

Appendix B. Recommendations to QAC on modifications to the NoR.

Underlined text indicates insertions and text that has ~~strike through~~ indicates deletions.

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 204537.

Permitted Activities

1. 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

- 2.____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

- 3.____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.~~

- 4.____No aircraft operations, other than emergency aircraft operations shall occur between 10pm and 6am.

Prohibited Activities

- 5.____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

6. Aircraft noise shall be measured, predicted and assessed in accordance with NZS 6805:1992 *Airport Noise Management and Land Use Planning*, by a person suitably qualified in acoustics. The terms ANB, OCB, AANC, ASAN, and Design Sound Level shall be as defined in the District Plan.
7. Queenstown Airport Corporation (QAC), shall provide the Queenstown Lakes District Council (QLDC) with predicted aircraft noise contours for the year 2037 in 1 dB increments from 70 dB Ldn to 55 dB Ldn inclusive. These contours shall be provided in an electronic format. The 2037 contours in 1 dB increments shall also be appended to the Noise Management Plan (NMP).
8. Each year, QAC, shall produce 55 dB, 60 dB and 65 dB Ldn Annual Aircraft Noise Contours (AANCs), using airport noise prediction software INM v7a and records of actual aircraft movements for the busiest three consecutive months of the preceding year.
9. Every three years, QAC shall undertake a monitoring programme and shall check that measured levels are no more than 2 dB greater than the AANCs. The monitoring programme shall include the following measurements within a three year period: a minimum of one month summer and one month winter at each of two measurement locations determined by the QALC. The AANCs shall be corrected for any differences from the measurements greater than 2 dB.
10. Each year the AANCs shall be reported to the QALC. Every three years the results of the monitoring programme and any corrections required to the AANCs shall be reported to the QALC.
11. The Airport shall be managed so that the noise from aircraft operations does not exceed 65 dB Ldn outside the Air Noise Boundary (ANB) or 55 dB Ldn outside the Outer Control Boundary (OCB). The ANB and OCB are as shown on the District Plan Maps. Compliance with the ANB and OCB shall be determined on the basis of the AANCs, including corrections.

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Other Noise

12. Sound from activities, which are 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.
13. No noise limits shall apply to essential unplanned engine testing of aircraft for scheduled passenger services. The NMP shall detail noise management practices for unplanned engine testing including preferred locations and times. Following each unplanned engine test the QAC shall report to the next meeting of the QALC why the testing was required and what noise management practices were followed.

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Airport Noise Mitigation

- 14. Each year the QAC shall offer to provide 100% funding of noise mitigation for buildings that existed on [insert date designation confirmed] containing Activity Sensitive to Aircraft Noise (ASAN) and are predicted to be within the 65 dB Ldn AANC for the following year. This offer may be earlier at QAC's discretion. The mitigation shall achieve an internal design sound level of 40 dB Ldn or less based on the 2037 1dB Noise Contours contained in the NMP.
- 15. Each year the QAC shall offer to provide 75% funding of mechanical ventilation for buildings that existed on [insert date designation confirmed] containing ASAN, and are predicted to be within the 60 dB Ldn AANC for the following year. This offer may be earlier at QAC's discretion. Where a building owner accepts this offer they shall not be eligible for further funding of mechanical ventilation if the building later becomes within the 65 dB Ldn AANC, but they shall become eligible for 100% funding of any sound insulation required.
- 16. Mechanical ventilation shall be in accordance with Table 2 of Appendix 13 to the District Plan.
- 17. Noise mitigation funding offered by the QAC shall only be required where the benefitting building owner agrees to the methods offered and agrees to enter into a binding property agreement or covenant based on no future complaints against airport noise.
- 18. Alternative mitigation strategies may be adopted by agreement of QAC and the building owner. A procedure for dispute resolution shall be provided in the NMP.
- 19. A Noise Mitigation Plan detailing the processes required to give effect to the funding of sound insulation and mechanical ventilation, shall be included as part of the Noise Management Plan (NMP).

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Noise Management Plan

- 20. Within twelve months of [insert date designation confirmed], QAC shall provide a Noise Management Plan (NMP) to the QALC to:
 - a) continue dialogue between QAC and the local community regarding noise management matters at Queenstown Airport,
 - b) establish and articulate a clear process for the monitoring and reporting of noise levels at Queenstown Airport and actions to be followed in the event of a noise level exceedance,
 - c) provide a mechanism for the recording and investigation of noise complaints in relation to operations and activities at Queenstown Airport,
 - d) establish a process and measures for the mitigation of noise effects at Queenstown Airport on existing buildings accommodating ASAN within the ANB and the 60 dB Ldn AANC.

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- e) To manage the effects of aircraft noise on the community, and
- f) To provide the community with certainty as to [compliance with the noise limits and effects on all surrounding land uses.](#)
- g) [To detail noise management practices for unplanned engine testing including preferred locations and times.](#)

21. The NMP shall include provisions for a Queenstown Airport Liaison Committee (QALC) including:

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- a) the membership of the QALC shall be: chair, QAC (up to 2 members), QLDC (1 member), community (3 members), Airways Corporation (1 member), airline representative (1 member), Milford Users Group (1 member).
- b) a quorum of the QALC shall be four members including at least one representative of each of QAC, QLDC and the community.
- c) the QALC shall have an independent chair appointed by QAC in consultation with the QLDC.
- d) [The QAC will provide a venue and secretarial and support services to the QACL at QAC's own expense, and](#)
- e) [up to 4 times per annum or as agreed by the QALC.](#)

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Deleted: all expenses of the QALC including secretariat and the independent chair's remuneration shall be met by QAC

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22. The NMP shall provide guidance for noise mitigation by owners of new and altered buildings for ASAN within the OCB. This shall include details of the likely mitigation required within each 2037 noise contour, including identification of the point at which no mitigation is required.

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23. The current version of the NMP shall be made available to the public on QAC's web site.

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Eastern Runway End Safety Area (RESA)

Construction Management Plan

- 23. (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.

24. 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.

25. 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.

26. 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).
27. 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.
28. 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.
29. 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.

RESA Construction Noise and Vibration Management Plan

30. 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.

31. 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

32. 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

33. No RESA construction machinery shall be parked within the active Shotover riverbed at any time.

34. 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.

35. 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.

36. 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.