

WELLINGTON INTERNATIONAL AIRPORT LTD

AIRPORT PURPOSES DESIGNATION – MAIN SITE AREA (MSA)

Purpose of the Designation

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

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

- Aircraft operations and associated activities, including all ground-based infrastructure, plant and machinery necessary to assist aircraft operations;
- Aircraft rescue training facilities and emergency services;
- Runways, taxiways, aprons, and other aircraft movement areas;
- Airport terminal, hangars, control towers, rescue and fire facilities, navigation and safety aids, lighting and telecommunication facilities, car parking, maintenance and service facilities, catering facilities, freight facilities, quarantine and incineration facilities, border control and immigration facilities, medical facilities, fuel storage and fuelling facilities, facilities for the handling and storage of hazardous substances;
- Associated administration and office activities;
- Roads, accessways, stormwater facilities, monitoring activities, site investigation activities, infrastructure and utility activities (including sustainable infrastructure), and landscaping;
- Vehicle parking and storage, rental vehicle facilities, vehicle valet activities, and public transport facilities;
- Signage, artwork or sculptures, billboards and flags;
- Hotel/visitor accommodation, conference facilities and services;
- Retail activities, service retail, restaurants and other food and beverage facilities including takeaway food facilities and commercial activities, provided they are located within the Terminal Precinct;
- Industrial and commercial activities provided they are associated with aircraft operations or serve the needs of passengers, crew, ground staff, airport workers, and other associated workers and visitors;
- Structures to mitigate against the impact of natural hazards;
- All demolition (if required) construction and earthworks activities, including associated structures;
- Ancillary activities, buildings and structures related to the above; and
- Servicing, testing and maintenance activities related to the above.

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

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

Glossary:

Aircraft Operations

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

Conditions

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

Reference	Precinct / Location
A	Hillock (south end of Terminal Precinct)
	Work and Limits
	Any earthworks where: <ol style="list-style-type: none"> i. The existing ground level will be altered by more than 2.5 metres measured vertically; and ii. The total area of ground surface disturbance will exceed 250m²; and iii. The earthworks will be undertaken on slopes of more than 34°.
B	Terminal Precinct
	Work and Limits
	Buildings or structures that exceed 1,500m ² in gross floor area or buildings proposed within 20m of an external site boundary.
C	All Precincts with the exception of the Terminal Precinct
	Work and Limits
	Buildings or structures that exceed a height limit of 12m above existing ground level.
D	Terminal Precinct
	Work and Limits

Reference	Precinct / Location
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- i. Any sign located on a building that exceeds the following criteria or limits:
 - a. The sign shall be affixed to the underneath of a verandah and shall provide at least 2.5 metres clearance directly above the footpath or ground level; and
 - b. Any sign shall be displayed only on plain wall surfaces; and
 - c. Any sign shall not obscure windows or architectural features; and
 - d. Any sign shall not project above the parapet level, or the highest part of that part of the building/structure to which it is attached (including above verandah). This part of the condition does not apply to temporary signs; and
 - e. Any sign located on a building in excess of 12 metres in height above ground shall bear only the name and/or logo of the building owner or occupier, or the building on which the sign is located; and
 - f. Any sign located on a building in excess of 12 metres in height above ground level shall not flash; and
 - ii. Any illuminated sign (excluding signs below verandah level) within 50 metres and visible from any Residential zone shall not flash; and
 - iii. Any free -standing sign or sign located on a structure shall not exceed a maximum height of 9 metres (above ground level).
2. In accordance with section 176A(2) of the RMA an outline plan need not be submitted to Wellington City Council (**the Council**) for works and activities associated with the following:
 - (a) A project or work that does not result in an exceedance of the specified criteria and limits set in Condition 1; or
 - (b) Any activity relating to or supporting Aircraft Operations within the Airside Precinct; 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 earthworks associated with the partial or full removal of the Hillock (south end of Terminal Precinct)¹; or
- (j) Placement / maintenance of street furniture or art / sculptures; or
- (k) Maintenance or repair of lighting, signage and other existing fixtures or structures.

Maximum Building Height /Setbacks

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

Lighting – Non-Aviation Activities

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

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

Trees

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

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

to Tirangi Road required to be removed shall be resited as close as is practicable to the boundary of Tirangi Road.

