

## Appendix A – Recommended Changes

Text convention	Description
<b>Amendments recommended in the Council Officers' Planning Evidence</b>	
<u>Blue text underlined</u>	Text to be added to the District Plan because of recommendations in the Council Officers' Planning Evidence
<del>Blue text struck through</del>	PDP text to be removed because of recommendations in the Council Officers' Planning Evidence.
<b>Changes sought by Kāinga Ora following review of s42A report. Consequential amendments may be required to numbering.</b>	
<u>Green text underlined</u>	Text to be added following review of recommendations in the Council Officers' Planning Evidence
<del>Green text struck through</del>	Text to be removed following review of recommendations in the Council Officers' Planning Evidence

## Definitions

<p><b>Natural Hazard Overlays</b></p>	<p>means the combined mapped extent of:</p> <p><del>a. within the district Plan of</del> the following natural hazards <u>mapped within the district Plan:</u></p> <p><del>a. — Flood Hazards</del></p> <p><del>b i.</del> Liquefaction Hazards;</p> <p><del>€ ii.</del> Fault Hazards; and</p> <p><u>b. the Council’s publicly available flood hazard areas mapping and modelling information.</u></p>
<p><b><u>Flood Hazard Areas</u></b></p>	<p><u>means mapped and modelled inundation areas, overland flowpaths and stream corridor areas which are located outside the district plan.</u></p>

<p><b>AIR NOISE OVERLAY</b></p>	<p>means an area defined by planning maps to show land subject to development restrictions due to potential noise effects from Wellington International Airport. The Air Noise Overlay comprises:</p> <p>a. Inner Air Noise Overlay – being properties <u>exposed to noise levels greater than 65 dBA,</u> lying between the Airport and a modelled 65 dBA contour, fitted to property boundaries.</p> <p>b. Outer Air Noise Overlay – being properties lying between the 65 dBA contour and a modelled 60 dBA contour, fitted to property boundaries.</p> <p><del>a. Air Noise Boundary — being a line shown on district plan maps used for controlling the emission of noise from aircraft operations at Wellington International Airport measured using rolling 90 day average 24 hour night-weighted sound exposure in accordance with NZS 6805:1992 Airport noise management and land use planning. The location of the Air Noise Boundary is based on the modelled L<sub>dn</sub> 65 dBA contour and therefore corresponds to the outer extent of the Inner Air Noise Overlay.</del></p> <p>Note: The Air Noise Overlay is applied to all parts of a property, regardless of whether the modelled contour affects less than the entire property.</p>
<p><b><u>AIR NOISE BOUNDARY</u></b></p>	<p><u>means a line shown on district plan maps used for controlling the emission of noise from aircraft operations at Wellington International Airport measured using rolling 90 day average 24 hour night-weighted sound exposure in accordance with NZS 6805:1992 Airport noise management and land use planning. The location of the Air Noise Boundary is based on the modelled L<sub>dn</sub> 65 dBA contour and therefore corresponds to the outer extent of the Inner Air Noise Overlay.</u></p>

<p><b><u>FIXED PLANT</u></b></p>	<p><u>means plant that is permanently or temporarily located and operated at any location and includes mechanical and building services equipment such as equipment that is:</u></p> <ul style="list-style-type: none"> <li>a. <u>required for ventilating, extracting, heating, cooling, conditioning, and exhaust either of buildings or commercial activities;</u></li> <li>b. <u>associated with boilers or plant equipment, furnaces, incinerators or refuse equipment;</u></li> <li>c. <u>electrical equipment, plumbing (including pumps), lift or escalator equipment; or</u></li> <li>d. <u>similar plant, equipment, items, rooms or services.</u></li> </ul>
<p><b>NOISE SENSITIVE ACTIVITY</b></p>	<p>means any lawfully established:</p> <ul style="list-style-type: none"> <li>a. residential activity, including activity in visitor accommodation <del>or retirement accommodation</del>;</li> <li>b. educational activity;</li> <li>c. health care activity <u>or hospital activity</u>;</li> <li>d. congregation within any place of worship; and</li> <li>e. activity at a marae.</li> </ul>
<p><b><u>WELLINGTON AIR NOISE MANAGEMENT COMMITTEE (WANMC)</u></b></p>	<p><del>means the body primarily responsible for the NMP, being a partnership between the Airport, aircraft operators, and the local community. Wellington City Council contributes to the WANMC, including through providing updated noise exposure reports from the noise monitoring system.</del></p>

## Natural Hazards

NH	Natural Hazards
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### Introduction

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The hazard ranking for each of the natural hazards addressed in the Natural Hazard Chapter is provided in the table below:

Natural Hazard Overlay	Respective Hazard Ranking
Flood Hazard <a href="#">Areas</a> – Stream Corridor	High
Wellington Fault Overlay and the Ohariu Fault Overlay	
Liquefaction Hazard Overlay	
Flood Hazard <a href="#">Areas</a> – Overland Path	Medium
Flood Hazard <a href="#">Areas</a> – Inundation	Low
Terawhiti Fault Hazard Overlay	

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Policies	
<a href="#">All Hazards</a>	
NH-P1	<p><b>Identification of natural hazards</b></p> <p>Identify natural hazards within the District Plan and take a risk-based approach to the management of subdivision, use and development based on:</p> <ol style="list-style-type: none"> <li>1. The sensitivity of the activities to the impacts of natural hazards; <del>and</del></li> <li>2. The hazard posed to people’s lives and wellbeing, property and infrastructure, by considering the likelihood and consequences of natural hazard events; <del>and</del></li> <li>3. <a href="#">The operational need or functional need for some activities to locate in Natural Hazard Overlays.</a></li> </ol>
NH-P2	<p><b>Levels of risk</b></p> <p>Subdivision, use and development <del>reduce or do not increase the</del> <a href="#">manages natural hazard</a> risk to people, property and infrastructure by:</p> <ol style="list-style-type: none"> <li>1. Allowing for those buildings and activities that have either low occupancy or low replacement value within the low, medium and high hazard areas of the Natural Hazard Overlays;</li> <li>2. Requiring buildings and activities to mitigate the <del>impacts</del> the risk <a href="#">resulting from the development</a> from natural hazards to people, property and infrastructure <a href="#">as far as reasonably practicable</a> in the low hazard and medium hazard areas within the Natural Hazard Overlays; and</li> <li>3. Avoiding buildings and activities in the high hazard areas of the Natural Hazard Overlays unless there is an <a href="#">operational need or functional need</a> <del>exceptional reason</del> for the building or activity to be located in this area and the <a href="#">building or</a> activity mitigates the impacts from natural hazards to people, property and infrastructure.</li> </ol>
<a href="#">Less Hazard Sensitive Activities</a>	
NH-P3	<b>Less hazard sensitive activities</b>

	<p>Allow for subdivision, use and development associated with less hazard sensitive activities and associated additions to buildings within the Natural Hazards Overlays, provided that:</p> <ol style="list-style-type: none"> <li>1. It can be demonstrated that overland flowpaths are unimpeded and unobstructed;</li> <li>2. The building or the additions are not located within a stream corridor; and</li> <li>3. The risk to people and property is reduced or not increased from the 1% Annual Exceedance Probability flood.</li> </ol>
<p><b>Flood Hazards Areas</b></p>	
<p><b>NH-P4</b></p>	<p><b>Additions <u>and Alterations</u> to buildings for potentially hazard sensitive activities and hazard sensitive activities in an identified inundation area of the <u>Flood Hazard overlay Areas</u></b></p> <p>Provide for additions <u>and alterations</u> to buildings that accommodate existing potentially hazard sensitive activities and hazard sensitive activities in an identified inundation area, where:</p> <ol style="list-style-type: none"> <li>1. The impact from the 1% Annual Exceedance Probability flood event is low due to either the: <ol style="list-style-type: none"> <li>a. Incorporation of mitigation measures;</li> <li>b. Size of the addition in relation to the existing building; or</li> <li>c. Type of activities undertaken within the addition; and</li> </ol> </li> <li>2. The risk to people and property is reduced or not increased from the 1% Annual Exceedance Probability flood.</li> </ol>
<p><b>NH-P5</b></p>	<p><b>Additions <u>and alterations</u> to buildings for potentially hazard sensitive activities and hazard sensitive activities within the overland flowpaths and stream corridors of the Flood Hazard <u>Overlays Areas</u></b></p> <p>Only allow additions <u>and alterations</u> to buildings that accommodate existing potentially hazard sensitive activities and hazard sensitive activities within the overland flowpaths and stream corridors, where it can be demonstrated that:</p> <ol style="list-style-type: none"> <li>1. The risk from the 1% Annual Exceedance Probability flood event is low due to either the: <ol style="list-style-type: none"> <li>a. Proposed mitigation measures;</li> <li>b. Size of the addition; or</li> <li>c. Nature of the activities undertaken within the addition; and</li> </ol> </li> <li>2. <u>In an overland flowpath, the risk to people and property is <del>reduced or not increased</del> minimised</u> from the 1% Annual Exceedance Probability flood <u>event</u>; <u>and</u></li> <li>3. <u>In a stream corridor the existing risk to people and property is not increased or is reduced from the 1% Annual Exceedance Probability flood event; and</u></li> <li>3. <del>Overland flowpaths and stream corridors are unimpeded, and unobstructed to allow for the conveyancing of flood waters.</del></li> <li>4. <u>The conveyancing of flood waters through the stream corridor or overland flowpath is still able to occur unimpeded and is not diverted onto adjacent properties.</u></li> </ol>
<p><b>NH-P6</b></p>	<p><b>Potentially hazard sensitive activities and hazard sensitive activities within the identified inundation areas of the Flood Hazard <u>Overlays Areas</u></b></p> <p>Provide <u>for</u> subdivision, development and use for potentially hazard sensitive activities and hazard sensitive activities within the inundation area provided that mitigation measures are incorporated to ensure the risk to people and property both on the site and on adjacent properties is <del>not increased or is reduced</del> <u>minimised</u>.</p>
<p><b>NH-P7</b></p>	<p><b>Potentially hazard sensitive activities and hazard sensitive activities within the overland flowpaths of the Flood Hazard <u>Overlays Areas</u></b></p> <p>Manage subdivision, development and use associated with potentially hazard sensitive activities and hazard sensitive activities within the overland flowpaths by:</p> <ol style="list-style-type: none"> <li>1. Incorporating mitigation measures that <del>reduce or avoid an increase in</del> <u>minimise the</u> risk to people and property from the 1% Annual Exceedance Probability flood;</li> </ol>

