

appendix 24

designations

AP24 overview

AP24.i This appendix describes all designations contained within this resource management plan.

AP24.1 introduction

AP24.1.i A Minister of the Crown, a local authority with financial responsibility for a public work, or a network utility operator approved as a requiring authority under section 167 of the Act may require land to be designated within the Plan. The designations are indicated on the planning maps.

AP24.1.ii The effect of a designation is that the requiring authority responsible for the designation may do anything that is in accordance with the designation, irrespective of the ordinary district plan rules in the Plan that might otherwise control the activity and sec 9(1) of the Act. Other people may not, without the prior written consent of the requiring authority, do anything in relation to the designated land that would prevent or hinder the project or work to which the designation relates. The zone rules regulate activities that are not covered by the designation. Section 176A of the Act applies to all new works on a designated site.

AP24.1.iii Requiring authorities, like everyone else, are bound by the Act to avoid, remedy, or mitigate adverse effects on the environment in relation to their activities.

AP24.1.iv Most of the designations incorporated in the Plan have been ‘rolled over’ from earlier plans with minor modifications under Clause 4 of the First Schedule to the Act. Most of these works have been given effect to. Designations that did not appear in previous plans are listed as “new” in the Schedules.

AP24.1.v Designations are subject to sections 9(3), and 11 to 15 of the Resource Management Act (refer section 176 of the Act). This plan contains regional rules relating to earthworks, soil disturbance and other matters covered under section 30 and the Second Schedule to the Resource Management Act. Requiring authorities, before exercising their designation must ensure that aspects subject to sections 9(3), and 11 to 15 of the Act, comply with this plan and other relevant legal requirements.

AP24.1.vi Designations for works that have not been given effect to lapse after five years, unless a longer period has been specifically identified in the Schedules or the designated work is given effect to in the specified time period.

AP24.1.vii The following organisations are requiring authorities which have designations in this Plan.

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DE2	Nayland College	19	22, 27
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DE4	Nelson College for Girls	20	14
DE5	Auckland Point School	21	10
DE6	Birchwood Primary School and Birchwood Kindergarten	22	26, 27
DE7	Broadgreen Intermediate and Nayland Free Kindergarten	22	27
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DE9	Clifton Terrace School	24	3
DE10	Nelson Central School	24	14, 15
DE11	Hampden Street School	25	18
DE12	Maitai IHC School	25	14
DE13	Nayland Primary School	26	27
DE14	Nelson Intermediate School and Early Childhood Education Facility	26	19
DE15	Stoke School and Stoke Playcentre	27	30
DE16	Tahunanui Primary School	28	18
DE17	Victory School and Early Childhood Centre	28	14, 19
DE18	Nelson College playing fields	29	19
DE19	Nelson College for Girls (Bronte Street)	30	14
DE20	Nelson College for Girls playing fields (Waimea Road)	30	14
DE21	Hira Primary School	31	40
DE22	Victory Square Kindergarten	31	14
DE23	Garin College	32	32
DF	Minister of Fisheries	33	
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Table (Code)	Requiring Authority and designation	Page	Planning Map
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DN9	Railway Reserve	48	27, 29, 30
DN10	NCC Nursery	49	7
DN11	Carpark - NW and SE corner Montgomery Square	50	1
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DN13	Service lane - SE corner Montgomery Square	53	1
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DN15	Recreation reserve - The Glen	56	2, 38
DN16	Saxton Park extension	58	32
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DP1	Stoke Community Policing Centre	61	27
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DR	Radio New Zealand Limited	63	
DR1	Main Road Stoke	63	32
DRN	The Radio Network Limited	64	
DRN1	314 Trafalgar Square	64	1, 14
DRN2	Main Road Stoke	65	32
DTA	Network Tasman Ltd	664	
DTA1	188 Songer Street	66	25
DTA2	106 - 302 Annesbrook Drive	67	17, 22, 23
DTA3	SH6 Atawhai Drive	67	3
DTA4	Marsden Road	68	31
DTA5	769 Hira Road	68	40
DTDC	Tasman District Council	72	
DTDC1	Saxton Park extension	69	32
DTE	Telecom New Zealand Ltd	71	
DTE1	Atawhai Exchange	72	4
DTE2	Grampian Microwave Station	73	24
DTE3	Halifax Street and Achilles Avenue - Nelson exchange	74	1
DTE4	380 Main Road - Stoke exchange	75	22, 27
DTE5	47 Tahunanui Drive - Tahunanui exchange	76	13, 18
DTE6	Fringed Hill Landmobile Site	77	55
DTE7	Grampians VHF Landmobile Site	79	24
DTE8	Maungatapu Microwave Station	80	56
DTP	Trans Power NZ Ltd	82	
DTP1	Stoke Electricity Substation	82	27, 30
DTR	NZ Transport Agency	83	
DTR1	643 Rocks Road and off Bisley Walk and Tahunanui Drive	83	13
DTR2	Queen Elizabeth II Drive	84	10
DTR3	Adjacent to Rocks Road and north of Magazine Point	85	13
DTR4	All parts of State Highway 6	85	Various
DTR5	Whakatu Drive (Stoke Bypass), between Waimea Road and Annesbrook Drive	86	17, 22, 23
DTR6	Whakatu Drive (Stoke Bypass), between Annesbrook Drive and Saxton Road	90	22, 26, 27, 29
DTR7	Whakatu Drive (Stoke Bypass), between Saxton Road and Richmond Deviation	91	23, 24, 32

Table (DA) - Airways Corporation of New Zealand Ltd

Details of each designation follow this table.

ID	Site name/ Location of site	Purpose of designation	Legal description/valuation no.	Area
DA1	Nelson Airport approach lights, NE of Runway 20 on bearing N40° 51'50"	Navigational aid (airport approach lights)	Pt Sec 85 CT 14/119	2250m ²

DA1 designation DA1

DA1.i Navigational Aid (Airport Approach Lights).

DA1.1 designating authority

DA1.1.i Airways Corporation of New Zealand Ltd.

DA1.2 reason for designation

DA1.2.i The reason for this requirement is that the approach lights are currently established and have for many years provided visual guidance to aircraft pilots approaching the airport from the north.

DA1.3 nature of the works

DA1.3.i The approach lights are an integral part of the operation of Nelson Airport. The lights allow pilots to identify the location of the runway from the north and 'line up' the aircraft into the approach flight path. The approach lights therefore provide for the safe and efficient approach of aircraft into Nelson airport.

DA1.4 environmental effects/mitigation measures

DA1.4.i The environmental effects of retaining and operating the approach lights will be minor. The principal effects relate to the continued maintenance and servicing of these facilities and they are unlikely to change significantly in the future in terms of character, scale or intensity.

DA1.4.ii The approach lights will not have any significant visual adverse effects on the golf course or surrounding landscape. This consideration is based on the approach light structures being between a low height range of 30cm - 347cm. Therefore the lights will most likely not be seen from beyond the immediate area of the site.