Electromagnetic Radiation

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

Restricted Site Access for Vehicles

7. No vehicle shall be permitted to a site across any Restricted road frontage identified on **Attachment 3**.
8. Site access for vehicles shall be provided and maintained in accordance with the standards set out in Appendix 3 of the Wellington City District Plan Airport and Golf Course Recreation Precinct Chapter 11.
9. There shall be a maximum of one site access to any site, except that a site with more than one frontage may have one access across each frontage.
10. The width of any site access shall not exceed 6 metres; and
11. Where site access can be provided from a service lane or right of way registered in favour of the site or other private road or private right of way, no site access shall be from a street.
12. No site access shall be sited closer to a street intersection than the following:
 - (a) Arterial and principal streets: 20m
 - (b) Collector streets: 15m
 - (c) Other streets: 10m
13. Any site access shall be designed to permit a free flow of traffic so that vehicles do not have to queue on the street.
14. The following shall apply in respect of any condition where the Requiring Authority is required to provide the Council with a management plan or similar document 'for certification'.
 - (a) The Requiring Authority shall provide the management plan to the Council within the timeframe specified in the applicable condition;
 - (b) The Requiring Authority may lodge any necessary outline plan for the activities to which the management plan relates unless the Council advises the Requiring Authority in writing within 20 working days of receipt of the management plan that it refuses to certify that plan;
 - (c) Certification must not be unreasonably withheld and refusal to certify may only be on the grounds that the management plan fails to meet the requirements of the related condition or where relevant fails to integrate with the requirements of any other related management plan. The Council must provide reasons why that view is held at the time of the refusal;

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

Urban Design Principles and Vision – Terminal Precinct

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

In preparing the Principles and associated Vision, the Requiring Authority shall consult the community. This consultation shall take the form of a workshop or Charrette to enable members of the community to contribute ideas and concepts to the Principles and Vision and shall be hosted at a suitably accessible location within the community. The Requiring Authority shall also consult with the Council and a final draft shall be submitted to the Council for comment. In finalising the Principles and associated Vision, the Requiring Authority shall take into account any feedback received from the community and the Council. Upon finalisation of the Principles and Vision, the Requiring Authority shall ensure that any future development of buildings, infrastructure or publicly accessible open space within the Terminal Precinct is guided by the Principles and Vision.²

² Altered under s181(3) 04/04/2023 (SR529918)

Landscape and Urban Design Statement – All Precincts

16. Where an outline plan is required under Section 176A of the RMA the outline plan shall include, in addition to the matters required under section 176A(3) of the RMA, a Landscape and Urban Design Statement (**LUDS**). The purpose of the LUDS shall be to demonstrate (where relevant) how the development is consistent with the Principles and associated Vision prepared in accordance with Condition 15, how any effects on streetscape have been taken into account, and how the following will be achieved:
- (a) The integration between adjoining precincts (and other areas of the Airport);
 - (b) That site levels and building form, colour and texture reduce the apparent height and bulk of large buildings, and minimise reflectively and glare when viewed from adjoining public or residential areas;
 - (c) That variations in building mass, height and architectural form have been considered in order to provide visual cohesiveness and interest, reduce visual massing and promote visual permeability. These matters will also be considered to maintain views from adjoining more elevated properties to the east where this is practicable;
 - (d) That landscaping treatment has been incorporated where appropriate in order to assist in providing visual softening of large buildings and the screening of parking, loading and storage areas;
 - (e) That any signage proposed will be integrated with the building form and surrounding architectural and landscape design;
 - (f) That low glare, high cut off exterior lighting is used, and integrated with the building form and surrounding architectural and landscape design;
 - (g) That lighting and light sources from within buildings in the Terminal Precinct have been designed to reduce the extent and visibility of artificial light when viewed from residential properties and public spaces located adjacent to the Airport site; and
 - (h) That the use of sustainable materials/techniques has been considered as part of the design.