	<p><a href="#">2. Ensuring the conveyancing of flood waters through the stream corridor or overland flowpath is still able to occur unimpeded and is not diverted onto adjacent properties; and</a></p> <p><a href="#">2-3. Ensuring that people can safely evacuate from properties during a 1% Annual Exceedance Probability flood event; and</a></p> <p><a href="#">4. Overland flowpaths are unimpeded, and unobstructed to allow for the conveyancing of flood waters and is not diverted onto adjacent properties.</a></p>
<p><b>NH-P8</b></p>	<p><b>Potentially hazard sensitive activities and hazard sensitive activities within the stream corridors of the Flood Hazard <a href="#">Overlays Areas</a></b></p> <p>Avoid subdivision, development and use associated with potentially hazard sensitive activities and hazard sensitive activities within the stream corridors, unless it can be demonstrated that:</p> <ol style="list-style-type: none"> <li>1. The activity or subdivision has an operational <a href="#">need or a</a> functional need to locate within the stream corridor and locating outside of these stream corridor is not a practicable option;</li> <li>2. Mitigation measures are incorporated that reduce or avoid an increase in the <a href="#">existing</a> risk to people and property from the 1% Annual Exceedance Probability Flood;</li> <li>3. People can safely evacuate the property during a 1% Annual Exceedance Probability flood; and</li> <li>4. The conveyancing of flood waters through the stream corridor is still able to occur unimpeded and is not diverted onto adjacent properties.</li> </ol>
<p><b><a href="#">Liquefaction Overlays</a></b></p>	
<p><b>NH-P9</b></p>	<p><b>Emergency facilities in the Liquefaction Overlay</b></p> <p>Only allow new emergency <a href="#">service</a> facilities within the Liquefaction Overlay where it can be demonstrated that:</p> <ol style="list-style-type: none"> <li>1. The emergency <a href="#">service</a> facility will be able to maintain post disaster functionality following an earthquake, <a href="#">including having foundation designs designed by a certified engineer to prevent liquefaction induced deformation of the building</a>; and</li> <li>2. Emergency vehicles will be able to service the impacted community by being able to enter and leave the site.</li> </ol>
<p><b><a href="#">Fault Hazards Overlays</a></b></p>	
<p><b><a href="#">NH-P10</a></b></p>	<p><b><a href="#">Potentially hazard sensitive activities and hazard sensitive activities and related buildings and structures within the uncertain poorly-constrained, uncertain constrained, distributed, well-defined or well-defined extended areas of the of the Terawhiti and Shepherds Gully Fault Overlays</a></b></p> <p><a href="#">Subdivision, use, and development for potentially hazard sensitive activities and hazard sensitive activities within the uncertain poorly-constrained, uncertain constrained, distributed, well-defined or well-defined extended areas of the of the Terawhiti and Shepherds Gully Fault Overlays are managed as follows:</a></p> <ol style="list-style-type: none"> <li>1. <a href="#">Allow for additions to existing buildings for potentially hazard sensitive activities and hazard sensitive activities within the uncertain poorly-constrained, uncertain constrained, distributed, well-defined or well-defined extended areas of the of the Terawhiti and Shepherds Gully Fault Overlays;</a></li> <li>2. <a href="#">Allow for potentially hazard sensitive activities and hazard sensitive activities and related buildings and structures within the uncertain poorly-constrained, uncertain constrained, distributed well-defined or well-defined extended areas of the of the Terawhiti and Shepherds Gully Fault Overlays with the exception of educational facilities, health care facilities, major hazardous facilities, and emergency service facilities;</a></li> <li>3. <a href="#">Only allow educational facilities, health care facilities, hazardous facilities major hazardous facilities, and emergency service facilities within the uncertain poorly-constrained, uncertain constrained, distributed, well-defined or well-defined</a></li> </ol>

	<p><u>extended areas of the of the Terawhiti and Shepherds Gully Fault Overlays, where it can be demonstrated that:</u></p> <ol style="list-style-type: none"> <li>a. <u>The building, building platforms associated with subdivision or activity is more than 20 m from the edge of the fault deformation zone of the Shepherds Gully Fault and Terawhiti Fault; or</u></li> <li>b. <u>Mitigation measures are incorporated into the building to maintain safety of the occupants and the structural integrity of the building in the event of fault rupture; and</u></li> <li>c. <u>The building or activity has an operational need or functional need to locate within the Terawhiti and Shepherds Gully Fault Overlays and locating outside of these overlays is not a practicable option.</u></li> </ol>
<p><b><u>NH-P11</u></b></p>	<p><b><u>Potentially hazard sensitive activities and hazard sensitive activities and related buildings and structures within the uncertain poorly-constrained, uncertain constrained, or distributed areas of the Wellington Fault and Ohariu Fault Overlays</u></b></p> <p><u>Provide for subdivision, development, and use for potentially hazard sensitive activities and hazard sensitive activities and related buildings and structures for these activities within the uncertain poorly-constrained, uncertain constrained, or distributed areas of the Wellington Fault and Ohariu Fault Overlays provided:</u></p> <ol style="list-style-type: none"> <li>1. <u>Any new buildings, building platforms associated with subdivision, or additions to existing buildings are located more than 20 m from the edge of the fault deformation zone of the Wellington Fault and Ohariu Fault; or</u></li> <li>2. <u>Mitigation measures are incorporated into the building to minimise the risk to life of the occupants and the structural integrity of the building in the event of fault rupture.</u></li> </ol>
<p><b><u>NH-P12</u></b></p>	<p><b><u>NH-P12 Potentially hazard sensitive activities and hazard sensitive activities and related buildings and structures within the well-defined or well-defined extended areas of the Wellington Fault and Ohariu Fault Overlays</u></b></p> <p><u>Subdivision, use, and development for potentially hazard sensitive activities and hazard sensitive activities within the well-defined or well-defined extended areas of the of the Wellington Fault and Ohariu Fault Overlays are managed as follows:</u></p> <ol style="list-style-type: none"> <li>1. <u>Only allow for additions to existing buildings for potentially hazard sensitive activities and hazard sensitive activities within the well-defined or well-defined extended areas of the Wellington Fault and Ohariu Fault Overlays where:</u> <ol style="list-style-type: none"> <li>a. <u>For activities that have an operational need or functional need to locate within the well-defined or well-defined extended areas of the Wellington Fault and Ohariu Fault Overlays and locating outside these areas is not a practicable option:</u> <ol style="list-style-type: none"> <li>i. <u>Any new additions are located more than 20m from the edge of the fault deformation zone; or</u></li> <li>ii <u>Mitigation measures are incorporated into the addition to minimise the risk to life of the occupants and the structural integrity of the building in the event of fault rupture;</u></li> </ol> </li> <li>b. <u>For any other additions to buildings containing potentially hazard sensitive activities and hazard sensitive activities:</u> <ol style="list-style-type: none"> <li>i. <u>Any new additions are located more than 20 m from the edge of the fault deformation zone of the Wellington Fault and Ohariu Fault; or</u></li> </ol> </li> </ol> </li> </ol>

	<ul style="list-style-type: none"> <li>ii. <u>Mitigation measures are incorporated into the addition to not increase the risk to life of the occupants and the structural integrity of the building in the event of fault rupture;</u></li> <li>2. <u>Only allow a single residential unit on an existing vacant site to be located within the well-defined or well-defined extended areas of the Wellington Fault and Ohariu Fault Overlays where:</u> <ul style="list-style-type: none"> <li>a. <u>Locating a residential unit on the site outside of the Wellington Fault and Ohariu Fault Overlays is not a practicable option; and</u></li> <li>b. <u>Mitigation measures are incorporated into the building to minimise the risk to life of the occupants and the structural integrity of the building in the event of fault rupture.</u></li> </ul> </li> <li>3. <u>Avoid subdivision, use, and development (with the exception of a single residential dwelling on an existing vacant site) for potentially hazard sensitive activities and hazard sensitive activities within the well-defined or well-defined extended areas of the Wellington Fault and Ohariu Fault Overlays as follows:</u> <ul style="list-style-type: none"> <li>a. <u>For building, building platforms associated with subdivisions or activity that have an operational need or functional need to locate within the well-defined or well-defined extended areas of the Wellington Fault and Ohariu Fault Overlays and locating outside these areas is not a practicable option:</u> <ul style="list-style-type: none"> <li>i. <u>Any new building, building platforms associated with subdivisions or activity are located more than 20 m from the edge of the fault deformation zone of the Wellington Fault and Ohariu Fault; or</u></li> <li>ii. <u>Mitigation measures are incorporated into the building to minimise the risk to life of the occupants and the structural integrity of the building in the event of fault rupture.</u></li> </ul> </li> <li>b. <u>For any other building, building platforms associated with subdivisions or activity containing potentially hazard sensitive activities and hazard sensitive activities:</u> <ul style="list-style-type: none"> <li>i. <u>Any building, building platforms associated with subdivisions or activity are able to be or are located more than 20 m from the edge of the fault deformation zone of the Wellington Fault and Ohariu Fault; or</u></li> <li>ii. <u>Mitigation measures are incorporated into the building to not increase risk to life of the occupants and the structural integrity of the building in the event of fault rupture.</u></li> </ul> </li> </ul> </li> </ul>
<p><b>NH-P13</b></p>	<p><b><u>Subdivision, use and development which will be occupied by members of the public, or employees associated with the Buildings with a low occupancy associated with Operational port activities, passenger port facilities and rail activities in the Wellington Fault Overlay.</u></b></p> <p>Provide for subdivision, development and use associated with the operational port activities, passenger port facilities and rail activities, within the Wellington Fault Overlay, where the subdivision, development and use does not involve the construction of new buildings which will be occupied by more than 10 employees associated with the operational port activities, passenger port facilities and rail activities or any members of the public.</p>
<p><b>NH-P14</b></p>	<p><b><u>Subdivision, use and development Buildings which will be occupied by members of the public, or employees associated with the operational port activities, passenger port facilities and rail activities in the Wellington Fault Overlay.</u></b></p>