DA1.4.iii Airways will carry out all responsibilities of an authorised requiring authority and will give proper regard to the interests of those affected and to the environment by complying with all duties and obligations of the Resource Management Act and all other legal requirements in terms of any new works proposed for the approach lights.

DA1.5 explanatory statement

DA1.5.i Airways is responsible for providing and servicing telecommunication and navigational aids throughout New Zealand. This service provides for the safe and efficient movement of aircraft in New Zealand air space. The Nelson Airport northern approach lights therefore have a strategic and operational importance to Airways.

DA1.5.ii There are six approach lights which extend out to the northeast (bearing N40° 51' 50") from the end of Runway 20 and align with the centre line of the runway. The lights are spaced approximately 76m apart and a red light is fixed to the top of each pole structure. The height of each structure varies subject to the contour of the ground, however, the height of the approach light structures varies between 30cm - 347cm.

DA1.5.iii The approach lights are located on land labelled 'Nelson Golf Links' which has an underlying zone of Open Space and Recreation Zone in the City Plan.

DA1.5.iv In view of the operational importance of the approach lights, Airways wishes to designate a 450m long x 5m wide rectangular area of land that in effect, will cover all six approach lights. Airways considers designation to be the most appropriate means of ensuring its interests in this navigational aid is protected.

DA1.5.v No consultation has been undertaken because the approach lights are presently administered by Airways and the activities are already established. Notwithstanding this, Airways has a commitment on all Resource Management issues to consult with affected parties, tangata whenua and local authorities as appropriate. This policy will be implemented in respect of any relevant new works on the approach lights.

Table (DAA) - Nelson Airport Ltd

Details of each designation follow this table.

ID	Site name/ location of site	Purpose of designation	Legal description/valuation no.	Area
DAA1	Nelson Airport, area presently occupied by Nelson Regional Airport <u>Limited</u> and includes part of the Airport peninsula and land along Bolt Road It also includes sections along Point Road owned by NRAA.	<u>Airport and</u> Aerodrome (Nelson Airport)	Lot 1 DP18320, Lot 1 DP18321, Lot 1 DP19886, Lot 40 DP18321, Lot 2 DP18320, Lot 2 DP18321, Lot 3 DP18320, Lot 3 DP18321, Lot 4 DP18320, Lot 4 DP18321, Lot 5 DP18320, Lot 5 DP18321, Lot 6 DP18321, Lot 7 DP18321, Lot 8 DP18321, Lot 9 DP18321, Sec 123 Sub Sth SO 9301, Pt Sec 85 SO14214, Sec 114 Sub Sth SO10100, Sub Sth SO 10127, Pt Sec 111 SO 14214.	145ha- <u>144ha</u>
DAA2	Nelson Airport, Airport land, residential properties at the southwestern end <u>and</u> <u>northeastern end</u> of <u>the</u> main runway, <u>part of the Tāhuna</u> <u>Beach Holiday Park at the</u> <u>northeastern end of the</u> <u>main runway</u> , part of the golf course <u>Nelson Golf Club</u> , and part of Point, <u>Parkers, Golf</u> and Grace Roads.	Airnoise boundary controls	Land owned by NRAA and described as: Lot 1 DP17638, Lot 1 DP18320, Lot 1 DP18321, Lot 40 DP18321, Lot 2 DP18320, Lot 2 DP18321, Lot 3 DP18320, Lot 3 DP18321, Lot 4 DP18320, Lot 4 DP18321, Lot 5 DP18321, Lot 6 DP18321, Lot 7 DP18321, Lot 8 DP18321, Lot 9 DP18321, Pt Sec 85 SO 14214, Sec 114 Sub Sth SO 10100, Pt Sec 111 SO 14214 Residential properties at the southwestern end of main runway 02/20 and described as: Pt Sec IV DP3140, Lot 2 DP4561, Lot 7 DP4561, Lot 8 DP4561, Lot 9 DP4561, Lot 2 DP7586, Lot 1 DP7850, Lot 2 DP7850, Lot 1 DP18628, Lot 1 DP7586, Lot 3 DP4561, Lot 1 DP362535, Lot 2 DP362535 Land in other ownership: (Golf course: Lot 1 DP18323, Lot 2 DP17638, Pt Sec 85 Sub Sth SP 9198, Pt Sec 111 SO 9526) Part of Point Road and part of Grace Street. Also Lot 1 DP10689, Pt Sec IV DP1288, and Pt Sec IV Sub Sth DP 599	
DAA3	Nelson Airport	Airport height restrictions		

DAA1 designation DAA1

DAA1.i Airport and Aerodrome (Nelson Airport).

DAA1.1 designating authority

DAA1.1.i Nelson Airport Ltd.

DAA1.2 reason for designation purpose

DAA1.2.i The Airport and Aerodrome Purposes designation is defined to protect the operational capability of the existing airport and provide for associated airport development for a minimum planning period to year 2020.

DAA1.3 nature of the works authorised by this designation

DAA1.3.i The nature of activities authorised by this designation include:

- Aviation Activity;
- Airport Related Activity;
- Vehicle parking and storage, rental car facilities, vehicle valet activities, and public transport facilities;
- Signage, artworks or sculptures, Aviation Activity related billboards and directional signage, and flags;
- Structures to mitigate against the impact of Natural hazards;
- All demolition, Construction and Earthworks activities, including associated Structures related to the above;
- Ancillary activities, Buildings and Structures related to the above; and
- Servicing, testing and maintenance activities related to the above.

DAA1.3.ii Interpretation

- a. The terms Aviation Activity, Airport Related Activity, Vehicle, Aviation Activity, Structures, Natural hazards, Construction, Earthworks, Buildings and Maintenance are defined in Chapter 2 of the Nelson Resource Management Plan.

~~Existing and future aerodrome development includes aircraft operations: domestic and occasional international jet aircraft traffic, rotary wing aircraft operations, aircraft servicing and maintenance, fuel storage and general aviation, together with associated activities, buildings and infrastructure, navigational aids and lighting. Secondary uses are aviation related industries and businesses necessary to meet the functional needs of the airport or businesses for freight distribution purposes or passenger transit. Ancillary uses of the buildings are for airport associated recreation, conference and function purposes or storage. The grassed areas are managed and maintained to avoid aggregation of birds and to satisfy airport operational requirements. Erosion, silting and flood management systems are provided for within the designation.~~

~~DAA1.3.ii Future aerodrome development involves provision for improvements, upgrading and expansion of the following elements:~~

- a) ~~landside facilities in the form of terminal, hangar, cargo and handling areas, access and parking areas, fuel storage, aircraft servicing and maintenance facilities and consolidation of airport and helicopter operations~~
- b) ~~airside facilities in the form of apron requirements and parallel taxiway improvements, together with required separation distances.~~

~~DAA1.3.iii The nature and layout of activities shall be in general accordance with Aerodrome Designation – General Development Plan Figure I which forms part of this designation.~~

DAA1.4 environmental effects/mitigation measures conditions

~~DAA1.4.i~~ — The area now occupied by the aerodrome is designated as a public work in terms of the Transitional District Plan. It is part of the existing environment. This designation covers a greater land area through the inclusion of 15 Point Road properties which are affected by airport operations. It is modified in its terminology to reflect the functions of the requiring authority.