Broadway Area Precinct

17. (a) Prior to any project or work occurring within the Broadway Area Precinct, the Requiring Authority shall prepare an Integrated Design Management Plan (**IDMP**) specific to the Broadway Area Precinct. The IDMP shall show the general configuration of any existing and/or new buildings or structures within the Broadway Area, signage, and areas of landscaping that may be proposed. The IDMP for the Broadway Area Precinct shall achieve the following objectives:
- (i) **Landscaping**
Landscaping within the site achieves a high level of offsite amenity and ensures that any adverse effects on neighbouring land arising from the development of the designated area are appropriately mitigated. Landscaping reflects the important gateway function of land within the Precinct;

- (ii) **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;
 - (iii) **Signage**
Signage is well integrated with and sensitive to the receiving environment and maintains public safety.
- (b) No outline plan shall be submitted for the Broadway Area Precinct without first having submitted the IDMP for the Broadway Area Precinct to the community and the Council for comment. Consultation with the community shall take the form of a workshop or Charrette to enable members of the community to contribute ideas and concepts to the IDMP and shall be hosted at a suitably accessible location within the community. In finalising the IDMP the Requiring Authority shall take into account any feedback received from the community and the Council. Any subsequent outline plan shall be accompanied by a report from a suitably qualified and experienced landscape architect and/or urban designer addressing how the outline plan achieves the objectives of the IDMP.

Provided that conditions 17(a) and 17(b) do not apply to any repair, maintenance, or upgrade of an existing building or structure within the Broadway Area Precinct that does not increase the area or height of the building or structure.³

Earthworks – Hillock (south end of Terminal Precinct)

18. Prior to any earthworks associated with the full or partial removal of the Hillock (south end of Terminal Precinct), the Requiring Authority must develop and submit to the Council for certification an Earthworks and Construction Management Plan (**ECMP**). The ECMP shall include, but is not limited to, the following matters:
- (a) Stability Controls;
 - (b) Erosion and Sedimentation Controls;
 - (c) Stormwater Management; and
 - (d) Implementation of any recommendations of the Archaeological assessment report as required by Condition 20.
- The earthworks and associated work must be carried out in accordance with the ECMP and any amendments certified by the Council.
19. For the Hillock (south end of Terminal Precinct) described in Condition 18, the outline plan required under Section 176A of the RMA, specific to this area shall include, in addition to the matters required under section 176A(3) of the RMA, a report or reports covering the following matters (where relevant):
- (a) Whether any earthworks will alter the existing topography of the site and the impacts on the area's amenity values and cultural values;
 - (b) The measures available to relocate the existing Matagouri at the site or to extract cuttings or seeds from it to assist cultivation of the plant elsewhere;

³ Altered under section 181(3) 19/06/2024 (SR547340)

- (c) The extent to which earthworks affect the stability and erosion potential of the site and surrounding sites; and
 - (d) Whether any landscape treatment is necessary, and if so, whether it is in scale with the proposed development.
20. Prior to any earthworks occurring within the Hillock (south end of Terminal Precinct) described in Condition 19, the Requiring Authority shall undertake an archaeological assessment to identify and report on the potential for archaeological sites on the undisturbed land.

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

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

Network Utilities

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

Airways Corporation of New Zealand

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

Aircraft Operations Noise

23. The Requiring Authority shall ensure that all Aircraft Operations are managed so that the rolling day 90 day average 24 hour night-weighted sound exposure level does not exceed a Day/night Level (Ldn) of 65dBA outside the *Air Noise Boundary* shown within the Wellington City Council District Plan Maps. The Requiring Authority shall demonstrate compliance with this Condition by undertaking continuous noise monitoring in accordance with NZS 6805:1992 and the guidance provided in the Airport Noise Management Plan (**ANMP**). The noise monitoring data shall be made publicly available on the Requiring Authority's website.
24. Aircraft Operations noise shall be measured and modelled in accordance with NZS6805:1992 1992 Airport Noise Management and Land Use Planning and calculated

as a Ldn 90 day rolling average. All terminology shall have the meaning that may be used or defined in the context of NZS:6805 1992 Airport Noise Management and Land Use Planning.

25. The following Aircraft Operations shall be excluded from the calculation of the 90 day rolling average described in Conditions 23 and 24:

- (a) Aircraft operating in an emergency;
- (b) The operation of emergency flights required to rescue persons from life threatening situations or to transport patients, human vital organs, or medical personnel in a medical emergency; and
- (c) The operation of unscheduled flights required to meet the needs of any state of emergency declared under the Civil Defence Emergency Management Act 2002 or any international civil defence emergency.

26. The Requiring Authority shall ensure that:

- (a) All domestic Aircraft Operations shall not occur during the hours from midnight (12am) to 6am; and
- (b) All international Aircraft Operations shall not occur during the hours:
 - (i) Midnight to 6am for departures.
 - (ii) 1am to 6am for arrivals.

For the purposes of this condition, "operations" means the start of the take-off roll or touch down on landing.