	<p>Manage subdivision, development and use associated within the operational port activities, passenger port facilities and rail activities within the Wellington Fault Overlay where the subdivision, development and use involves the construction of new buildings which will be occupied by members of the public, or more than 10 employees associated with the operational port activities, passenger port facilities and rail activities by ensuring that:</p> <p><del>1. Mitigation measures are incorporated that avoid an increase in risk to people, property and infrastructure from the fault rupture of the Wellington Fault.</del></p> <ol style="list-style-type: none"> <li>1. <a href="#">Any new buildings are located more than 20 m from the edge of the fault deformation zone of the Wellington Fault; or</a></li> <li>2. <a href="#">Mitigation measures are incorporated into the building to minimise the risk to people and buildings in the event of fault rupture and the activity can continue to operate following an earthquake.</a></li> </ol>
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### **Natural Hazard Mitigation / Green Infrastructure**

<b>NH-P15</b>	<p><b>Natural systems and features</b></p> <p>Maintain and enhance natural systems and features where they will reduce the existing risk posed by natural hazards to people’s lives and wellbeing, property and infrastructure.</p>
<b>NH-P16</b>	<p><b>Natural hazard mitigation works</b></p> <p>Enable natural hazard mitigation <del>or stream and river management</del> works undertaken by <del>a statutory agency</del> <a href="#">the Greater Wellington Regional Council, Wellington City Council, Waka Kotahi, KiwiRail, CentrePort Limited or Wellington International Airport Limited</a> or their nominated contractors or agents within Natural Hazard Overlays where these will significantly decrease the existing risk to people’s lives and wellbeing, property and infrastructure.</p>
<b>NH-P17</b>	<p><b>Green infrastructure</b></p> <p>Encourage the use of green infrastructure, <del>or Mātauranga Māori approaches</del> when undertaking natural hazard mitigation <del>or stream and river management</del> works by <del>a statutory agency</del> <a href="#">the Greater Wellington Regional Council, Wellington City Council, Waka Kotahi, KiwiRail, CentrePort Limited or Wellington International Airport Limited</a> or their nominated contractors or agents within Natural Hazard Overlays.</p>

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<b>NH-R4</b>	<p><b>Additions to all buildings in the inundation area, overland flowpaths or the stream corridor <a href="#">of the Flood Hazard Overlay Areas</a></b></p>
	<p>1. Activity status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> <li>a. When located within an inundation area, the finished floor levels of the addition <a href="#">or alterations</a> for hazard sensitive <a href="#">activities and or</a> potentially hazard sensitive activities are demonstrated to be above the 1% Flood Annual Exceedance Probability level <a href="#">plus the height of including an allowance for freeboard, where the finished floor level is to the bottom of</a> the floor joists or the base of the concrete floor slab <a href="#">and an allowance for freeboard;</a> <del>or</del></li> <li>b. The additions are not located within an overland flowpaths; or and</li> <li>c. The additions are not located within a stream corridor.</li> </ol>
All Zones	<p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <ol style="list-style-type: none"> <li>a. Compliance with the requirements of NH-R4.1.a cannot be achieved.</li> </ol>

		<p>Matters of discretion are:</p> <p>1. The matters in NH-P4</p>
	All Zones	<p>3. Activity status: Discretionary</p> <p>Where:</p> <p>a. Compliance with the requirements of NH-R4.1.b cannot be achieved</p>
	All Zones	<p>4. Activity status: Non-Complying</p> <p>Where:</p> <p>a. Compliance with the requirements of NH-R4.1.c cannot be achieved</p>

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# Coastal Environment

CE	Coastal Environment
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Policies – Coastal environment
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CE-P14	<p><b>Additions <u>and alterations</u> to buildings for potentially hazard sensitive activities and hazard sensitive activities within the medium coastal hazard area and high coastal hazard area</b></p> <p>Enable additions <u>and alterations</u> to buildings that accommodate existing potentially hazard sensitive activities and hazard sensitive activities within the medium coastal hazard area and high coastal hazard area, where:</p> <ol style="list-style-type: none"> <li>1. They enable the <del>continued use</del> <u>same level of hazard sensitivity as</u> <del>of</del> the existing <u>use of the</u> building; and</li> <li>2. The risk from the coastal hazard is low due to either:             <ol style="list-style-type: none"> <li>a. Proposed mitigation measures; or</li> <li>b. The size and the activity of the addition.</li> </ol> </li> </ol>
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Rules: Land use activities
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CE-R18	<p><b>Additions <u>and alterations</u> to buildings within the Coastal Hazard Overlays</b></p>
All Zones	<ol style="list-style-type: none"> <li>1. Activity status: <b>Permitted</b></li> </ol> <p>Where:</p> <p><u>a. The additions or alterations are above the ground floor of a building containing a hazard-sensitive activity or potentially hazard sensitive activity within the City Centre Zone</u></p> <p><del>a-</del> <u>b. The additions or alterations are to a building containing a hazard sensitive activity or potentially hazard sensitive activity in the low coastal hazard area;</u></p> <p><del>b-</del> <u>c. The additions or alterations are to a buildings for containing a less hazard sensitive activity in either the low coastal hazard area, medium coastal hazard area or high coastal hazard area;</u></p> <p><del>c-</del> <u>d. The additions or alterations are to a building containing a potentially hazard sensitive activity in the medium coastal hazard area or to the ground floor of a building containing a hazard sensitive activity or potentially hazard sensitive activity within the City Centre Zone and they do not increase the building footprint by more than 100m<sup>2</sup>; or</u></p> <p><del>d-</del> <u>e. The additions or alterations are to a building containing a hazard sensitive activity in the medium coastal hazard area and they do not increase the building footprint by more than 50m<sup>2</sup>.</u></p>

All Zones	<p>2. Activity status: <b>Restricted discretionary</b></p> <p>Where:</p> <ul style="list-style-type: none"><li>a. Compliance with the requirements of CE-R18.1.<a href="#">ed</a> or CE-R18.1.<a href="#">de</a> cannot be achieved; or</li><li>b. The addition is to a potentially hazard sensitive activity or a hazard sensitive activity within a high coastal hazard area <a href="#">and is located outside of the City Centre Zone</a>.</li></ul> <p>Matters of discretion are:</p> <ul style="list-style-type: none"><li>1. The matters in CE-P14.</li></ul>
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## Subdivision

SUB	Subdivision
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### Objectives

<b>SUB-O1</b>	<p><b>Efficient pattern of development</b></p> <p>Subdivision achieves an efficient development pattern that:</p> <ol style="list-style-type: none"> <li>1. Maintains or enhances Wellington's compact urban form;</li> <li>2. Is compatible with the nature, scale and intensity anticipated for the underlying zone <del>and local context</del>;</li> <li>3. Enables <del>appropriate flexibility, innovation and choice for</del> future development and use of resulting land or buildings; and</li> <li>4. Is supported by development infrastructure and additional infrastructure for existing and anticipated future activities.</li> </ol>
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<b><u>SUB-Ox</u></b>	<p><b><u>Subdivision in areas of historical, natural environmental and coastal values</u></b></p> <p><u>Subdivision is managed in areas with identified historical values, natural environmental and coastal values, where subdivision can have adverse effects on the values that the District Plan seeks to manage or protect.</u></p>
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### Policies

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<b>SUB-P2</b>	<p><b>Boundary adjustments and amalgamation</b></p> <p>Enable boundary adjustments and site amalgamation to enhance the efficient use of land, provided that the nature and scale of resulting development potential is compatible with the <del>local context anticipated purpose, form and function of the underlying zone</del>.</p>
<b>SUB-P3</b>	<p><b>Sustainable design</b></p> <p>Provide for subdivision design and layout that <del>is resilient and adaptive to the effects of climate change</del>, makes efficient use of <del>renewable energy and other</del> natural and physical resources, and delivers well-connected, <del>resilient</del> communities including development patterns that:</p> <ol style="list-style-type: none"> <li>1. Maximise solar gain;</li> <li>2. Incorporate effective water sensitive design, <del>where practicable</del>;</li> <li>3. Achieve hydraulic neutrality;</li> <li>4. <del>Provide for safe vehicle access</del>;</li> <li>5. Support walking, cycling and public transport opportunities and enhance neighbourhood and network connectivity and safety; <del>and</del></li> <li>6. <del>Are adaptive to the effects of climate change.</del></li> </ol>
	<p><b><u>Subdivision within the Air Noise Boundary</u></b></p>

<b><u>SUB-PX</u></b>	Provide for subdivision within the Air Noise Boundary where the potential <del>future permitted density of noise sensitive activities will avoid adverse reverse sensitivity effects</del> relating to land use compatibility, amenity and health can be avoided, remedied or mitigated <del>on Wellington International Airport.</del>
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**Rules: Land use activities**

