ 124 metres.

Operations During Hours of Darkness

The airport shall not be used for scheduled passenger services during the hours of darkness unless a suitable lighting plan is produced ~~and the 65 and 55 Ldn contours and associated Air Noise Boundary and Outer Control Boundary are reassessed.~~

Restrictions on Activities

~~No scheduled commercial aircraft flights are to take place from the airport until such time that processes under the Resource Management Act 1991 are adopted to reassess and consider the effects of altering the Air Noise Boundary and Outer Control Boundary and to implement a noise monitoring programme.~~

Noise Monitoring

The Airport shall be managed so the noise does not exceed a day/night level (Ldn) of 65 dB outside the Air Noise Boundary, and 55 dB outside the Outer Control Boundary and 95 dB SEL outside the Night-time Noise Boundary.

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

- (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
- (v) flights certified by the Minister of Defence as necessary for reasons of National Security in accordance with Section 4 of the Act; and
- (vi) aircraft undertaking fire fighting duties;
- (vii) aircraft using the airport in preparation for and participation in air shows.

Compliance with the Ldn Airport noise contours shall be determined by the calculation of Aircraft Noise Contours (ANC) using the Integrated Noise Model (INM) Version 7b program and records of actual aircraft activity at the Airport. For aircraft scheduled to arrive between 10pm and 7am, compliance with the Night-time Noise Boundary (NNB) shall be determined using the INM (Version 7b) 95 dB SEL contour for that aircraft. A report, prepared by a person suitably qualified in acoustics, shall be provided annually to the Council. The report shall contain the ANC results and the methodology used in the preparation of the contours and SEL contours for aircraft arriving between 10pm and 7am.

Once the calculated noise levels at any point on the Air Noise Boundary shown on the Planning Maps is 64 dB Ldn or greater, physical 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 (neither of which can be located on the part of the Air Noise Boundary which lies outside the Night-time Noise Boundary) every two years to audit compliance with this rule and a report on the results of such monitoring shall be forwarded to the Council within two months of the monitoring being undertaken. Noise level measurements shall be undertaken in accordance with NZS6805:1992 Airport Noise Management and Land Use Planning.

Noise levels from Aircraft Engine Testing shall comply with the following:

- i. Between the hours of 7am and 10pm, noise generated by aircraft engine testing and measured at or within the boundary of any site in the General Rural zone or Rural Visitor zone outside the Airport Designation shall not exceed 55 dB $L_{Aeq(15\text{ hours})}$; and
- ii. All aircraft engine testing shall be scheduled to take place between 7am and 10pm and only essential unscheduled engine testing shall take place outside those hours.
- iii. In some situations it may be necessary to conduct essential unscheduled engine testing between 10pm and 7 am. Essential unscheduled engine testing shall take place on no more than 18 occasions per year and noise from such engine testing shall not exceed the following noise levels at the notional boundary of any site in the General Rural zone or Rural Visitor zone outside the Airport Designation :

<u>Time Period</u>	<u>Noise Level</u>
<u>All days 10.00 pm to 7.00 am</u>	<u>55 dB $L_{Aeq(9\text{ hours})}$</u>
<u>All days 10.00 pm to 7.00 am</u>	<u>80 dB L_{AFmax}</u>

- iv. On each of these occasions the date, time, noise level reached, duration and reason for the tests shall be reported within 10 days to the Queenstown Lakes District Council.
- v. For the purpose of this control aircraft engine testing shall be measured in accordance with New Zealand Standard NZS 6801:2008 "Acoustics – Measurement of environmental sound"

Proposed Parallel Runway

1. Prior to the commencement of construction of the proposed parallel runway, and in conjunction with the outline plan 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:
 - a. Describe the methods proposed for the construction of the runway;
 - b. Describe what actions will be taken to manage the actual or potential effects of construction activities associated with the runway constructions;
 - c. Ensure compliance with the conditions of the designation as they relate to construction of the parallel runway.
2. The Construction Management Plan shall include the following information:
 - a. 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.
3. 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:
 - a. Proposed construction haulage routes;
 - b. Construction traffic volumes over haulage routes.

3. Amend District Plan Map 18a to reflect the change to the designation boundary for Aerodrome Purposes

Figure B shows the area of the designation in detail. The amendments to Map 18a will show be updated to show the outer boundary of the revised designation.