

D QUEENSTOWN AIRPORT

The area of land covered by the Aerodrome Designation shall include the sites described below:

- Part Sections 59, 60, 61, 62, 63, 65 Block I, Shotover Survey District
- Lots 1 – 3 DP12475
- Lot 9 DP22121
- Part of Glenda Drive, and all legal roads within the above described land.
- Lots 2, 8, 11, 22 and 32 DP304345
- Part of Lots 1 and 2 DP394343
- Lot 1 and 2 DP300177
- SO14262
- Part of Lot 1 DP306621
- Part Sections 141, 142 and 145 Block I, Shotover Survey District
- The portion of an unformed legal road bounded by Lot 1 DP306621, Part Sections 141, 142 and 145 Block I Shotover Survey District and Lots 8 and 32 DP304345 to the east and Lot 2 DP304345 to the west.

D.1 AERODROME PURPOSES

The following conditions and provisions be included in the Plan as D.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 on the community at least to the year 2045~~37~~.

Permitted Activities

The nature of the activities covered by this designation are described as follows:

- (a) Aircraft operations, private aircraft traffic, domestic and international aircraft traffic, rotary wing operations, aircraft servicing, fuel storage and general aviation;
- (b) Associated activities, buildings and infrastructure, navigational aids and lighting, car parking, offices and cafeteria provided there is a functional need for the activity to be located within the designation;
- (c) The main runway has a maximum usable length of 1,931 metres oriented 05-23 and a width of 45 metres. The main runway will have a runway seal dimension of 1,891 metres, 60 metre sealed starter extension/strip west, 118 metre runway extension west, 1,341 metre original runway, a 320 metre runway extension east and a 52 metre starter extension strip allowance east, with 20 metre strip lengths beyond both starter extension thresholds and a 90 metre runway end safety area at both the eastern and western ends of the runway end strip;
- (d) A crosswind runway orientated 14-32 with a grass runway strip length of 944 metres including a 90 metre starter extension to the south and a 60 metre width;

- (e) The following roading alterations:
- stopping the southern part of Glenda Drive
 - stopping three roads off Glenda Drive
 - provision of a road link to provide access to Hawthorne Drive from Glenda Drive

The fixed wing operations are concentrated on runways 05-23 and 14-32. ~~Helicopters currently operate to the south west of the terminal.~~

Restrictions on Aerodrome Purposes Activities

Building Height

Maximum height of any building shall be 9.0 metres except that:

- This restriction does not apply to the control tower, hangars, lighting towers or navigation and communication masts and aerials.

Building Setback

Minimum setback from all boundaries shall be 10.0m.

~~Operations during Hours of Darkness~~ Operational Hours

~~The airport shall not be used for scheduled passenger during the hours of darkness. "Hours of darkness" shall mean the hours between 10pm and 6am.~~

No passenger services may be scheduled to:

- depart between 10pm – 6am; or
- arrive between 12 pm – 6am.

Prohibited Activities

Non-airport related activities are prohibited within the Aerodrome designation.

Airport Master Plan

~~Queenstown Airport Corporation is to provide an Airport Master Plan within 12 months of the airport designation being finalised.~~

Hawthorne Drive

~~Hawthorne Drive shall be maintained in its present position for a distance of 75 metres each side of the centre line of the cross-wind runway.~~

Aircraft Noise

The Airport shall be managed so that the noise from aircraft operations does not exceed a Day/Night Level (L_{dn}) of 65dBA outside the Air Noise Boundary (ANB), 58dBA outside the Sound Insulation Boundary (SIB), 55dBA outside the Outer Control Boundary (OCB)

and does not exceed SEL95dBA outside the Night-time Noise Boundary (NNB) as shown on the District Plan Maps.

Noise Monitoring

Compliance with this Airport noise contours shall be determined by the calculation of Annual Aircraft Noise Contours (AANC) using the Integrated Noise Model (INM) program and records of actual aircraft activity at the Airport. The same version of the INM and the same methodology used for the District Plan contours shall be used for the AANC. A report, prepared by a suitably qualified acoustic consultant, shall be provided annually to the Council. The report shall contain the AANC results and the methodology used in the preparation of the contours.

The Airport shall carry out noise monitoring to check the AANC are within 2 dB of the measured levels. The monitoring program should include at least the following level of monitoring over a three year period; a minimum of one month summer and one month winter at each of two measurement locations.