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<b>SUB-R17</b>	<b>Subdivision that creates building platforms for less hazard sensitive activities within the low, medium or high hazard areas of the Coastal Hazard Overlays or within the Flood Hazard, Liquefaction, Wellington Fault, Ohariu Fault, Sheppards Fault or Terawhiti Fault Overlays</b>
<u>All Zones</u>	<p>1. Activity status: <b>Controlled</b></p> <p>Where:</p> <ul style="list-style-type: none"> <li>a. The building platform is not located within an identified overland flowpath of the Flood Hazard Overlay; and</li> <li>b. The building platform is not located within a stream corridor of the Flood Hazard Overlay.</li> </ul> <p>Matters of control are:</p> <ul style="list-style-type: none"> <li>1. The matters in SUB-P1, SUB-P3, SUB-P4, SUB-P5, SUB-P7; <u>and</u></li> <li><del>2. Site access and the design of any vehicle parking and associated maneuvering areas proposed;</del></li> <li><del>and</del></li> <li><del>3. Any consent notices, covenants, easements or other legal instruments necessary.</del></li> </ul> <p><u>Notification status: Applications under this rule are precluded from being publicly notified.</u></p>
<u>All Zones</u>	<p><del>1.</del> Activity Status: <b>Restricted Discretionary</b></p> <p>Where:</p> <ul style="list-style-type: none"> <li>a. Compliance is not achieved with SUB-R17.1.a.</li> </ul> <p>Matters of discretion are:</p> <ul style="list-style-type: none"> <li>1. The matters in SUB-P1, SUB-P3, SUB-P4, SUB-P5, SUB-P7;</li> <li>2. Site access and the design of any vehicle parking and associated maneuvering areas proposed;</li> <li><u>and</u></li> <li><del>3. Any consent notices, covenants, easements or other legal instruments necessary; and</del></li> <li>4. The matters in NH-P3.</li> </ul> <p><u>Notification status: Applications under this rule are precluded from being publicly notified.</u></p>
<u>All Zones</u>	<p>3. Activity Status: <b>Discretionary</b></p> <p>Where:</p> <ul style="list-style-type: none"> <li>a. Compliance is not achieved with SUB-R17.1.b.</li> </ul>
<b>SUB-R18</b>	<b>Subdivision that creates building platforms for potentially hazard sensitive activities within the low hazard area of the Coastal Hazard Overlays, or within the inundation area of the Flood Hazard Overlay, or within the Liquefaction, Sheppards Fault or Terawhiti Fault Overlays</b>
<u>All Zones</u>	<p>1. Activity status: <b>Controlled</b></p>

	<p>Matters of control are:</p> <ol style="list-style-type: none"> <li>For subdivision where the building platforms are located in the Liquefaction, Sheppards Fault or Terawhiti Fault Overlays: <ol style="list-style-type: none"> <li>The matters in SUB-P1, SUB-P3, SUB-P4, SUB-P5, SUB-P7 and SUB-P8; <u>and</u></li> <li>Site access and the design of any vehicle parking and associated maneuvering areas proposed; <del>and</del></li> <li><del>Any consent notices, covenants, easements or other legal instruments necessary;</del></li> </ol> </li> <li>The matters in NH-P6 for building platforms that are located in <u>pending inundation</u> of the Flood Hazard Overlay.</li> </ol> <p><u>Notification status: Applications under this rule are precluded from being publicly notified.</u></p>
<b>SUB-R19</b>	<b>Subdivision that creates building platforms for potentially hazard sensitive activities within the medium hazard area of the Coastal Hazard Overlays</b>
<u>All Zones</u>	<ol style="list-style-type: none"> <li>Activity Status: <b>Restricted Discretionary</b></li> </ol> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> <li>The matters in SUB-P1, SUB-P3, SUB-P4, SUB-P5, SUB-P7 and SUB-P8;</li> <li>Site access and the design of any vehicle parking and associated maneuvering areas proposed; <u>and</u></li> <li><del>Any consent notices, covenants, easements or other legal instruments necessary; and</del></li> <li>The matters in CE-P16 for building platforms that are located in the medium hazard area of the Coastal Hazard Overlays.</li> </ol> <p><u>Notification status: Applications under this rule are precluded from being publicly notified.</u></p>
<b>SUB-R22</b>	<b>Subdivision that creates building platforms for hazard sensitive <u>areas activities</u> within the Sheppards Fault, Terawhiti Fault or Liquefaction Overlays</b>
<u>All Zones</u>	<ol style="list-style-type: none"> <li>Activity status: <b>Controlled</b></li> </ol> <p>Matters of control are:</p> <ol style="list-style-type: none"> <li>The matters in SUB-P1, SUB-P3, SUB-P4, SUB-P5, SUB-P7 and SUB-P8; <u>and</u></li> <li><del>Site access and the design of any vehicle parking and associated maneuvering areas proposed; and</del></li> <li><del>Any consent notices, covenants, easements or other legal instruments necessary.</del></li> </ol> <p><u>Notification status: Applications under this rule are precluded from being publicly notified.</u></p>
<b>SUB-R23</b>	<b>Subdivision that creates building platforms for hazard sensitive activities within the inundation area of the Flood Hazard Overlay or the low hazard area of the Coastal Hazard Overlays</b>
<u>All Zones</u>	<ol style="list-style-type: none"> <li>Activity Status: <b>Restricted Discretionary</b></li> </ol> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> <li>The matters in SUB-P1, SUB-P3, SUB-P4, SUB-P5, SUB-P7, <del>and</del> SUB-P8, <u>and</u> SUB-P25;</li> <li>Site access and the design of any vehicle parking and associated maneuvering areas proposed;</li> <li><del>Any consent notices, covenants, easements or other legal instruments necessary;</del></li> <li>The matters in NH-P6 for building platforms that are located in the inundation area of the Flood Hazard Overlay; and</li> <li>The matters in CE-P15 for building platforms that are located in the low hazard area of the Coastal Hazard Overlay.</li> </ol> <p><u>Notification status: Applications under this rule are precluded from being publicly notified.</u></p>
<u>All Zones</u>	<ol style="list-style-type: none"> <li>Activity status: <b>Non-Complying</b></li> </ol>

SUB-R26	Subdivision within the Wellington Fault Overlay or medium or high coastal hazard areas on land occupied by City Centre Zone or Airport, operational port activities, passenger port facilities and rail activities
As specified in rule	<p>1. Activity status: <b>Restricted Discretionary</b></p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> <li>1. The matters in SUB-P1, SUB-P3, SUB-P4, SUB-P5, SUB-P7 and SUB-P8;</li> <li>2. Site access and the design of any vehicle parking and associated maneuvering areas proposed;</li> <li><del>3. Any consent notices, covenants, easements or other legal instruments necessary;</del></li> <li>4. The matters in <a href="#">SUB-P26 and NH-P14</a> for building platforms associated with operational port activities, passenger port facilities and rail activities that are located in the Wellington Fault Overlay;</li> <li>5. The matters in CE-P20 for subdivision on land occupied by the Airport, operational port activities, passenger port facilities and rail activities that are located in a medium or high coastal hazard areas; and</li> <li>6. The matters in <a href="#">CE-P19 and CE-P22</a> for subdivision on land within the City Centre Zone that is located in a medium or high coastal hazard areas;</li> </ol> <p><a href="#">Notification status: Applications under this rule are precluded from being publicly notified.</a></p>
SUB-R3029	Subdivision within the Air Noise Boundary
All Zones	<p>1. Activity status: <b>Discretionary</b></p> <p><del><a href="#">Notification status: For a resource consent application made in respect of Rule SUB-R29, WIAL must be considered to be an affected person in accordance with Section 95E of the RMA.</a><sup>58</sup></del></p>

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## Standards

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SUB-S6	Number, size and shape of allotments	
	The following maximum allotment number and minimum size and shape limits must be complied with for any fee simple subdivision:	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>1. The extent to which a higher density of development is compatible with the anticipated zone purpose, form and function and local site context;</li> <li>2. Whether the size, shape and other physical characteristics of resulting allotments will enable feasible future development of a nature and scale that is generally anticipated by the relevant Zone provisions;</li> <li>3. The extent to which any adverse effects on privacy or sunlight access for neighbours can be managed by allotment size, shape, orientation and topography or by landscaping, restrictions on future buildings or other mitigation;</li> </ol>
Standard	Limit	
<a href="#">Residential Zones (MRZ and HRZ)</a>		
1. <a href="#">Minimum shape of any vacant allotment following subdivision:</a>	<a href="#">Accommodate a rectangle of 8m x 15m</a>	
<b>Large Lot Residential Zone</b>		
1. Minimum size of any allotment following subdivision:	3,500m <sup>2</sup>	
<b>General Rural Zone</b>		
2. Maximum number of allotments following subdivision	2	



<p>3. Minimum size of allotment that may be subdivided</p> <p>a. In the Horokiwi Area;</p> <p>b. In all other areas</p>	<p>nil</p> <p>30ha</p>	<p>4. The extent to which clustering of smaller allotments and associated buildings in the General Rural Zone is appropriate to the local rural character and the overall maintenance of spaciousness, compared to a more dispersed development pattern; and</p> <p>5. The effectiveness of any legal or instruments <u>necessary proposed</u> to limit future intensification.</p>
<p>4. Minimum size of any allotment following subdivision:</p> <p>1. In the Horokiwi Area;</p> <p>2. In all other areas</p>	<p>50ha</p> <p>nil</p>	
<p><del>Metropolitan Centre, Local Centre, Neighbourhood Centre, Mixed Use &amp; General Industrial Zones</del></p>		
<p><del>5. Maximum number of allotments</del></p>	<p><del>nil</del></p>	
<p><del>6. Minimum allotment size</del></p>	<p><del>500m<sup>2</sup></del></p>	
<p><del>7. Minimum allotment shape</del></p>	<p><del>nil-</del></p>	
<p><b>Upper Stebbings and Glenside West Development Area</b></p>		
<p>8. Minimum allotment size and shape</p>	<p>Capable of providing a building platform within the 'built' area</p>	
<p><b>All other Zones</b></p>		
<p>9. Maximum number of allotments</p>	<p>nil</p>	
<p>10. Minimum allotment size and shape</p>	<p>nil</p>	

# Earthworks

<b>EW</b>	<b>Earthworks</b>
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## Policies

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<b>EW-P3</b>	<p><b>Maintaining stability</b></p> <p>Require earthworks to be designed and carried out in a manner that maintains slope stability and minimises the risk of slope failure associated with natural hazards <del>such as earthquakes and increased rainfall intensities arising from climate change.</del></p>
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## Standards