27. The following are exceptions to Condition 26:

- (a) Disrupted flights where Aircraft Operations are permitted for an additional 30 minutes;
- (b) In statutory holiday periods where Aircraft Operations are permitted for an additional 60 minutes;

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

- (i) The period from 25 December to 2 January, inclusive. Where 25 December falls on either a Sunday or Monday, the period includes the entire of the previous weekend. Where 1 January falls on a weekend, the period includes the two subsequent working days. Where 2 January falls on a Friday, the period includes the following weekend.
- (ii) The Saturday, Sunday and Monday of Wellington Anniversary weekend, Queens Birthday Weekend, and Labour Weekend.
- (iii) Good Friday to Easter Monday inclusive.
- (iv) Matariki Day.
- (v) Waitangi Day.

- (vi) ANZAC Day.
 - (vii) Any other day decreed as a national statutory holiday.
 - (viii) Where Matariki Day, Waitangi Day or ANZAC Day falls (or is recognised) on a Friday or a Monday, the adjacent weekend is included in the statutory holiday period.
 - (ix) The hours from midnight to 6am immediately following the expiry of each statutory holiday period defined above.
- (c) Aircraft using the Airport as a planned alternative to landing at a scheduled airport, but which shall not take-off unless otherwise permitted under Condition 26;
 - (d) Aircraft landing in an emergency;
 - (e) The operation of emergency flights required to rescue persons from life threatening situations or to transport patients, human vital organs, or medical personnel in a medical emergency;
 - (f) The operation of unscheduled flights required to meet the needs of any state of emergency declared under the Civil Defence Emergency Management Act 2002 or any international civil defence emergency;
 - (g) Aircraft carrying heads of state and/or senior dignitaries acting in their official capacity or other military aircraft operations; and
 - (h) No more than 4 aircraft movements per night with noise levels not exceeding 65 dB LAFmax (1 sec) at or beyond the *Air Noise Boundary*.

For the purposes of this condition, night means between midnight and 6am.

Quieter Homes Programme

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

Engine Testing

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

Except that compliance with (a) is not required:

- (c) For essential unscheduled maintenance, provided that it occurs between 8pm and 11pm and where these events do occur, they shall be reported to the Airport Noise Management Committee (ANMC) on an annual basis and published on the Requiring Authority's website as soon as reasonably practicable;
- (d) To operate an aircraft within flying hours but provided the engine run is no longer than required for normal procedures, which for the purpose of this condition, shall provide solely for short duration engine runs by way of flight preparation while the aircraft is positioned on the apron; or
- (e) For engine testing from 11pm to 6am where the engine testing can be carried out in compliance with all of the following:
 - (i) measured noise levels do not exceed 60 dB LAEQ (15 min) at or within the boundary of any residential zone;
 - (ii) measured noise levels do not exceed 75 dB LAFmax at or within the boundary of any residential zone;
 - (iii) noise levels shall be measured in accordance with NZS6801: 2008 Acoustics Measurement of Environmental Sound;
 - (iv) the engine testing is for aircraft using the Airport as an alternate landing site;
 - (v) the total number of engine test events shall not exceed 18 in any consecutive 12 month period;
 - (vi) the total duration of engine test events shall be no more than 20 minutes.

Ground Power and Auxiliary Power Units (GPUs/APUs)

30. The Requiring Authority shall ensure that the operation of ground power units (**GPUs**) and auxiliary power units (**APUs**) when measured at any adjoining Residential zone shall not exceed the following limits:

- | | | |
|-----|--------------------------------|---------------------|
| (a) | Monday to Saturday 7am to 10pm | 55 dB LAEQ (15 MIN) |
| (b) | At all other times | 45 dB LAEQ (15 MIN) |
| (c) | All days 10pm to 7am | 75 dB LAFmax |

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

- (i) Aircraft under tow;
- (ii) The first 60 minutes after an aircraft has stopped on the gate, unless the Pilot of an Aircraft requires a longer duration due to operational or public health and safety reasons;
- (iii) 60 minutes prior to scheduled departure unless the Pilot of an Aircraft requires a longer duration due to operational or public health and safety reasons;

- (iv) The use of APUs to provide for engine testing pursuant to Condition 29.