~~DAA1.4.ii~~ — The Nelson Airport Environmental Management Plan has confirmed that the aerodrome will exist at its present location at least until the year 2020. The future development strategy is based on sustaining the function of the aerodrome as a regional strategic resource. Sustainability will be based on mitigation of the effects of natural hazards on the aerodrome site and avoiding or mitigating adverse effects of aerodrome operations on the community, in particular noise, and maintaining sufficient runway length to meet the requirements of a range of aircraft capable of principally domestic operations.

~~DAA1.4.iii~~ — Consideration of alternative sites, routes and methods is included in the Nelson Airport Environmental Management Plan (October 1996). Cost of relocation has been identified as the single most significant factor supporting continued use of the existing airport site. The Nelson Airport Environmental Management Plan sets out mitigation measures which can reduce the risk of natural hazards impacting significantly on the resource and also measures which can mitigate against environmental effects of airport operations.

DAA1.4.i Northern runway extension - Earthworks

The outline plan prepared pursuant to section 176A of the RMA for the construction and extension of Nelson Airport's main runway, shall include:

- a. the location, depth and extent to which any earthworks associated with the northern runway extension will alter the existing topography; and
- b. any associated effects on the following matters as appropriately identified, considered and managed as relevant to the scale and location of the works proposed:
 - i. existing flood risk and Stormwater management;
 - ii. Amenity values;
 - iii. archeological and Historic Heritage values; and
 - iv. cultural values.

DAA1.4.ii Northern runway extension - Tangata whenua

At least 12 months prior to the Outline Plan of Works for the northern runway extension being provided to Council, the Airport Operator shall invite representative Tangata whenua to participate in a Kaitiaki Forum, which shall be established and maintained by Airport Operator (at its cost) until such time as the northern runway extension has been constructed. The purpose of the Kaitiaki Forum is to facilitate engagement between the Airport Operator and Tangata whenua, and to provide Forum members with updates, and opportunities for feedback, on the development of the northern runway extension.

DAA1.4.iii Northern Runway extension - Heritage Resources and Archaeology

Prior to the start of any Earthworks associated with the Northern runway extension:

- a. The Airport Operator shall obtain any necessary archaeological authorities under Section 44(a) of the Heritage New Zealand Pouhere Taonga Act 2014.
- b. The Airport Operator shall engage a suitably qualified archaeologist to prepare an archaeological and heritage management plan (AHMP). The objective of the AHMP shall be to provide operational guidelines and procedures for day-to-day activities that may affect archaeological and Historic heritage sites during construction of the Northern runway extension.
- c. The AHMP shall include:

- i. measures to protect or avoid archaeological sites (or in situ archaeological remains) from damage during construction works, and mitigation measures where sites cannot be avoided;
 - ii. an outline of areas where monitoring of construction works by an archaeologist is required;
 - iii. protocols (developed in consultation with representative tangata whenua) to be followed in the event of accidental discovery of cultural sites, kōiwi or taonga during construction works, including the requirement to immediately cease the works in the vicinity of the discovery and the requirement to notify parties including, but not limited to, Heritage New Zealand Pouhere Taonga;
 - iv. processes for training contractors in the operational guidelines and procedures relating to the management of archaeological sites; and
 - v. processes for review of AHMP and reporting requirements, including updates to the NZAA archaeological site recording scheme (ArchSite) if new archaeological information becomes known.
- d. The Airport Operator shall initiate an archaeological investigation to identify and record subsurface archaeological remains, across the extent of the Northern runway extension project area. Standard archaeological techniques should be used for the recovery of archaeological information, including stand-over archaeological monitoring, surveying and mapping of archaeological sites, and recovery, analysis and reporting of archaeological samples recovered.

DAA1.4.ix Landscape and Design Plan

Notwithstanding any other requirements associated with s176A of the RMA, a Landscape and Design Plan shall be prepared by a suitably qualified and experienced Landscape Architect and provided with any relevant Outline Plan associated with the Northern runway extension.

The Landscape and Design Plan shall:

- a. be implemented by the Airport Operator to manage potential landscape effects at the interface between the area associated with the Northern runway extension and adjacent private properties;
- b. have the objective of ensuring the design of the Northern runway extension and associated facilities mitigate the potential adverse landscape, natural character and visual effects, and promote positive benefits at the interface between the area associated with the Northern runway extension and adjacent private properties; and
- c. outline mitigation measures (that are compatible with the purpose of Designation DAA1 and Nelson Airport's operational requirements) which may include planting, earthworks and / or fencing, as well as the implementation and timing for any such measures to be implemented (which shall be prior to the start of any Earthworks associated with the Northern runway extension).

DAA1.4.iv Northern runway extension - Ecology

- a. Prior to lodging any relevant Outline Plan associated with the Northern runway extension, the following avifauna surveys shall be undertaken by a suitably qualified and experienced ornithologist engaged by the Airport Operator:
 - i. survey(s) to determine if there are At Risk or Threatened species that may be affected by the Northern runway extension; and
 - ii. survey(s) to confirm the distribution of foraging and roosting shorebirds in the intertidal habitat of relevant parts of the Waimea Inlet; and
 - iii. survey(s) to determine if At Risk or Threatened species are breeding with the Northern runway extension area and immediate surrounds.
- b. The purpose of the avifauna surveys in condition DAA1.4.iv.a shall be to identify the species present and any potential adverse effects on these arising from the construction and operation of the Northern runway extension and shall include to the extent relevant:

- i. Coastal bird surveys:
 - A. across the coastal and estuarine environment to the south of a line drawn from Port Nelson to the headland at Māpua (including both Waimea and Māpua arms of Waimea Inlet); and
 - B. over four seasons (spring, summer, autumn and winter) to account for temporal variability in species assemblages, particularly regarding national and international migrant shorebirds.
 - ii. Cryptic marshbird surveys during the breeding season (September to February) in areas of potential habitat within and immediately adjacent to the northern runway extension area, including Tāhunanui Estuary to the north and Jenkins Creek to the south of the Airport, to determine if birds are nesting at these locations.
 - iii. Terrestrial bird surveys during appropriate breeding seasons to determine whether any At Risk or Threatened avifauna species are breeding within the Northern runway extension area and immediate surrounds. Immediate surrounds is considered to be within up to 200m of the Designation.
- c. The Outline Plan for the Northern runway extension shall:
- i. include the results from any avifauna surveys undertaken pursuant to conditions DAA1.4.iv.a and DAA1.4.b; and
 - ii. outline appropriate management methods (if any) required to address any adverse effects on avifauna arising from the construction and operation of the Northern runway extension identified through the surveys conducted under conditions DAA1.4.iv.a and DAA1.iv.b.
- d. If construction works that require vegetation disturbance or clearance are proposed within areas of potential lizard habitat within the Northern extension area (such as areas of rank (unmown) exotic grassland within riparian vegetation of Maire Stream Tributary), surveys shall be undertaken by a suitably qualified and experienced herpetologist engaged by the Airport Operator prior to submitting any relevant Outline Plan for the Northern runway extension. If lizards are present, the Project Herpetologist will seek all necessary and relevant approvals for lizard management prior to vegetation disturbance and clearance activities.