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<b>EW-S2</b>	<b>Cut height and fill depth</b>		
All Zones	<p>1. Earthworks must not exceed the maximum cut height or fill depth specified in the table below. All heights and depths are expressed in metres, measured vertically.</p>	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>1. Whether the nature of the proposal or the site and the surrounding land necessitates a geotechnical assessment of the geology of the site and the surrounding land;</li> <li>2. Whether the earthworks and associated structures have been designed by an appropriately qualified and experienced person;</li> <li>3. Whether an appropriately qualified and experienced person will supervise the earthworks and construction of associated structures and certify them on their completion;</li> <li>4. Whether a retaining or stabilising structure or building will be used to support or stabilise the earthworks and the efficacy of the structure or building;</li> <li>5. Whether the nature of the proposal or the site and the surrounding land and the extent and risk of instability means:               <ol style="list-style-type: none"> <li>a. That an earthworks and/or construction plan to define acceptable performance standards for environmental and amenity protection and public safety during the construction process is necessary; or</li> <li>b. That the design of any stabilising structure or building can be assessed at a later date under the building consent process;</li> </ol> </li> <li>6. Whether the earthworks are designed in accordance with the relevant provisions of:               <ol style="list-style-type: none"> <li>a. The earthworks and design construction criteria in the Wellington City Council Code of Practice for Land Development 2012;</li> </ol> </li> </ol>	
	<b>Condition</b>		<b>Max cut height/fill depth</b>
	<p>a. Where any cut or fill is retained by a building or structure authorised by a building consent (which must be obtained prior to any earthworks commencing)</p>		2.5m
<p>b. Where a. does not apply and the cut height or fill depth does not exceed the distance from the nearest site boundary, building or structure (above or below ground), when that distance is measured on a horizontal plane</p>	1.5m		

		<ul style="list-style-type: none"><li>b. NZS 4404:2010 Land Development and Subdivision Engineering; and</li><li>c. NZS 4431:1989 Code of Practice for Earth Fill for Residential Earthworks.</li></ul> <p>7. The effectiveness of measures to retain dust, silt and sediment on site during the course of earthworks;</p> <p>8. The extent to which the earthworks are designed and will be managed in accordance the principles and methods in the GWRC's Erosion and Sediment Control Guide for Land Disturbing Activities in the Wellington Region 2021;</p> <p>9. The need for, and effectiveness of, measures to reduce the visual prominence and particularly visual intrusiveness of the earthworks, and any buildings and other structures associated with or subsequently located on them, <del>including:</del></p> <ul style="list-style-type: none"><li>a. <del>Designing and engineering to reflect natural landforms and natural features such as cliffs, escarpments, streams and wetlands;</del></li><li>b. <del>Avoiding unnatural scar faces;</del></li><li>c. <del>Favouring untreated cut faces over artificial finishes in areas where bare rock is common;</del></li><li>d. <del>Favouring alternatives to the use of sprayed concrete on cut faces, such as anchored netting;</del></li><li>e. <del>Designing and finishing retaining walls or stabilising structures to reflect existing buildings and structures, in urban settings;</del></li><li>f. <del>Designing and finishing retaining walls or stabilising structures to reduce their apparent size by, for example, employing features that break up the surface area and create patterns of light and shadow;</del></li><li>g. <del>Retaining existing vegetation above, below and at the sides of earthworks and associated structures;</del></li><li>h. <del>Integrating new landscaping and associated planting to conceal or soften the appearance of earthworks and associated structures;</del></li><li>i. <del>Concealing views of earthworks and associated structures from streets, other public places and other properties through the positioning of proposed or future buildings; and</del></li><li>j. <del>Placing pipes below ground or integrating them into earthworks and associated structures.</del></li></ul>
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## Three Waters

THW	Three Waters
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<p><b>THW-P4</b></p>	<p><b>Three waters infrastructure servicing</b></p> <p>Subdivision or development in urban areas is serviced by three waters infrastructure that:</p> <ol style="list-style-type: none"> <li>1. Meets the Wellington Water Regional Standard for Water Services v3.0 December 2021;</li> <li>2. Has sufficient capacity to accommodate the development; and</li> <li>3. Is in position prior to the commencement of construction.</li> </ol> <p><del>Limit subdivision and development in urban areas where existing three waters capacity and/or level of service is insufficient to service further development unless:</del></p> <p>-</p> <ol style="list-style-type: none"> <li><del>1. It can be demonstrated there is an alternative solution to avoid or mitigate any adverse effects on the three waters infrastructure network and the health and wellbeing of water bodies and freshwater ecosystems; and</del></li> <li><del>2. The additional demand generated will not necessitate additional unplanned public investment in, or expansion of, the three waters infrastructure network or compromise its ability to service other activities permitted within the zone.</del></li> </ol>
<p><u><b>THW-Px</b></u></p>	<p><u><b>Alternative infrastructure options for urban development</b></u></p> <p><u>Provide for subdivision and development in urban areas where existing three waters capacity and/or level of service is insufficient if:</u></p> <ol style="list-style-type: none"> <li>1. <u>It can be demonstrated there is an alternative solution to avoid or mitigate any adverse effects on the three waters infrastructure network and the health and wellbeing of water bodies and freshwater ecosystems; and</u></li> <li>2. <u>The additional demand generated will not necessitate additional unplanned public investment in, or expansion of, the three waters infrastructure network or compromise its ability to service other activities permitted within the zone; or</u></li> <li>3. <u>The additional capacity and/or level of service can be provided and funded by alternative means or through a change to growth sequencing to allow for significant urban development opportunities.</u></li> </ol>

Amend the Introduction section of the Airport chapter as follows:

## Introduction to Airport Zone Chapter

### Airport Noise

The management of noise associated with the Airport's operations is addressed in the District Plan Noise Chapter. Noise is subject to the following interrelated controls:

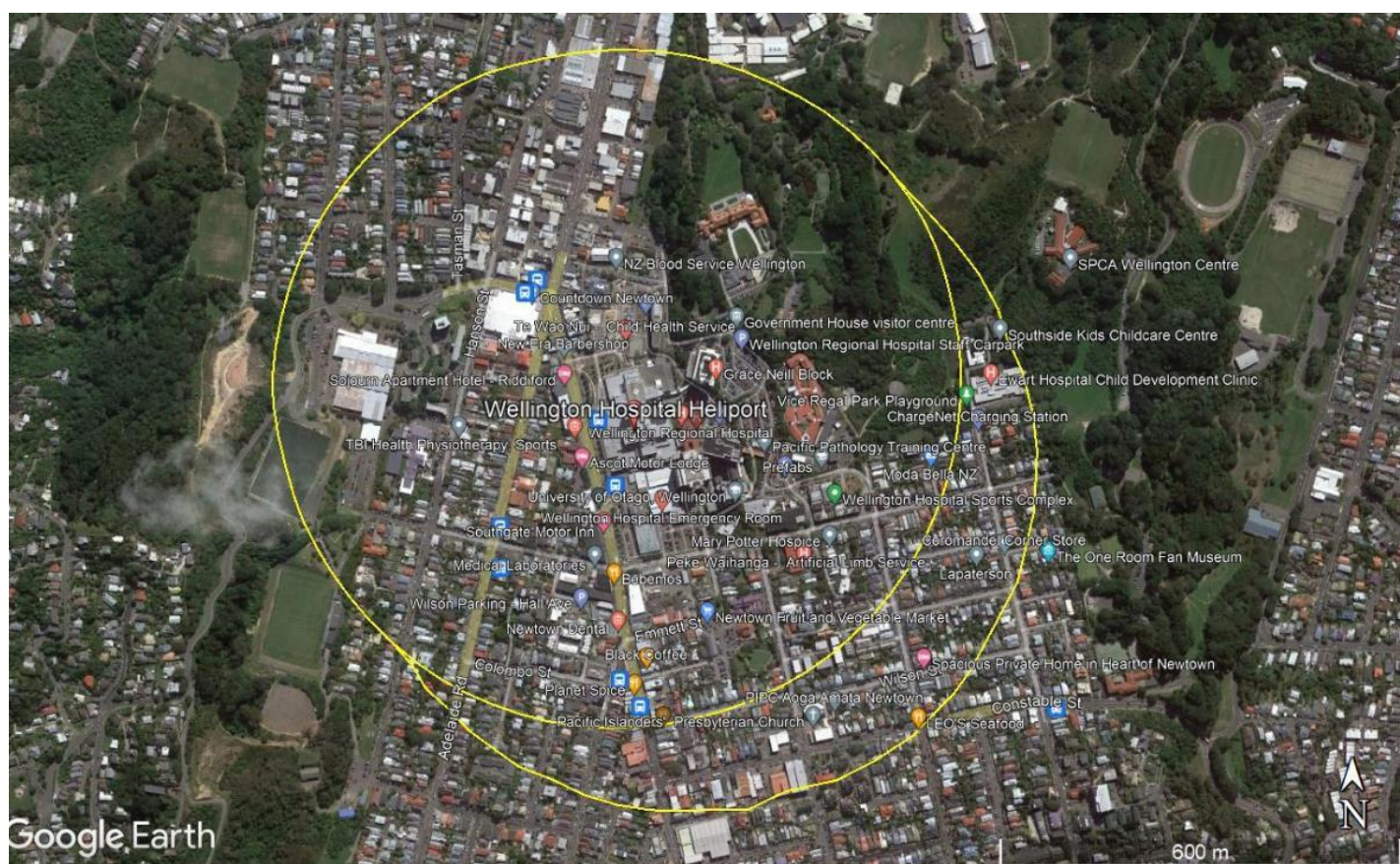
1. District Plan provisions which reference specific noise restrictions.
2. District Plan provisions which reference the Airport's Noise Management Plan ([NMPANMP](#)).
3. The [NMPANMP](#), which sits outside of the District Plan.