Land Based Noise

31. The Requiring Authority shall ensure that noise emission levels from any activity within the Designated Area, other than aircraft operations, engine testing and the operation of APUs, when measured at any adjoining Residential zone, shall not exceed the following limits:
- (a) Monday to Saturday 7am to 10pm 55 dB LAEQ (15 MIN)
 - (b) At all other times 45 dB LAEQ (15 MIN)
 - (c) All days 10pm to 7am 75 sB LAEQ max

Airport Noise Management Plan

32. The Requiring Authority shall at all times maintain and implement an Airport Noise Management Plan (**ANMP**). Without in any way limiting its obligations to fully comply with the conditions attaching to this designation, the Requiring Authority shall update its existing ANMP to describe in detail how it proposes to manage the Airport in order to comply with the relevant noise conditions of this designation, and any relevant noise related conditions that attach to any other Wellington Airport designation. The updated ANMP shall be submitted to the Council for certification within six months of this Designation being confirmed. Any subsequent alteration or update to the ANMP shall also be subject to this certification requirement.
33. The ANMP shall include, as a minimum:
- (a) A statement of noise management objectives and policies for the Airport;
 - (b) Details of methods and processes for remedying and mitigating adverse effects of Airport noise including but not limited to:
 - (i) improvements to Airport layout to reduce ground noise;
 - (ii) Guidance relating to APU usage and how that usage will be reduced over time where practicable;
 - (iii) improvements to Airport equipment (including provision of engine test shielding such as an acoustic enclosure for propeller driven aircraft) to reduce ground noise;
 - (iv) aircraft operating procedures in the air and on the ground procedures to minimise noise where this is practicably achievable;
 - (v) an Airport Wide Construction Noise Management Plan which outlines methods for guiding the way construction noise is managed including guidance for where a Project Specific Construction Noise Plan is required for a project.
 - (c) The procedures for the convening, ongoing maintenance and operation of the ANMC as set out in Condition 34;

- (d) The mechanisms to give effect to a noise monitoring programme to assess compliance with Conditions 23 - 31;
 - (e) The procedures for reporting to the ANMC any Aircraft Operations and engine testing activities which contravene a condition of this designation;
 - (f) Methods necessary for the Requiring Authority to complete the implementation of the Quieter Homes Programme (as required);
 - (g) A procedure for dealing with complaints including: the recording of complaints; acknowledgement to the complainant of receipt of their complaint and the outcome once resolved; any corrective action(s) to be taken including if non-compliance with the conditions of this designation is identified, and reporting to the Council and to the ANMC;
 - (h) The dispute resolution procedures to resolve any disputes between Wellington International Airport Limited (WIAL) and ANMC about the contents and implementation of the ANMP;
 - (i) Methods by which the Requiring Authority and the ANMC can keep in regular touch with the wider community, particularly where that community is affected by airport noise, including via the preparation and implementation of an annual stakeholder communications plan;
 - (j) The procedures for obtaining and making noise monitoring and compliance data obtained by the Requiring Authority publicly available on WIAL's website; and
 - (k) The procedures and required frequency for reviewing and amending the ANMP.
34. The Requiring Authority shall at its cost be responsible for the ongoing membership and function of the ANMC identified in Condition 33(c)). The purpose, membership and functions of the ANMC shall be set out within the Terms of Reference included in the NMP. Reasonable costs associated with members of the community participating on the ANMC (including a stipend) shall be met by the Requiring Authority.

Construction Noise

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

Car Parking

37. On an annual basis, the Requiring Authority shall submit to the Council a report describing the current status of Airport car parking demand and supply. The report shall include a description of traffic management and car parking within the Airport environs, any temporary carparking that has been made available within the designated land to facilitate construction activities, and an overview of any planned changes or improvements in order to improve the efficiency and effectiveness of the provisioning for car parking within the Airport. Consideration of the efficiency and effectiveness of car parking shall include identification of actions or strategies the Requiring Authority could practicably implement to reduce airport related car parking effects occurring beyond the Requiring Authority's designation.

De-Carbonisation Considerations

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

Community and Environment Fund

39. WIAL will (at its cost) set up and maintain a Trust comprising three Trustees to administer a Community and Environment Fund, on the following basis:
- (a) One Trustee will represent the interests of WIAL, one will represent the interests of the community, and one independent trustee.
 - (b) WIAL will contribute:
 - (i) \$75,000 plus GST (if any) to the fund of the Trust in each of its first two years:
 - (ii) \$50,000 plus GST (if any) per annum thereafter to be adjusted annually for CPI (All Groups)
 - (c) The Fund will be administered by the Trustees for the benefit of the local community located near the Airport (in particular within the ANB (and any new 60dB Ldn contour)), for the purpose of education, promotion and advancement of community, mitigation of any adverse effects associated with the operation of the airport and environmental interests.