DAA1.5 explanatory statement

DAA1.5.i The extent of the Airport and Aerodrome designation is shown on the Planning Maps.

~~DAA1.5.ii—This designation is for a period up to and including year 2020 pursuant to Section 184(i) (c) of the Act, to the extent not given effect to before the end of that period.~~

~~DAA1.5.iii—Civil Aviation Authority and Airways Corporation of New Zealand have been consulted on a continuing basis. Consultation has been undertaken with Air New Zealand Link, Helicopters NZ Ltd, Ansett NZ and adjoining landowners. Consultation with iwi, Department of Conservation and Nelson City Council has occurred as part of the Nelson Airport Environmental Management Plan.~~

DAA2 designation DAA2

DAA2.i Airnoise Boundary controls

DAA2.1 designating authority

DAA2.1.i Nelson Airport Ltd

DAA2.2 reason for designation purpose

DAA2.2.i An Airnoise Boundary has been defined around Nelson Airport to protect the operational capability of the airport, while at the same time minimising adverse environmental effects from aircraft noise on the community.

DAA2.2.ii The purpose of the Airnoise Boundary is to identify the area of aerodrome operations where noise sensitive activities are prohibited provide for monitoring, measurement and reporting to ensure that noise from Aircraft Operations shall not exceed 65dB_{L_{dn}} outside the Airnoise Boundary.

DAA2.2.iii Interpretation

- a. Aircraft noise shall be measured, predicted and assessed in accordance with NZS 6805:1992 Airport Noise Management and Land Use Planning and NZS 6801:2008 Acoustics - Measurement of Environmental Sound, by a person suitably qualified in acoustics.
- b. The terms Aircraft Operations, Airnoise Boundary, Airport Effects Control Overlay, Future Aircraft Noise Contours (FANC) and Annual Aircraft Noise Contour (AANC) are defined in Chapter 2 of the Nelson Resource Management Plan.

DAA2.3 nature of the works conditions – airport noise monitoring and mitigation

DAA2.3.i Noise from Aircraft Operations at Nelson Airport will be managed so that the rolling three month average 24 hour night-weighted sound exposure does not exceed 65dB_{L_{dn}} (109 Pasques) at or outside the Airnoise Boundary. ~~This approach is in accordance with NZS 6805:1992 Airport Noise Management and Land Use Planning, which will apply to airport operations.~~ Compliance with the Airnoise Boundary shall be determined on the basis of the AANC required to be prepared in accordance with conditions DAA2.3.iii.

Exemptions for individual flights from the requirements of DAA2.3.i are as listed in the Definition of ‘Aircraft Operations’.

~~DAA2.3.ii~~ L_{dn} is the primary measurement adopted to conform with the methods of sound measurement to be adopted for an indicative monitoring system to ensure ongoing compliance. The equivalent Pasques measurements are also cited for transparency and ease of alternative calculation. Monitoring and reporting shall be in accordance with an Airport Noise Monitoring Plan.

DAA2.6 DAA.2.3.ii Night aircraft noise restrictions

- a. ~~DAA2.6.i~~ Noise restrictions associated with Aircraft Operations for night aircraft movements are to apply at Nelson Airport. For the purposes of these restrictions “night movements” are defined as a flight to or from the airport occurring between the hours of 12:00 midnight and 6:00 am. ~~and not comprising aircraft operations permitted under DAA2.3.iv. All other flights shall be included in calculation of aircraft noise in accordance with DAA2.3.i.~~
- b. ~~DAA2.6.ii~~ Aircraft taking off or landing at the Airport between the hours of 12 midnight and 6am shall not exceed SEL 95dB_{L_{AE}} dBA in any Residential zone, outside of the Airnoise Boundary. Compliance with this rule shall be assessed in accordance with the procedures set out in the Airport Noise Management and Monitoring Plan (NMMP).
- c. ~~DAA2.6.iii~~ Exemptions for individual flights from the requirements of DAA2.36.ii.a. and b. are:
 - i. Scheduled aircraft where permission is given by the Nelson Airport Noise Environment Advisory Committee (NANEAC) to be maintained under condition DAA2.5 the NMMP Nelson Regional Airport Environmental

~~Management Plan (October 1996).~~ Such exemptions are intended to be granted for special events requiring additional air services to accommodate members of the public attending. Requirements for grant of exemptions are:

- ~~[A]. An application in writing to NANEAC the Committee, detailing the event and additional air service proposed.~~
- ~~[B]. Such application is to be publicly notified by NANEAC the Committee which shall take into account any submissions or representations made in writing in relation to the application in determining whether it shall be granted and any terms that shall apply.~~
- ~~[C]. Exemption may be granted for a maximum of 24 movements (12 landings and 12 takeoffs) in any 12 month period; or~~

ii. As listed as exclusions within the Definition of 'Aircraft Operations'.

DAA2.3.iii Monitoring and compliance with DAA2.3.i

- a. Each calendar year the Airport Operator shall engage a suitably qualified and experienced person to produce 55dB, 60dB and 65dB L_{dn} AANC in accordance with the NMMP and records of actual aircraft movements for the busiest three consecutive months of the preceding year.
- b. The calculated results shall be verified by noise measurements carried out in accordance with the NMMP required under condition DAA.2.3.v.
- c. The measurement of aircraft sound exposure levels shall be in accordance with NZS6805:1992.

DAA2.3.iiiiv Airport noise monitoring report (ANMR)

An Airport Noise Monitoring Plan Report shall be provided annually by the Airport Operator to the Council by 31 March for the preceding calendar year. The Report shall:

- a. be means a plan developed prepared by the Airport Operator Authority in consultation with the NANEAC Nelson Airport Noise Environment Advisory Committee and made publicly available; for the measurement of aircraft noise levels for the purposes of assessing compliance with noise limits. The plan shall be lodged with the Council, and shall be reviewed and updated as necessary. Principally, the plan shall contain information on: and
- b. contain:
 - i. the calculated AANC prepared pursuant to condition DAA2.3.iii(a);
 - ii. reporting on compliance with condition DAA2.3.ii for Aircraft Operations;
 - iii. reporting on compliance with Engine Testing - Rule AIRPz.29;
 - iv. reporting on compliance with Compass Swings - Rule AIRPz.30;
 - v. a summary of any complaints received over the previous year in relation to noise from Aircraft Operations, Engine Testing, and Compass Swings and any actions taken by the Airport Operator in response; and
 - vi. a schedule of properties eligible for acoustic treatment and/or ventilation measures offers based on the AANC as required by condition DAA2.3.vi.b.