4. The [Air Noise overlay \(ANO\)—65 dB Air Noise Boundary \(ANB\)](#) which is demarcated on the District Plan maps, and referenced in District Plan provisions and the [NMPANMP](#). The extent and nature of the [ANO ANB](#) is guided by the recommendations of New Zealand Standard NZS6805:1992 Airport Noise Management and Land Use Planning.
5. [The Inner Air Noise Overlay and the Outer Air Noise Overlay, which are used to manage intensity of development by noise sensitive activities \(such as residential development\). The Outer edge of the Inner Air Noise Overlay approximates the ANB. The Outer edge of the Outer Air Noise Boundary approximates a 60 dB airnoise contour.](#)

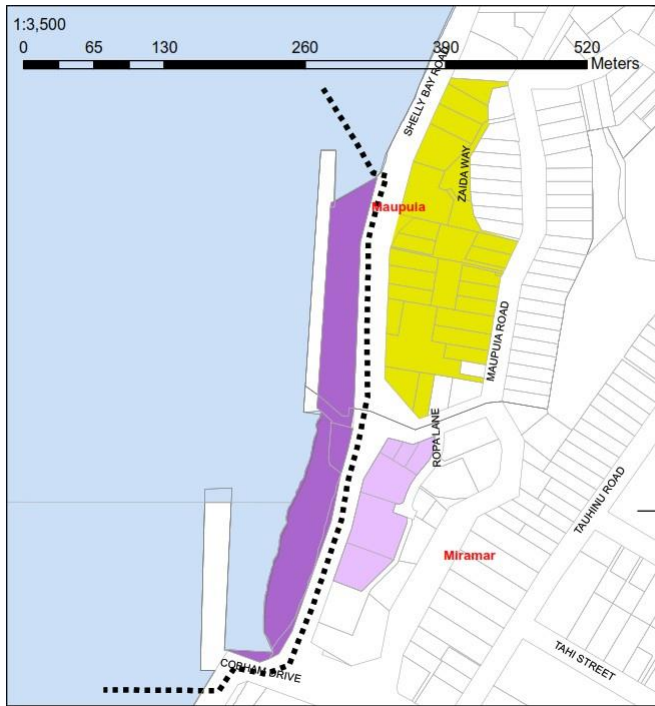
## District Plan Maps

Amend planning maps to insert a noise overlay referred to as:

[500 metre Heli Noise Effects Advisory overlay \(HNEAO\)](#)



Amend planning maps to include the existing Burnham Wharf (Miramar) port noise control line shown by Map 55 in the operative district plan:



55

----- Port noise control lines

Amend the Noise Chapter as follows:

# Te Oro

## Noise

<b>NOISE</b>	<b>Noise</b>
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### P1 Sch1 Introduction

Effective management of noise and vibration is a key aspect of achieving good environmental outcomes throughout the City.

Noise is well recognised as a potential environmental pollutant and nuisance. It can adversely affect health and amenity values, interfere with communication, and disturb sleep and concentration. For those, and other reasons, noise is the subject of frequent complaints received by council. Wellington's relatively compact nature, and anticipated residential intensification in the city centre area and other mixed use areas, make noise management an ongoing and important issue.

The provisions of this chapter manage potential adverse noise effects that can arise from a diverse range of activities. In addition, section 16 of the RMA imposes a duty on all persons to avoid unreasonable noise (which includes vibration) by adopting the best practicable option (BPO), regardless of whether the activity complies with a standard or rule. Section 17 of the RMA further imposes a general duty to avoid, remedy or mitigate adverse noise effects. At all times the Council has a responsibility to exercise its powers under the RMA to ensure that the general duties of sections 16 and 17 are met.

RMA Sections 326 and 327 are used by Wellington City Council to control excessive noise.

The objectives, policies, rules and standards of the Noise chapter are linked to zones and to specific activities. They take into account the level, duration and nature of noise – within the context of the surrounding environment and whether noise can be reasonably mitigated. The provisions identify where sound insulation is a requirement for new noise sensitive activities, and also limit the establishment of noise sensitive activities in some cases. Noise sensitive activities are defined by the District Plan. [Noise overlays are used in several cases to define areas in which noise effects from specific sources can be expected, up to prescribed limits. Examples include the Air Noise Overlay and the Port Noise Overlay. Noise overlays may also prescribe limits to intensification of noise sensitive activities \(such as new residential development\) and /or acoustic insulation and ventilation standards to assist in managing the effects of noise received in the overlays.](#)

Other than where expressly provided for, the measurement of noise must be in accordance with New Zealand Standard NZS6801:2008 Acoustics – Measurement of Environmental Sound and New Zealand Standard NZS6802:2008 Acoustics – Environmental Noise. Some other standards are expressly provided for, such as NZS6803: 1999 Acoustics Construction Noise.

Some activities that generate noise are exempt from the noise rules set out in this chapter. This is because they are not controlled by the RMA, e.g. vehicles being driven on a road, or aircraft above 1,000 feet in flight over built up areas. In addition, the Civil Aviation Act 1990 imposes certain rules requiring noise abatement procedures for aircraft operating in the vicinity of Wellington International Airport.



The following activities are exempt from the rules and standards contained in this chapter. They are:

1. Aircraft being operated above 1,000 feet (305m) over built up areas, or above 500 feet (152m) over rural areas;
2. Aircraft used in emergencies or as air ambulances;
3. Vehicles being driven on a road (within the meaning of section 2(1) of the Transport Act 1998), or within a site as part of or compatible with a normal residential activity (including apartments or mixed use activity);
4. Trains on rail lines (public or private) and crossing bells within the road reserve, including at railway yards, railway sidings or stations. This exemption does not apply to the testing (when stationary), maintenance, loading or unloading of trains;
5. Any warning device or siren used by emergency services for civil defence or emergency purposes (and routine testing and maintenance);
6. The use of generators and mobile equipment (including vehicles) when used solely for civil defence or emergency purposes, including testing and maintenance not exceeding 48 hours in duration, where they are operated by emergency services or lifeline utilities, or for the continuation of radiocommunication broadcasts;
7. Rural activities, including, agricultural vehicles, machinery or equipment used on a seasonal or intermittent basis in the Rural Zones [excluding any fixed plant](#); and

8. Crowd or people noise from special events or temporary event activities including any events located in Open Space and Recreation Zones.

Note: Where standards are provided for specific activities, and there is a conflict between those standards and the zone interface standards or zone standards, the specific activity standards will prevail. In addition, resource consent may be required for the activity that generates noise. Provisions controlling the establishment of those activities may be contained in other chapters of the district plan.

Other relevant District Plan provisions
<p>It is important to note that in addition to the provisions in this chapter, the following Part 2: District-Wide chapters may also be of relevance.</p> <p>The noise provisions, while district wide, need to be considered in conjunction with zone specific chapters and their associated standards for activities. The relevant zone chapter will depend on the location of the activity.</p> <p>Noise from temporary activities is addressed in the Temporary Activities Chapter.</p> <p>Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.</p>

Objectives	
P1 Sch1	<p><b>NOISE-O1</b></p> <p><b>Managing noise generation and effects</b></p> <p>Amenity values and peoples' health and well-being are <del>protected from</del> <u>not compromised by</u> adverse noise levels, consistent with the anticipated outcomes for the receiving environment.</p>
P1 Sch1	<p><b>NOISE-O2</b></p> <p><del>Reverse sensitivity</del> <u>Incompatible use and development</u></p> <p>Existing and authorised activities that generate <del>high</del> <u>higher</u> levels of noise are protected from <del>reverse sensitivity effects</del> <u>incompatible use and development</u>.</p>
Policies	
P1 Sch1	<p><b>NOISE-P1</b></p> <p><b>General management of noise</b></p> <p>Enable the generation of noise from activities that:</p> <ol style="list-style-type: none"> <li><del>Maintain</del> <u>Are compatible with</u> the <u>anticipated</u> amenity values of the receiving environment; and</li> <li><del>Does</del> not compromise the health, safety and wellbeing of people and communities.</li> </ol>
P1 Sch1	<p><b>NOISE-P2</b></p> <p><b>Construction noise</b></p> <p>Enable construction activities while ensuring that unreasonable noise and vibration effects are managed effectively.</p>

<p><b>NOISE-P3</b></p>	<p><b>Higher noise areas</b></p> <p>Allow for higher noise levels to be generated within:</p> <ol style="list-style-type: none"><li>1. General Rural Zone;</li><li>2. Commercial <del>and Mixed-Use Zones</del><u>Zone</u>;</li><li>3. Hospital Zone;</li><li>4. Tertiary Education Zone;</li><li>5. Stadium Zone;</li><li>6. Port Zone;</li><li>7. Airport Zone and associated airspace;</li><li>8. City Centre Zone;</li><li>9. <u>Courtenay Place Noise Area</u>;</li><li>10. Mixed Use Zone;</li><li>11. General Industrial Zone; and</li><li>12. State Highway and Railway <del>network</del><u>designations</u></li></ol>
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		<a href="#">The Port Noise Management Plan and the Airport Noise Management Plan (both required by NOISE-S3) provide additional context for management of noise at those regionally significant facilities.</a>
P1 Sch1	NOISE-P4	<p><del>Protection of noise sensitive activities by a</del> <b>Acoustic treatment of buildings and provision of alternative ventilation for buildings containing noise sensitive activities</b></p> <p>Require sound insulation and / or mechanical ventilation for <a href="#">buildings housing</a> new noise sensitive activities within:</p> <ol style="list-style-type: none"> <li><del>The</del> City Centre Zone;</li> <li><a href="#">Courtenay Place Noise Area</a>;</li> <li><del>The</del> Waterfront Zone;</li> <li><del>The Centres Zones</del> <a href="#">Neighbourhood Centre Zone</a>;</li> <li><a href="#">Local Centre Zone</a>;</li> <li><a href="#">Metropolitan Centre Zone</a>;</li> <li><del>The</del> Mixed Use Zones;</li> <li><a href="#">Commercial Zone</a>;</li> <li><a href="#">General Industrial Zones</a>;</li> <li>Outer Port Noise Overlay;</li> <li><del>The</del> Air Noise Overlay (<a href="#">Inner Air Noise Overlay and Outer Air Noise Overlay</a>); and</li> <li>Identified corridors adjacent to the State Highways and railway networks.</li> </ol> <p>Two standards of acoustic insulation are prescribed to achieve acceptable indoor acoustic amenity in habitable rooms. <a href="#">NOISE-S4 is the standard for High noise areas, and NOISE-S5 is the standard for Moderate noise areas.</a></p>
P1 Sch1	NOISE-P5	<p><b>Noise at Wellington Regional Stadium and the Basin Reserve</b></p> <p>Require that activities at Wellington Regional Stadium and the Basin Reserve, other than special entertainment events authorised as temporary activities, are managed effectively to mitigate adverse noise effects on residential amenity.</p>
ISPP	NOISE-P6	<p><b>Development <del>restrictions on</del> noise sensitive activities</b></p> <p><del>Restrict</del> <a href="#">Manage</a> the development of noise sensitive activities within:</p> <ol style="list-style-type: none"> <li><del>The Inner Air Noise Overlay</del> <a href="#">High and Moderate Noise Areas</a>; and</li> <li><del>Other locations</del> <a href="#">Buildings housing noise sensitive activities in High and Moderate Noise Areas</a> where ventilation and acoustic insulation standards are not met.</li> </ol> <p><a href="#">High and Moderate Noise Areas are listed in NOISE-R3.1 and NOISE-R3.2. The relevant acoustic insulation and ventilation standards are NOISE-S4, NOISE-S5 and NOISE-S6.</a></p>
<b>Rules: Land use activities</b>		
P1 Sch1	NOISE-R1	<b>Noise not otherwise provided for in this chapter</b>
	All Zones	<ol style="list-style-type: none"> <li>Activity status: <b>Permitted</b></li> </ol> <p>Where:</p> <ol style="list-style-type: none"> <li>Compliance with NOISE-S1 <a href="#">and APP4</a> is achieved.</li> </ol>