Engine Testing

All scheduled engine testing is to be carried out so that the following noise limits are not exceeded at or within the boundary of any land zoned Residential, Frankton Flats or Remarkables Park, and at the notional boundary of any dwellings in the Rural zone:

(7am – 10pm) 55 dBA Leq (15 hours)

(10pm – 7am) 45 dBA Leq (9 hours)

85 dBA Lmax

For the purposes of essential unscheduled maintenance an allowance is made for engine testing to take place with relaxed noise limits on not more than 18 occasions per year. All unscheduled engine testing is to be carried out so that the following noise limits are not exceeded at or within the boundary of any land zoned Residential, Frankton Flats or Remarkables Park, and at the notional boundary of any dwellings in the Rural zone:

(7am – 10pm) 65 dBA Leq (15 hours)

(10pm – 7am) 60 dBA Leq (9 hours)

85 dBA Lmax

Managing the Effects of Aircraft Noise on Existing Properties

There are existing buildings housing activities sensitive to aircraft noise within the Air Noise Boundary (ANB) and the Night-time Noise Boundary (NNB). It is expected that these properties will at some point be exposed to external levels of aircraft noise of L_{dn} 65 dBA or SEL 95 dBA. Queenstown Airport Corporation will prepare an updated noise management plan to address the effects of future aircraft noise on properties within the ANB and NNB.

Within 12 months the updated noise management plan will be lodged with Queenstown Lakes District Council and shall detail measures to avoid, remedy or mitigate adverse effects on habitable rooms within affected properties from aircraft noise within the ANB and the NNB.

The updated noise management plan shall include, but not be limited to, the following:

- The convening of an Airport Liaison Committee (ALC)
- Details of an action plan for the event of the noise contours being exceeded or where a major change in operations patterns at the airport is anticipated. The action plan shall include:
 - Recommended noise mitigation actions to be taken;
 - Person or persons responsible for implementing each action;
 - Timeframe for each action;
 - Objective and measures of success for each action;
 - Programmes of consultation with the Council and the ALC.
- Details of a mitigation plan for properties affected by the ANB and the NNB. The mitigation plan shall include:
 - Recommended works to affected properties;
 - Person or persons responsible for managing works;
 - Funding of works;
 - Timing of works;
- Measures to avoid reverse-sensitivity complaints.

Eastern Runway End Safety Area (RESA)

Construction Management Plan

1. (i) Prior to the commencement of construction of the RESA, 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 RESA and the programme for construction of each element;
 - (b) Describe what actions will be taken to manage the actual or potential effects of construction activities associated with the RESA and to satisfy conditions on the designation;
 - (c) Provide a list of key personnel and points of contact during RESA construction;
 - (d) Describe how stakeholders will be kept informed during construction of the RESA and how complaints will be managed; and
 - (e) Ensure compliance with the conditions of the designation as they relate to RESA construction work.
- (ii) The Construction Management Plan shall include the following details:
 - (a) A staging plan, identifying the RESA works and proposed duration of each stage;

- (b) Description of all RESA construction works including (as required) identification of fill sources and additional construction material required, access roads and tracks, identification of areas for storing plant and machinery, locations and colours of any temporary buildings, design details of the blast fence at the west of the runway, mitigation measures, rehabilitation, monitoring and reporting to be undertaken;
 - (c) Design responsibilities and method of RESA construction, including methods of conducting vegetation clearance and earthworks, disposal (if required) of excavation material, in river works management, sediment management, surface water and erosion management, methods for management of hazardous substances, dust management, noise (including vibration) management and fire fighting;
 - (d) The name and contact details of personnel holding key positions during RESA construction, including an appropriately qualified person on site to have responsibility for managing environmental issues, responding to community complaints, and ensuring that conditions in the designation and management plans and are adhered to throughout the RESA construction; and
 - (e) Details of the minimum requirements for investigations, inspections and monitoring throughout RESA construction to ensure that construction is being undertaken in accordance with the requirements of this designation.
- (iii) The Requiring Authority shall adhere to the requirements of the Construction Management Plan at all times during the construction of the RESA.
2. The earth-fill embankment shall be constructed such that it generally incorporates the ability to provide for the horizontal and vertical alignment of the future arterial road, as outlined on Airey Consultants Ltd, plan number 5814/155, SK02-1. The construction shall allow for this road corridor to have a width of between 16 and 22 metres, a design speed of 60km/hr and a posted speed limit of 50km/hr.
 3. The use of Old School Road and Spence Road, Hawthorne Drive and Glenda Drive shall not be permitted as haulage routes for truck movements during the construction period for the RESA.
 4. Prior to commencing works on site, and after consultation with potentially affected occupiers, the Requiring Authority shall submit a RESA Construction Traffic Management Plan, endorsed by the New Zealand Transport Agency, to Council for approval. The RESA Construction Traffic Management Plan shall include a Traffic Impact Assessment that provides an assessment of the actual and potential effects of construction traffic on the surrounding State highways and other roads (including the Shotover Delta Access Track outside the construction area) by an appropriately qualified traffic engineer. The Traffic Impact Assessment shall incorporate:
 - (i) Proposed construction haulage routes, excluding Glenda Drive, Hawthorne Drive and Old School Road/Spence Road and excluding use of the public road network for night time deliveries of any materials;
 - (ii) Construction traffic volumes over haulage routes; and