- ~~a) Noise measurement procedures and Standards~~
- ~~b) Procedures for calculating and assessing compliance for rules DAA2.3.i and DAA2.6.ii~~
- ~~c) Reporting of compliance assessment to Nelson Airport Noise Environment Advisory Committee and Council~~
- ~~d) Timeframes for implementation and review of the monitoring plan~~

DAA2.3.v Airport Noise Management and Monitoring Plan (NMMP)

Within twelve months of [the date the NoR is confirmed], noise from Aircraft Operations, Aircraft Engine Testing, and Compass Swings at Nelson Airport shall be managed in accordance with a NMMP.

- a. The NMMP will:
 - i. be prepared by the Airport Operator with input from a suitably qualified and experienced person and in consultation with NANEAC;
 - ii. define how compliance with the following noise limits will be achieved:
 - [A]. for Aircraft Operations - with conditions DAA2.3.i and DAA.2.3.ii;
 - [B]. for Engine Testing - - Rule AIRPz.29;
 - [C]. for Compass Swings - Rule AIRPz.30;
 - iii. incorporate a procedure for responding to any complaints received in relation to noise from Aircraft Operations, Engine Testing, and Compass Swings;
 - iv. set out the purpose and procedures of the NANEAC pursuant to condition DAA2.5;
 - v. document noise management actions including ongoing investigations, methods processes and resources;
 - vi. outline the noise monitoring programme to assess compliance with the noise limits and in particular:
 - [A]. the monitoring, recording, verification and calculation of noise from Aircraft Operations, Engine Testing, and Compass Swings;
 - [B]. the preparation of the ANMR under condition DAA2.3.iv;
 - [C]. the preparation of AANC maps; and
 - vii. outline a process for a review of the software used for predicting Aircraft Operation noise to confirm appropriateness in confirming compliance with condition DA2.3.iii at least every five years.

DAA2.3.vi. Acoustic Mitigation Programme (AMP)

- a. Within 12 months of the [date the NoR is confirmed] the Airport Operator shall prepare an AMP in accordance with the requirements of conditions DAA2.3.vi.e and DAA2.3.vi.f, for any Residential unit lawfully established and located within the Residential Zone as at [the date the NoR is confirmed], that is partly or wholly located within either:
 - i. the 65dB L_{dn} AANC as shown in the ANMR provided annually to the Council in accordance with condition DAA2.3.iv;
 - ii. the 60dB L_{dn} AANC as shown in the ANMR provided annually to the Council in accordance with DAA2.3.iv;
- b. The Airport Operator shall offer acoustic treatment and/or ventilation measures pursuant to the AMP prepared under condition DAA2.3.vi.f to the owner(s) of any Residential unit in accordance with condition DAA2.3.vi.b.i or DAA2.3.b.ii and the requirements of DAA2.3.vi.c. or DAA2.3.vi.d:
 - i. within 24 months of [the date the NoR is confirmed] for any Residential unit that is partly or wholly located within the 65dB L_{dn} AANC or the 60dB L_{dn} AANC as set out in condition DAA2.3.vi.a.i and ii; or
 - ii. within 6 months from the date of provision of the ANMR to Council, for any Residential unit that is partly or wholly located within the 65dB L_{dn} AANC or the 60dB L_{dn} AANC as set out in condition DAA2.3.vi.a.i and ii.
- c. Where a Residential unit is wholly or partly contained within the 60dB L_{dn} AANC as shown in the ANMR:
 - i. the offer from the Airport Operator shall be for 100% funding for mechanical ventilation to Habitable spaces consistent with Volume 3 - Acoustic Insulation requirements Appendix 19.1; except:
 - ii. where the Residential unit is also wholly or partly contained within the Airnoise Boundary then the offer from the Airport Operator shall be for 100% funding for retrofitting acoustic treatment to achieve the indoor design level of 40dB L_{dn} in Habitable spaces as well as mechanical ventilation to the Habitable space consistent with the minimum requirements of Volume 3 - Acoustic Insulation requirements Appendix 19.1; and
 - iii. the indoor design level of 40dB L_{dn} in Habitable spaces is to be achieved based on the outdoor aircraft noise level defined by the Future Aircraft Noise Contours.
- d. The Airport Operator shall make an offer by way of written notice to install (and if the offer is accepted, install) treatment as set out in condition DAA2.3.vi.(c).

- e. The offer in condition DAA2.3.vi.c shall be made on the following basis:
- i. any structural or other changes required under the Building Act 2004 or otherwise to enable the installation of the acoustic treatment and/or related ventilation measures shall be at the cost of the Airport Operator, except that nothing in these conditions, shall require the Airport Operator to:
 - [A]. bring a Residential unit up to the standard required in any building bylaws or any or any provisions of any statute that applied when the Building, or relevant part of the Building was constructed; and/or
 - [B]. remove any asbestos that is likely to be disturbed by the installation of the acoustic treatment and / or related ventilation measures in any Residential unit (having regard to the Airport Operator's obligations under the Health and Safety at Work (Asbestos) Regulations 2016);
 - ii. The Airport Operator shall not be in breach of this condition where:
 - [A]. it is not reasonably practicable to achieve an internal acoustic environment of 40dB L_{dn} in existing Habitable spaces of an existing Residential unit having regard to:
 - the type, structural nature, age or state of repair of the existing Residential unit and relative cost of the treatment; and
 - the property owner(s) accepting in writing a form or level of acoustic treatment that results in a different internal design noise level and that consent is provided to the Council; or
 - a suitably qualified and experienced person engaged by the Airport Operator certifying that it is not reasonably practicable to achieve the specified internal design noise level, and the Airport Operator installs measures to reduce the internal design sound level in Habitable spaces as far as is reasonably practicable;
 - [B]. the Airport Operator and the owner(s) agree that the Airport Operator may install or contribute to the cost of alternative acoustic and / or ventilation measures (which may result in a different acoustic internal environment) subject to the owner being granted any necessary building or resource consents, and the Council waiving in perpetuity the Airport Operator's obligations in respect of the required acoustic and / or ventilation measures in respect of that Residential unit.
 - iii. The owner(s) accepting an obligation to enter into a covenant with the Airport Operator, the terms of which shall include:
 - [A]. obligations on the Airport Operator for the installation of acoustic treatment based on the noise levels anticipated from future Aircraft Operations, being Future Aircraft Noise Contours; and
 - [B]. obligations on property owners and occupiers, and their successors to ensure that treatment measures are not altered in a way that would lessen their effectiveness nor removed from the premises after installation.
 - iv. The owner(s) accepting that they:
 - [A]. authorise the proposed acoustic treatment, including any construction details associated with the proposed acoustic treatment, before any treatment commences;
 - [B]. agree to provide reasonable access to the property to enable the installation of the treatment to be scoped and carried out efficiently; and
 - [C]. will notify the Airport Operator when the work has been completed by the contractor.
- f. The AMP must include:
- i. a future aircraft noise contour map showing projected one decibel contours from 65dB L_{dn} to 68dB L_{dn} as based on the Future Aircraft Noise Contours;
 - ii. a schedule of Residential units lawfully established and located within the Residential Zone as at [the date the NoR is confirmed], that are partly or wholly

- located within either:
- [A]. the Airnoise Boundary; or
 - [B]. the 60dB L_{dn} Future Aircraft Noise Contour.
- iii. procedures for communicating to the owners of existing Residential units when their property becomes eligible for acoustic treatment, and for making the offers in accordance with condition DAA2.3.vi.b.
 - iv. procedures for installation of acoustic treatment and / or related ventilation measures in accordance with conditions DAA2.3.vi.c. to DAA2.3.vi.e. and for documenting correspondence with property owners;
 - v. a schedule of standard acoustic treatment options and approved installers;
 - vi. procedures for reviewing and updating the AMP for existing Residential units; and
 - vii. procedures for dispute resolution.