Attachment 1 - Airport Purposes Designation Boundary

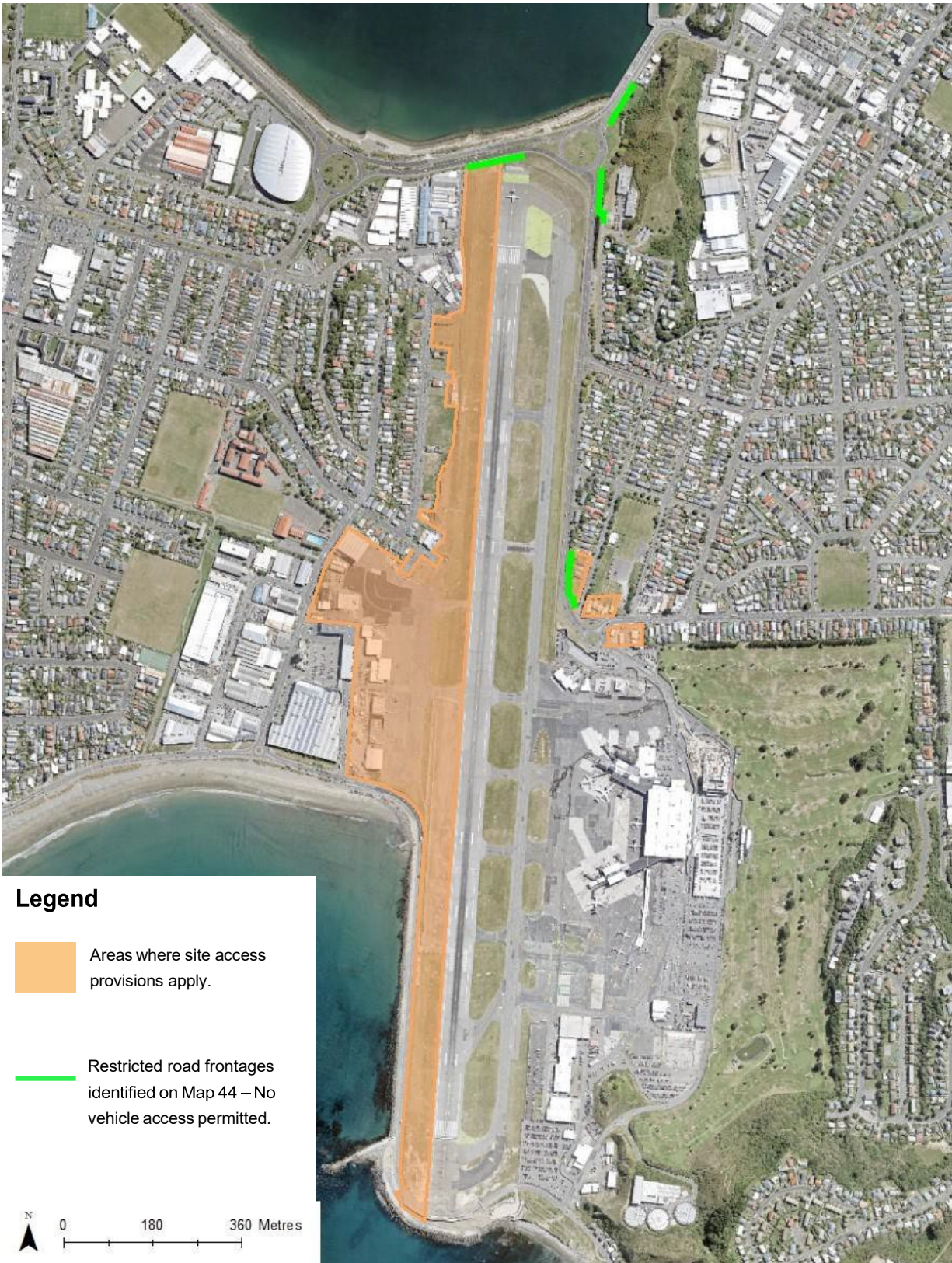


Attachment 2 – Airport Precinct Development Areas



Airport Precinct Development Areas

Attachment 3 – Restricted Site Access



Attachment 4



Engine Testing Exclusion Area