- (iii) Recommendations for the RESA Construction Traffic Management plan, including any physical works including ongoing maintenance work required on the State highways, other roads and/or other access routes (including the Shotover delta access track) to provide for safe and efficient access, and mitigate against all adverse effects including those of dust and noise (including vibration).
5. The RESA Construction Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor (certification gained by attending the STMS course and getting registration) and incorporate the recommendations of the Traffic Impact Assessment. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Construction Traffic Management Plan.
 6. Prior to the commencement of works on site, all recommendations for physical improvement works on the State highways and/or other roads or access routes, as outlined in the RESA Construction Traffic Management Plan, and as approved or required the New Zealand Transport Agency and/or Council, shall be implemented.
 7. During RESA construction the Requiring Authority shall monitor all access roads used as part of the construction to ensure that they are maintained in a suitable condition (including being kept free from potholes) in order to assist in achieving condition 8 and to mitigate the effects of dust.

Noise Management Plan

8. Prior to the commencement of RESA construction works on site the Requiring Authority shall prepare and submit to Council for review and approval a noise and vibration management plan. The purpose of that Plan is:
 - (i) To identify the measures the Requiring Authority will take to comply with the requirements of Section 16 RMA, including in relation to vibrations;
 - (ii) To ensure that at all times during the RESA construction, construction noise complies with NZS 6803:1999 – Acoustic Construction Noise. For the avoidance of doubt compliance with the Acoustic Construction Noise Standard is not required for residential occupiers located in the Glenda Drive Industrial zone;
 - (iii) To identify the measures for reducing the noise generated by vehicles associated with the RESA construction work including alternative methods for dealing with reversing vehicle warning systems;
 - (iv) The Noise and Vibration Management Plan may make different provisions for daytime and night time noise; and
 - (v) To provide details of a leaflet drop to all neighbouring residents situated on Glenda Drive recommending they keep windows shut during the short term night construction phase.
- 9 The Requiring Authority will ensure that all work and operations are carried out in accordance with the Noise and Vibration Management Plan.

Lighting (Night Time) Management Plan

10. Prior to the commencement of construction works at night on the site, a Lighting (night time) Management Plan shall be submitted to Council for review and approval. This shall detail the best practicable options to reduce off site light spill if RESA construction work is undertaken during night time hours. The Requiring Authority shall adhere to the provisions of this plan during night time construction.

General

11. No RESA construction machinery shall be parked within the active Shotover riverbed at any time.
12. Prior to the commencement of the RESA construction work a detailed planting and ongoing planting maintenance plan for the RESA shall be submitted to Council for review and approval. The planting plan shall have the following objectives:

- (i) To visually integrate the RESA and the future arterial road bench into the surrounding landscape;
- (ii) To improve the ecological integrity and functioning of the site; and
- (iii) To assist in the management of surface erosion.

The planting plan shall be progressively implemented as the RESA is constructed and shall be completed within the first planting season following the construction of the RESA.

13. If the Requiring Authority:
 - (i) Discovers koiwi tangata (human skeletal remains), waahi taoka (resources of importance), waahi tapu (places or features of special significance) or other Maori artefact material, the requiring authority shall without delay;
 - (ii) Notify the Consent Authority, Tangata Whenua and New Zealand Historic Places Trust and in the case of skeletal remains, the New Zealand Police;
 - (iii) Stop work within the immediate vicinity of the discovery to allow a site inspection by the New Zealand Historic Places Trust and the appropriate runanga and their advisors, who shall determine whether the discovery is likely to be extensive, if a thorough site investigation is required, and whether an Archaeological Authority is required;
 - (iv) Any koiwi tangata discovered shall be handled and removed by tribal elders responsible for the tikanga (custom) appropriate to its removal or preservation;
 - (v) Site work shall recommence following consultation with the requiring authority, the New Zealand Historic Places Trust, Tangata Whenua, and in the case of skeletal remains, the New Zealand Police, provided that any relevant statutory permissions have been obtained; and
 - (vi) Te Ao Marama shall be advised about construction activity prior to construction commencing.
14. The RESA fill shall at all times, including after completion of the RESA construction work, be protected in an appropriate manner from the risk of erosion by the river in accordance with accepted engineering practice.