All Zones	<p>2. Activity status: Restricted</p> <p>Discretionary Where:</p> <p>a. Compliance with the requirements of NOISE-R1.1.a cannot be achieved.</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"><li>1. The matters in NOISE-P1; and</li><li>2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard.</li></ol>
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P1 Sch1

	<b>NOISE-R2</b>	<b>Noise from construction, maintenance, earthworks, and demolition activities</b>
	All Zones	<p>1. Activity status: <b>Permitted</b></p> <p>Where:</p> <ul style="list-style-type: none"> <li>a. All work will occur within the hours of 7.30am to 6.00pm Monday to Saturday; or</li> <li>b. Compliance with NOISE-S2 (Construction Activities) is achieved.</li> </ul>
	All Zones	<p>2. Activity status: Restricted</p> <p>Discretionary Where:</p> <ul style="list-style-type: none"> <li>a. Compliance with the requirements of NOISE-R2.1.a cannot be achieved.</li> </ul> <p>Matters of discretion are:</p> <ul style="list-style-type: none"> <li>1. The matters in NOISE-P2; and</li> <li>2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard.</li> </ul>
	<b>NOISE-R3</b>	<b>Noise sensitive activity in a new building, or in alterations / additions to an existing building</b>
	As specified in Rule	<p>1. Activity status: <b>Permitted</b></p> <p>Where:</p> <ul style="list-style-type: none"> <li>a. Compliance with NOISE-S4 (High Noise Areas) <a href="#">and NOISE-S6 (Ventilation)</a> is achieved <u>for one residential unit on a site</u> within: <ul style="list-style-type: none"> <li>i. <del>40m of a State Highway;</del></li> <li>ii. <del>40m of a Railway corridor;</del></li> <li>iii. <a href="#">Courtenay Place Noise Area;</a></li> <li>iv. <del>General Industrial Zone;</del> or</li> <li>v. Inner Air Noise Overlay.</li> </ul> </li> </ul> <p><del>Note: Distances from a state highway or railway corridor shall be measured from the closest habitable room to the closest point of a state highway or railway designation.</del></p>

ISPP

As specified in Rule	<p>2. Activity status: <b>Permitted</b></p> <p>Where:</p> <p>a. Compliance with NOISE-S5 (Moderate Noise Areas) <u>and NOISE-S6 (Ventilation)</u> is achieved <u>for up to three residential units on a site</u> within:</p> <ul style="list-style-type: none"><li>i. <del>The area between 40m and 100m</del>80m of a State Highway with a posted speed limit greater than &gt;70 km/hour;</li><li>ii. <del>The area between 40m and 100m of a Railway corridor;</del></li><li>iii. City Centre Zone;</li><li>iv. Mixed Use Zone;</li><li>v. <u>Commercial zone;</u></li><li>vi. Neighbourhood Centre Zone;</li><li>vii. Local Centre Zone;</li><li>viii. Metropolitan Centre Zone;</li><li>ix. <u>Waterfront Zone;</u></li><li>x. Outer Port Noise Overlay; and</li><li>xi. Outer Air Noise Overlay.</li></ul> <p><del>Note: Distances from a state highway or railway corridor shall be measured from the closest habitable room to the closest point of a state highway or railway designation. Unless otherwise restricted by zone or overlay based rules, there is no limit on the number units per site on land</del></p>
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		<p><del>further than 40m from a State Highway that has a posted speed limit equal to or less than 70 km/hour.</del></p>
	<p>All Zones</p>	<p>3. Activity status: Restricted</p> <p>Discretionary Where:</p> <ul style="list-style-type: none"> <li>a. <del>Compliance with the requirements of NOISE-S4, NOISE-S5 and NOISE-S6 or NOISE-S5 cannot be achieved</del> <u>is cannot be achieved for two residential units on a site listed by NOISE-R3.1; or</u></li> <li>b. <del>Any noise sensitive activity is proposed on a site within land subject to NOISE- R3.2;</del></li> <li>c. <del>Two residential units are proposed on a site within the Inner Air Noise Overlay; and</del></li> <li>d. <del>Compliance with the requirements of NOISE-S5 and NOISE-S6 is achieved for four or more residential units on a site listed by NOISE-R3.2</del> <u>Four or more residential units are proposed on a site within the Outer Air Noise Overlay;</u></li> <li>e. <del>Compliance with the requirements of NOISE-R3.1 for the Courtenay Place Noise Area is not otherwise achieved; or.</del></li> <li>f. <del>Any other noise sensitive activity is proposed on a site within land subject to NOISE-R3.2 and the requirements of NOISE-S5 and NOISE-S6 are achieved.</del></li> </ul> <p>Matters of discretion are:</p> <ul style="list-style-type: none"> <li>1. The matters of assessment in NOISE-S4, <del>and</del> <u>NOISE-S5 and NOISE-S6</u>; and</li> <li>2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard.</li> </ul> <p><del>Wellington International Airport Limited will be considered an affected party for applications within the Inner Air Noise Overlay.</del></p> <p><del>Note: This rule does not obligate Wellington International Airport Limited (WIAL) to provide or upgrade mechanical ventilation or noise insulation in a residential unit which has already received such treatment.</del></p>
<p>P1 Sch1</p>		<p>4. Activity status: <b>Discretionary</b></p> <p>Where:</p> <ul style="list-style-type: none"> <li>a. <del>Three or more residential units are proposed on a site subject to NOISE-3.1; or</del></li> <li>b. <del>Compliance with the requirements of NOISE-R3.13 for the Inner Air Noise Overlay is not otherwise achieved; or</del></li> <li>c. Any <u>other</u> noise sensitive activity is proposed on a site within land subject to NOISE-R3.1.; <del>and</del></li> <li>d. <del>Wellington International Airport Limited will be considered an affected party for applications within the Inner Air Noise Overlay.</del> <u>Three or more residential units are proposed on a site within the Inner Air Noise Overlay.</u></li> </ul> <p><del>Note: This rule does not obligate Wellington International Airport Limited (WIAL) to provide or upgrade mechanical ventilation or noise insulation in a residential unit which has already received such treatment.</del></p>



NOISE-R4	Helicopter Landing Noise
<p>Hospital Zone</p> <p>Airport Zone</p>	<p>1. Activity status: <b>Permitted</b></p> <p><a href="#"><u>Note: The likelihood of noise arising from helicopter activity in the area surrounding Wellington Regional Hospital (Newtown) is signalled by a mapped noise alert overlay. Aircraft (which includes helicopters) used in emergencies or as air ambulances, are exempt from the provisions of the Noise chapter. There are no associated standards.</u></a></p>
<p>All other Zones</p>	<p>2. Activity status: <b>Permitted</b></p> <p>Where:</p>

P1 Sch1

		<p>a. Compliance with the recommended limits and noise management provisions as set out in NZS6807:1994 Noise Management and Land Use Planning for Helicopter Landing Areas is achieved.</p>
	All other Zones	<p>3. Activity status: <b>Discretionary</b></p> <p>Where:</p> <p>a. Any of the requirements of NOISE-R4.2 cannot be achieved.</p>
	<b>NOISE-R5</b>	<b>Noise from Wellington Regional Stadium and the Basin Reserve</b>
	Stadium zone Basin Reserve	<p>1. Activity status: <b>Permitted</b></p> <p>Where:</p> <p>a. The noise is from Wellington Regional Stadium or the Basin Reserve; and</p> <p>i. Compliance with NOISE-S1 <u>and APP4</u> is achieved; or</p> <p>ii. Compliance with TEMP-S8 or TEMP-S9 is achieved.</p>
	Stadium zone Basin Reserve	<p>2. Activity status: Restricted</p> <p>Discretionary Where:</p> <p>a. Compliance with NOISE-R5.1.a is not achieved.</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> <li>1. Whether noise emission levels would increase the background noise levels for a noise sensitive activity, creating a noise nuisance for the occupants of a noise sensitive site;</li> <li>2. Whether the sound characteristics of the noise emissions or the time of day at which noise occurs is likely to lead to sleep disturbance or other form of nuisance associated with noise;</li> <li>3. The manner in which buildings, structures or machinery are designed and arranged to reduce the noise emission levels likely to emanate from the noise source; and</li> <li>4. The best practicable options available to reduce the adverse effects of the noise.</li> </ol>
	<b>NOISE-R6</b>	<b>Fixed Plant Noise</b>