Explanatory note:

Nothing in DAA2.3.vi shall require the Airport Operator to fund acoustic treatment and/or ventilation measures in existing buildings that are located wholly outside the 60dB L_{dn} Future Aircraft Noise Contour.

~~DAA2.3.iv~~ — Aircraft operations which involve:

- ~~a) aircraft landing in an emergency or 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~~
- ~~b) aircraft using the airport due to unforeseen circumstances as an essential alternative to landing at a scheduled airport~~
- ~~c) flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 1983~~
- ~~d) flights certified by the Minister of Defence as necessary for reasons of National Security in accordance with section 4 of the Act.~~

~~Shall be excluded from the calculation of the three month average.~~

~~**DAA2.4** — **restrictions**~~

~~DAA2.4.i~~ — Any new noise activity, other than an airport related activity or golf course, shall not be permitted inside the Ldn 65 (109 Pasques) airnoise boundary.

~~DAA2.4.ii~~ — New or relocated residential, school, hospital and other noise sensitive activities are prohibited inside the Air Noise Boundary.

~~DAA2.4.ii~~ — No alterations or additions to existing residential unit shall be permitted inside the Airnoise Boundary without appropriate acoustic insulation to ensure a satisfactory internal noise environment. Such insulation shall be certified by a suitably qualified and experienced acoustic engineer.

DAA2.4.2.4 **restrictions-conditions – nelson airport noise and environment advisory committee (NANEAC)**

DAA2.4.i The Airport Operator shall maintain at its cost the existing Nelson Airport Noise and Environment Advisory Committee (NANEAC).

DAA2.4.ii The membership of NANEAC comprises representatives from:

- Nelson Airport Limited -2
- Nelson City Council - 1
- Major commercial airlines - 1
- Major aircraft maintenance providers - 1
- Airways New Zealand - 1
- General aviation including fixed wing and rotary wing - 2

- Community - 3

DAA2.4.iii The Chairperson of NANEAC shall be an independent person.

DAA2.4.iv The Airport Noise Management and Monitoring Plan must outline the terms of reference for NANEAC, including:

- a. the purpose of NANEAC, including the matters on which NANEAC can consider and make recommendations to the Airport Operator on; and
- b. the procedure for meetings, including the frequency (which shall be at least every six (6) months) and quorum required.

DAA2.5 environmental effects/mitigation measures

~~DAA2.5.i — The imposition of an airnoise boundary at Nelson Airport is intended to protect the operational capability of the aerodrome and to manage the noise environment to maintain and, where possible, enhance community health and welfare. The airnoise boundary is a mitigation measure to protect noise sensitive activities from the adverse effects of aircraft noise. A detailed Assessment of Environmental Effects (AEE) is incorporated in a separate document entitled Nelson Regional Airport Environmental Management Plan (October 1996) which evaluates all the resource management issues and assesses environmental effects for airport activities.~~

~~DAA2.5.ii — An alternative to designation of the Airnoise boundary is its inclusion as part of an airport protection zone in the Planning Maps and incorporation of appropriate planning controls as part of this Plan. This procedure has been proposed as part of the District Plan process in other districts where the airport is in a rural locality or where the airport authority owns all the land inside the Airnoise Boundary. However, where there are existing residential properties inside the Ldn 65 (109 Pasques) contour, as in this case, it is considered that the designation procedures afford private property owners maximum protection in terms of buy out rights and compensation in relation to existing properties under the flight path at the western end of the runway. Furthermore, designation retains~~

the area affected by airport operations in the control of the Airport Authority whose function is to manage airport operations in a safe and efficient manner. Alternative time frames for the designation were evaluated and a period up to and including Year 2020 is deemed reasonable in view of existing and projected growth figures, the long term unsuitability of residential use at Grace Street and the amount of existing zoned residential land which has been identified as being noise affected by the year 2020.

DAA2.6 ~~night aircraft movements noise restrictions~~

~~DAA2.6.i~~ Noise restrictions for night aircraft movements are to apply at Nelson airport. For the purposes of these restrictions “night movements” are defined as a flight to or from the airport occurring between the hours of 12:00 midnight and 6:00 am and not comprising aircraft operations permitted under DAA2.3.iv. All other flights shall be included in calculation of aircraft noise in accordance with DAA2.3.i.

~~DAA2.6.ii~~ Aircraft taking off or landing at the Airport between the hours of 12-midnight and 6am shall not exceed SEL 95 dBA in any residential zone outside of the Airnoise Boundary. Compliance with this rule shall be assessed in accordance with the procedures set out in the Airport Noise Monitoring Plan.

~~DAA2.6.iii~~ Exemptions for individual flights from the requirements of DAA2.6.ii may be given by the Nelson Airport Noise Environment Advisory Committee to be constituted and maintained under the Nelson Regional Airport Environmental Management Plan (October 1996). Such exemptions are intended to be granted for special events requiring additional air services to accommodate members of the public attending. Requirements for grant of exemptions are:

- ~~a)~~ An application in writing to the Committee, detailing the event and additional air service proposed.
- ~~b)~~ Such application is to be publicly notified by the Committee which shall take into account any submissions or representations made in writing in relation to the application in determining whether it shall be granted and any terms that shall apply.
- ~~c)~~ Exemption may be granted for a maximum of 24 movements (12 landings and 12 takeoffs) in any 12 month period.

DAA2.75 independent air noise compliance audit

~~DAA2.75.i~~ There shall be an independent compliance audit of ~~A~~ **Aircraft Operations, Engine Testing and Compass Swing** noise management by the **Airport Operator** Nelson Airport Ltd at Nelson airport to be conducted at five yearly intervals during the continuance of this designation. The audit will review compliance with the terms of this air noise designation and the adoption and implementation of ongoing best management practices to minimise airnoise in the environs of the airport and its surrounding area and to review the methods and procedures set out in the Airport Noise Monitoring Plan **NMMP**.

~~DAA2.75.ii~~ The audit shall be conducted by **a suitably qualified and experienced person** such party or parties as the Noise Environment Advisory Committee **NANEAC** may unanimously nominate, but failing such a nomination then by such party as may be nominated by the Director of Civil Aviation.

