



## **Nelson Airport – Consultation**

### **Invitation to drop-in session**

Kia ora Resident/Homeowner

Nelson Airport has been undertaking work over the past several years to plan for the future of the Airport and its facilities and provide for anticipated growth. This reflects our responsibility to provide for Nelson's needs as a vital part of our region's infrastructure and regional development.

As signalled in previous Nelson Airport master plans (the long-term infrastructure plan for Nelson Airport), a runway extension is required in order to provide for the existing and future capacity and operational requirements of aircraft at Nelson Airport. Use of the extended runway will also require updates to the controls around the Airport managing aircraft noise.

**As you own or occupy a property that may be affected by the changes we are seeking, we wanted to let you know of our plans ahead of time, so that the formal Council processes will not come as a surprise, and you have an opportunity to learn more about what we propose.**

We will be submitting a notice of requirement and a proposal to amend the District Plan later this year. Ahead of the formal notification and submission period as part of these applications, the Airport wants to have initial discussions with the community to ensure everyone is fully informed of our plans.

Nelson Airport is holding a public drop-in session on **Thursday 12 May at 5-7pm at the Honest Lawyer, 1 Point Rd, Monaco**. Anyone interested in the upcoming changes at the Airport are welcome to come by to discuss the changes with members of the Nelson Airport team. If you are unable to attend the drop-in session or you have questions you want answered before then, you can send a question via our website [www.nelsonairport.co.nz/ourfuturecontactform](http://www.nelsonairport.co.nz/ourfuturecontactform) or call us on Ph 547 3199. More information on Nelson's Airport plans is also available at our website [www.nelsonairport.co.nz/ourfuture](http://www.nelsonairport.co.nz/ourfuture)

### **Reasons for extending the runway**

Ensuring the runway is sufficient to support the region's growth, connectivity, resilience, and prosperity is central to Nelson Airport's role and responsibilities. Nelson's location means air travel will remain a critical transport choice for the region's businesses and individuals. Nelson Airport's projections estimate 1.8 million passengers could be passing through Nelson Airport each year by 2050.

At 1,347m, Nelson Airport's existing runway is among the shortest runways in the world catering for the type of aircraft operating at Nelson. In certain weather conditions, current aircraft operating in Nelson have weight restrictions which affect the number of passengers/freight that they can carry.

An extended runway will allow:

- Removal of existing weight restrictions for aircraft using the runway.
- Sufficient length for future aircraft types, including sustainably powered aircraft.
- Opportunity to provide runway end safety areas (RESAs) at each end of the runway to the latest international standards, further enhancing safety at the Airport.



Our plans to extend the runway are not to cater for regional jets or international flights. Nelson Airport would have to go through a separate formal planning process should it seek to allow for these kinds of flights in the future.

### Changes we will be seeking

We are proposing to amend the Nelson Airport designations which sit within the Nelson District Plan. The designations are the key planning tools which enable airport activities (including its runway, terminal, and ancillary activities). The amendments proposed are primarily to enable the extended runway.

Alongside the changes to the designation we are also seeking to update the Aircraft Noise Overlays which sit within the District Plan to reflect the updated noise contours for an extended runway and modern aircraft noise levels. Noise contours are map lines showing how much noise can be expected within areas surrounding the airport. These are used as the basis for controls on the Airport to manage airport noise and to limit the development of new noise sensitive activities (like housing) in areas subject to aircraft noise. The following image illustrates the current and proposed noise contours.



We will also be seeking amendments to Nelson City Council’s district plan so that the Airport land is rezoned from industrial to a bespoke airport zone. This will bring Nelson Airport zoning into line with current planning standards and will have little impact on our neighbours.

**What this means for properties around the Airport**

There are already controls on density and requirements to include acoustic measures in new developments close to the Airport (within the Current Airport Effects Control Overlay in the above image). The changes we are seeking mean those controls will apply to more properties. As under the current District Plan rules, existing houses, schools, and medical facilities are not required to install any new acoustic insulation.

Nelson Airport is proposing the introduction of a mitigation package where we will contribute to insulation and ventilation to be installed in existing houses, schools, and healthcare facilities in the area subject to noise above 60dB L<sub>dn</sub>.

Mitigation will be offered when aircraft noise reaches the levels shown below (measured on an annual basis).

<b>60–64 dB L<sub>dn</sub> mitigation offer</b>	<b>65 dB L<sub>dn</sub> (and over) mitigation offer</b>
<ul style="list-style-type: none"> <li>• Ventilation to provide outdoor air to habitable rooms - allowing residents to close windows to reduce noise</li> <li>• Heat pump in main living space for thermal comfort</li> <li>• Offered when annual actual aircraft noise reaches 60 dB L<sub>dn</sub> at the property</li> </ul>	<ul style="list-style-type: none"> <li>• Ventilation system (including heat pump) as for the 60–64 dB L<sub>dn</sub></li> <li>• Acoustic treatment to habitable rooms (eg window seals, additional wall/ceiling linings, secondary glazing) to achieve 40 dB L<sub>dn</sub> indoors</li> <li>• Offered when annual actual aircraft noise reaches 60 dB L<sub>dn</sub> at the property</li> </ul>

We look forward to catching up on Thursday 12 May. If that timing doesn’t suit you, we will be making sure that there are plenty of opportunities for you to comment on this proposal, or to talk to our experts if you have any concerns.