~~DAA2.75.iii~~ The audit shall be publicly notified and opportunity shall be given to all interested parties to make submissions or representations to the party conducting the audit for consideration as part of such audit process. ~~Nelson Airport Ltd~~ **The Airport Operator** will facilitate and fully co-operate with the audit process and meet all reasonable audit costs incurred.

~~DAA2.75.iv~~ The audit findings and recommendations shall be publicly notified and ~~Nelson Airport Ltd~~ **the Airport Operator** will use its best endeavours to observe and implement any findings or recommendations that may be made by the auditor.

DAA2. 86 **explanatory statement**

~~DAA2.86.i~~ The extent of the ~~A~~irnoise (65 Ldn) (109 Pasques) ~~B~~oundary is shown on Planning Map A4 of the Nelson Resource Management Plan, comprising land ~~owned~~ controlled by Nelson Airport Ltd the Airport Operator and residential properties and open space and recreational land at the southwestern and northeastern end of main runway 02/20.

~~DAA2.8.ii~~—This designation is for the period up to and including Year 2020 pursuant to Section 184(i)(c) of the Act to the extent not given effect to before the end of that period.

~~DAA2.8.iii~~—Consultation occurs on a continuing basis with Nelson City Council, Civil Aviation Authority, Airways Corporation of New Zealand, and airline operators.

DAA3 **designation DAA3**

DAA3.i Airport height restrictions

DAA3.1 **designating authority**

DAA3.1.i Nelson Airport Ltd

DAA3.2 **reason for designation purpose**

~~DAA3.2~~ The designation is needed to protect aircraft approach and takeoff paths and horizontal and conical surfaces to meet civil aviation ICAO requirements standards. ~~If obstacles pierce the required approach and takeoff paths and horizontal and conical surfaces then Civil Aviation approval for the use of the runway for some services may be withdrawn. The Airport Height Restriction Designation is in line with CAA and ICAO requirements.~~

Explanatory note:

Civil aviation requirements require hazards to aviation safety be controlled.

Obstacle limitation surfaces (OLS) of an aerodrome are a composition of defined surfaces in the airspace above and adjacent to the aerodrome. These OLS are necessary to enable aircraft to maintain a satisfactory level of safety while maneuvering at low altitude in the vicinity of the aerodrome.

No obstacle should penetrate the OLS. Obstacles on land and water that may be subject to restrictions in height to avoid penetration of the surfaces include Buildings, masts, chimneys, trees, waterborne craft, and cranes.

A set of OLS applies for each of Nelson Airport's three runways, being a main sealed runway and two grass runways. The composition of these three sets generates the OLS set out in this designation.

DAA3.3 **nature of the works specification**

~~DAA3.3.i~~ An airspace protection envelope which covers an area of land and airspace where obstacles (trees, buildings, waterborne craft, or structures) are restricted in height.

Figures DAA3A and DAA3B together with condition DAA3.3 comprise the Nelson Airport Specification for OLS. All co-ordinates in condition DAA3.3 are referenced to the Nelson NZ Geodetic Datum 2000. All elevations are referenced to New Zealand Vertical Datum 2016 (NZVD 2016).

a. Runways - Nelson Airport's runways consist of:

- i. the main sealed runway (identified as Main Runway 02-20) which is 45m wide and (when extended to the north in the future) up to 1,510m in length;

- ii. one grass runway (parallel to the main runway, identified as Grass Runway 02-20) which is 584m in length and 48m wide; and
 - iii. a second grass runway (diagonal to the other two runways, identified as Grass Runway 06-24) which is 526m in length and 24m wide.
- b. Runway Strips - each of the three runways is surrounded by a graded runway strip area symmetrical about the respective runway centreline. The three runway strips are:
- i. for the Main Runway 02-20, 1,837m in length and 150m wide, which surrounds the extent of Main Runway 02-20, as described above;
 - ii. for Grass Runway 02-20, 604m in length by 60m wide; and
 - iii. for Grass Runway 06-24, 546m in length and 30m wide.
- c. Geodetic Co-ordinates and Elevations - the geodetic co-ordinates and elevation of the ends of the runway strips for each of the three runways, positioned on runway extended centrelines are:

<u>Runway Strip for Runway:</u>	<u>mN</u>	<u>mE</u>	<u>Elevation (metres)</u>
<u>Main 02-20 (future extended north end)</u>	<u>798349.41</u>	<u>39444.64</u>	<u>3.8</u>
<u>Main 02-20 (existing south end)</u>	<u>796960.22</u>	<u>393242.79</u>	<u>2.6</u>
<u>Grass 02-20 (north end)</u>	<u>798046.53</u>	<u>393708.22</u>	<u>4.8</u>
<u>Grass 02-20 (south end)</u>	<u>797589.74</u>	<u>393312.28</u>	<u>4.2</u>
<u>Grass 06-24 (east end)</u>	<u>797656.75</u>	<u>393707.24</u>	<u>3.9</u>
<u>Grass 06-24 (west end)</u>	<u>797589.89</u>	<u>393165.35</u>	<u>4.2</u>

- d. Approach Surfaces - an Approach Surface is located at both ends of all runways in accordance with civil aviation requirements for both approach and take-off. The geometry of each Approach Surface is:
- i. for Main Runway 02-20, starting at 150m in width at the end of the runway strip, with slope rising at a gradient of 1:50 (2.0%) from the end of the runway strip until reaching an elevation of 153.5m, and diverging wider each side at 1:6.6 (15%);
 - ii. for Grass Runways 02-20 and 06-24, starting at 60m in width at the end of the runway strip, with slope rising at a gradient of 1:20 (5%) from the end of the runway strip until reaching an elevation of 48.5m, and diverging wider each side at 1:10 (10%);
- e. Inner Horizontal Surfaces - the Inner Horizontal Surface is a flat planar surface at an altitude of 48.5m. The geometry of each Inner Horizontal Surface is:
- i. Main Runway 02-20: Outer limits located 4,000m from and parallel to the outer sides and ends of the runway strip. The corners of the resulting rectangle are formed by a radius of 4,000m.
 - ii. Grass Runways 02-20 and 06-24: Outer limits located 2,000m from and parallel to the outer sides and ends of the runway strip. The corners of the resulting rectangle are formed by a radius of 2,000m.
- f. Transitional Surfaces - the Transitional Side Surfaces slope upwards and outwards from the sides of the three runway strips at gradients of 1:7 for the Main Runway 02-20, and 1:5 for the two grass runways, until they meet the Inner Horizontal Surface and the Approach Surfaces.

- g. Conical Surface - the Conical Surface slopes upwards and outwards from the periphery of the Inner Horizontal Surface at a gradient of 1:20 until it reaches an elevation of 153.5m.
- h. Controlling Surface - at any points where any two surfaces overlap and are at differing elevations, the lower of the two surfaces shall apply for the composition of the surfaces into the Nelson Airport OLS.

DAA3.4 environmental effects/mitigation measures conditions

DAA3.4.i The imposition of the Airport Height Restrictions are intended to protect the operational capability of the aerodrome and provide for the safety of aircraft approaching or taking off from the aerodrome. Detailed assessment of environmental effects is incorporated into a separate document called Nelson Airport Environmental Management Plan which evaluates all resource management issues and assesses environmental effects of airport activities. The document is available from the Nelson City Council.

No obstacle shall penetrate the OLS except where:

- a. the obstacle is a navigational aid for Aircraft Operations and the Airport Operator has provided written consent to the obstacle's installation; or
- b. an aeronautical study has been undertaken by an applicant seeking to penetrate the OLS and provided to the Airport Operator, and the Airport Operator has provided written consent to the proposed penetration; or
- c. temporary maintenance or repair works are required on an existing Building, Structure or Network utility, where this work does not increase the height or external envelope of the obstacle, and where prior written consent has been provided by the Airport Operator; or
- d. a new obstacle or an extension of an approved obstacle is shielded by an existing approved obstacle, or an aeronautical study undertaken by an applicant and provided to the Airport Operator determines that the obstacle would not adversely affect the safety or the regularity of Aircraft Operations, and the Airport Operator provides written consent to the new obstacle or extension.

Note:

An obstacle is defined as any object which is connected directly or indirectly to the ground or water body and includes trees.

DAA3.5 explanatory statement

~~DAA3.5.i Proposed restrictions:~~

- ~~a) no structure, building, object or vegetation nor any part of a waterborne craft, shall be permitted to protrude into the airspace above an airspace protection envelope formed by connecting the Air Height Contours shown on Planning Map A3.1 or A3.2.~~
- ~~b) where terrain penetrates the envelope, fences and structures in the form of residential and farm buildings up to 14 m high and production forestry up to 30m high will be permitted.~~
- ~~c) where terrain penetrates the envelope aeriels, masts and other structures will be permitted to be erected only with the prior written consent of Nelson Airport Ltd.~~

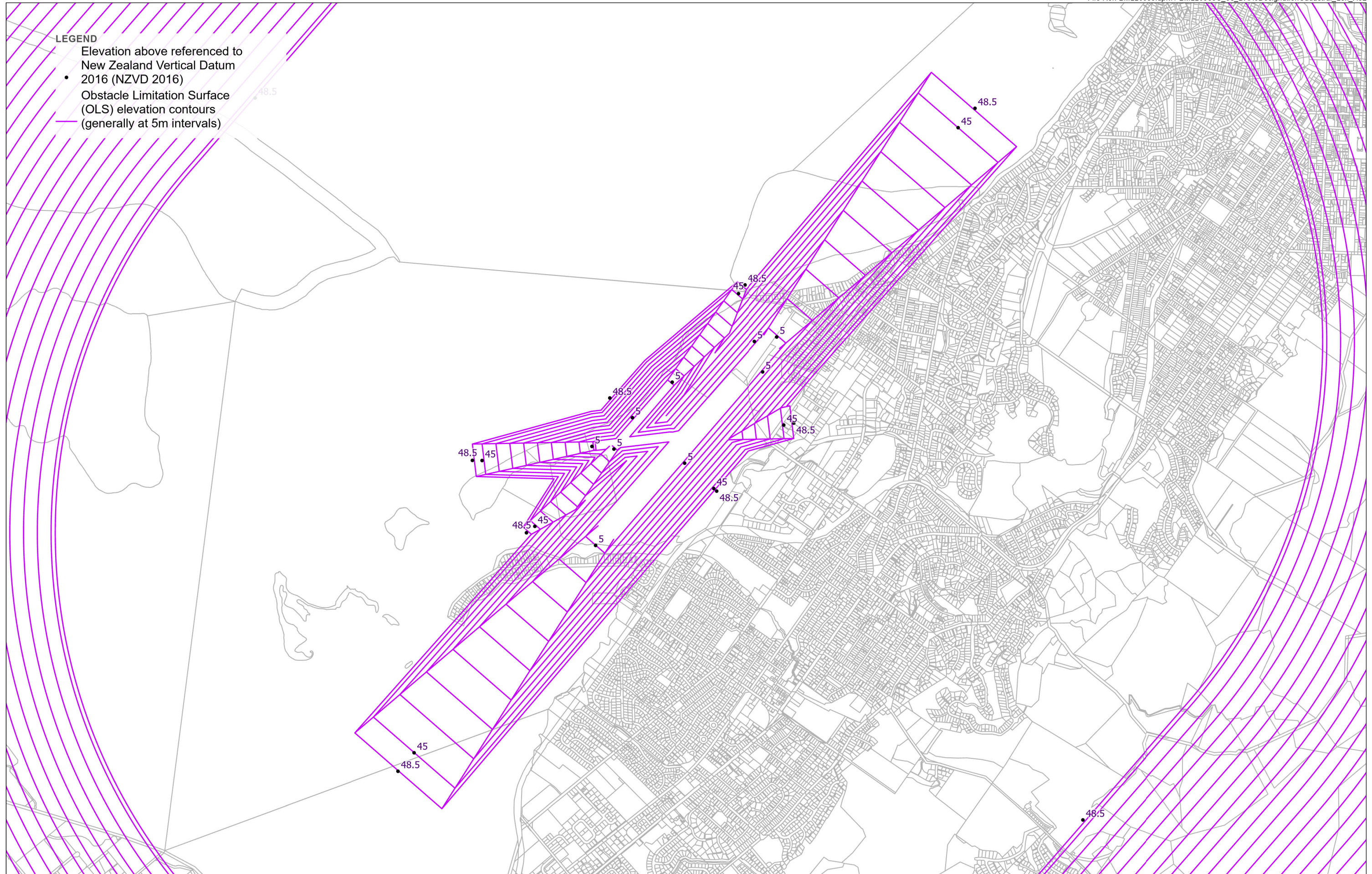
~~DAA3.5.ii Alternate methods available are severely restricted by Civil Aviation Authority Advisory Circular 139-06A which details the obstacle limitation surfaces that are required to be adopted by an airport authority.~~

~~DAA3.5.iii Consultation occurs on a continuing basis with Nelson City Council, Civil Aviation Authority, Airways Corporation of New Zealand, and airline operators.~~

~~DAA3.5.iv This designation is intended to apply and continue, when incorporated in the District Plan, for a specified period up to and including Year 2020, pursuant to section 184(1)(c) of the Act, to the extent not given effect to before the end of that period.~~

LEGEND

- Elevation above referenced to New Zealand Vertical Datum 2016 (NZVD 2016)
- Obstacle Limitation Surface (OLS) elevation contours (generally at 5m intervals)



LEGEND

- Elevation above referenced to New Zealand Vertical Datum 2016 (NZVD 2016)
- 2016 (NZVD 2016)
- Obstacle Limitation Surface (OLS) elevation contours (generally at 5m intervals)
- Coastline
- - - Regional Boundaries