P1 Sch1

All Zones	<p>1. Activity status: <b>Permitted</b></p> <p>Where:</p> <ul style="list-style-type: none"> <li>a. <u>Compliance with NOISE-S7 and APP5 is achieved; or</u></li> <li>b. The noise is generated by fixed plant used solely for emergency or civil defence purposes; or</li> <li>c. The noise is generated by fixed plant in relation to Operational Port Activities, and: <ul style="list-style-type: none"> <li>i. Only operates for maintenance between 8:00am and 5:00pm weekdays; and</li> <li>ii. Compliance with NOISE-S1 <u>and APP5</u> is achieved.; <del>or Compliance with NOISE-S7 is achieved.</del></li> </ul> </li> </ul> <p><del>Exemption: The noise limits set in standard NOISE-S7 do not apply to fixed plant located in the Special Purpose Port Zone, in relation to Operational Port Activities. Fixed plant is exempt from the noise limits provided that it:</del></p> <p><del>only operates for maintenance between 8:00am and 5:00pm weekdays, and can comply with NOISE-S1.</del></p>
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	All Zones	<p>2. Activity status: <b>Restricted Discretionary</b></p> <p>Where:</p> <p>a. Compliance with the requirements of NOISE-R6.1 cannot be achieved.</p> <p>Matters of discretion are:</p> <p>1. The matters in NOISE-P1; and</p> <p>2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard.</p>
<b>P1 Sch1</b>	<b>NOISE-R7</b>	<b>Commercial facility dog noise (day care, dog parks, boarding kennels)</b>
	As specified in Rule	<p>1. Activity status: <b>Permitted</b></p> <p>Where:</p> <p>a. Compliance is achieved with NOISE-S1 <u>and APP4</u> within:</p> <p>i. General Rural zone;</p> <p>ii. Large Lot Residential zone;</p> <p>iii. General Industrial zone;</p> <p>iv. City Centre zone;</p> <p>v. Metropolitan Centre zone;</p> <p>vi. <u>Town Centre zone</u>;</p> <p>vii. Mixed use zone;</p> <p>viii. Commercial zone;</p> <p>ix. Local Centre zone;</p> <p>x. Neighbourhood Centre zone; and</p> <p>b. The hours of operation are between 7:00am and 7:00pm, all days of the week; and</p> <p>c. Operation does not include overnight boarding and / or outdoor facilities for overnight stay.</p>
	All other Zones	<p>2. Activity status:</p> <p>Discretionary Where:</p> <p>a. Any of the requirements of NOISE-R7.1 cannot be achieved.</p>
<b>P1 Sch1</b>	<b>NOISE-R8</b>	<b>Shooting range and firearm noise</b>
	<u>Airport Zone</u>  <u>General Rural Zone</u>	<p>1. <u>Activity status:</u></p> <p><b><u>Permitted</u></b> <u>Where:</u></p> <p>a. <u>In the Airport Zone, shooting is:</u></p> <p>i. <u>For the purposes of wildlife management in respect of aircraft safety; and</u></p> <p>ii. <u>Complies with any terms set by the Airport Noise Management Plan (ANMP).</u></p> <p>b. <u>In the General Rural Zone is for the purpose of conservation activities or informal recreation activities.</u></p>

<p><a href="#">All Zones</a></p>	<p>2. Activity status: <b>Discretionary</b></p> <p><u>Where:</u></p> <ul style="list-style-type: none"><li>a. <u>Any of the requirements of NOISE-R8.1 cannot be achieved.</u></li><li>b. <u>Shooting range or firearm noise otherwise occurs and is not subject to provisions of the Temporary Activities chapter.</u></li></ul>
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P1 Sch1

	<b>NOISE-R9</b>	<b>Blasting noise</b>
	All Zones	<p>1. Activity status: <b>Permitted</b></p> <p>Where:</p> <p>a. Compliance is achieved with NOISE-S2 (Blasting); and</p> <p>b. The activity is a quarrying activity.</p>
	Quarry Zone	<p>2. Activity status: <b>Permitted</b></p> <p>Where:</p> <p>a. Compliance is achieved with NOISE-S2 (Kiwi Point Quarry); and</p> <p>b. The activity is a quarrying activity; and</p> <p>c. Located in the Special Purpose Quarry Zone (Kiwi Point Quarry)</p>
	All Zones	<p>3. Activity status: <b>Restricted Discretionary</b></p> <p>Where:</p> <p>a. Compliance is not achieved with NOISE-R9.1.a or</p> <p>NOISE-R9.1.b Matters of discretion are:</p> <ol style="list-style-type: none"> <li>1. Peak noise levels from blast events;</li> <li>2. The frequency and the number of blast events;</li> <li>3. The number of blasts per year;</li> <li>4. The extent to which noise and vibration effects from blasting activities are minimised; and</li> <li>5. Whether surrounding property owners will be notified of blasting events in advance of the activity.</li> </ol>
	<b>NOISE-R10</b>	<b>Home business noise</b>
	All Zones	<p>1. Activity status: <b>Permitted</b></p> <p>Where:</p> <p>a. Compliance is achieved with NOISE-S2 (Home Business Activity) <a href="#">and APP4</a>.</p>
	All Zones	<p>2. Activity status: <b>Discretionary</b></p> <p>Where:</p> <p>a. Any of the requirements of NOISE-R10.1 cannot be achieved.</p>
	<b>NOISE-R11</b>	<b>Electronic sound system noise</b>
	<a href="#">All Zones Commercial and Mixed Use Zones</a>	<p>1. Activity status: <b>Permitted</b></p> <p>Where:</p> <p>a. Compliance is achieved with NOISE-S2 (Electronic Sound System Noise).</p>

P1 Sch1

P1 Sch1

All Zones	2. Activity status: <b>Discretionary</b>  Where:  a. Any of the requirements of NOISE-R11.1 cannot be achieved.
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P1 Sch1

NOISE-R12		Port noise
	All Zones	1. Activity status: <b>Permitted</b>  Where:  a. Compliance is achieved with NOISE-S1 <u>and APP4</u> .
	All Zones	2. Activity status: <b>Discretionary</b>  Where:  a. Compliance with NOISE-R12.1 cannot be achieved.

P1 Sch1

NOISE-R13		Airport noise
	<u>All Zones</u> <u>Airport Zone</u>	1. Activity status: <b>Permitted</b>  Where:  a. Compliance is achieved with the following standards: i. <del>NOISE-S1</del> ; ii. NOISE-S8; iii. <del>NOISE-S9</del> ; iv. NOISE-S10; v. NOISE-S11; vi. NOISE-S12; vii. NOISE-S14; <del>and</del> viii. NOISE-S15;  <u>And</u>  b. <u>Compliance is achieved with all of the following conditions in the identified designations:</u> i. <u>WIAL2 (Miramar South Area)</u> a. <u>Conditions 10 and 11</u> b. <u>Conditions 14 to 18</u> ii. <u>WIAL4 (Airport Main Site Area)</u> a. <u>Conditions 23 to 27</u> b. <u>Conditions 29 to 31</u> iii. <u>WIAL5 (Airport East Side Area)</u> a. <u>Conditions 31 and 33</u> b. <u>Conditions 34 and 35</u> c. <u>Condition 37</u>  <u>Aircraft noise will be measured in accordance with NZS 6805:1992 Airport noise management and land use planning and calculated as a 90-day rolling average. All terminology must have the meaning that may be used or defined in the context of NZS6805:1992 Airport noise management and land use planning.</u>  <u>The level of noise from aircraft operations, for comparison with Ldn 65 dBA, is calculated from the total amount of noise energy produced by each aircraft event (landing or take-off) over a period of 90 days. This method of control does not directly control individual aircraft events, but does so indirectly by taking into account their contribution to the amount of noise generated in a 24 hour period.</u>



<p>A# <u>Zones</u><u>Airport</u> <u>Zone</u></p>	<p>2. Activity status: <b>Restricted Discretionary</b></p> <p>Where:</p>
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		<p>a. Compliance is not achieved with NOISE-R13.1.a (<a href="#">except in relation to NOISE- S10</a>);</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> <li>1. Relevant matters listed in NOISE-P1;</li> <li>2. The degree to which noise emissions can be reduced through mitigation or management measures, changes in the location, or methods of operation of the activity;</li> <li>3. Whether the proposal will have any adverse effects on the health and safety of people; and</li> <li>4. The effects of the type, intensity and duration of the noise emitted from any activity.</li> <li>5. <a href="#">Relevant matters in the Airport Noise Management Plan (ANMP) – see NOISE-S3.</a></li> </ol>
	<p><a href="#">All Zones</a> <a href="#">Airport Zone</a></p>	<p>3. Activity status: <b>Non-complying</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li>a. Compliance is not achieved with: <ol style="list-style-type: none"> <li>i. <del>NOISE-S9</del>;</li> <li>ii. <del>NOISE-S10</del>; and</li> </ol> </li> <li>b. Noise from any land based activity in the Airport Zone exceeds the limits in NOISE-S14 by more than 5dB.</li> </ol> <p>Notification Status: An application for resource consent made in respect of this rule must be publicly notified.</p>

Standards – Permitted activity noise and sound insulation standards		
P1 Sch1	NOISE-S1	Maximum permitted activity noise levels by zone
	<p>Subject to any Temporary Activity exclusions in the District Plan, or conditions of a resource consent or designation, noise generated by any activity in all zones must not exceed permitted noise limits within the receiving zone set out in APP4 – Permitted Noise Standards.</p>	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>1. Background noise levels and any special character of noise from any existing activities, the nature and character of any changes to the sound received at any receiving site and the degree to which such sounds are compatible with the surrounding activities;</li> <li>2. Any mitigation of the noise proposed, in accordance with a best practicable option approach (e.g. site layout and design, design and location of structures, buildings and equipment and the timing of operations); and</li> <li>3. The ability to mitigate adverse effects through the imposition of conditions such as noise attenuation.</li> </ol>
P1 Sch1	NOISE-S2	Maximum permitted noise levels by activity

	<p>1. Constructi on activities</p>	<p>The noise from any construction, maintenance, earthworks and demolition activities must be measured, assessed, managed and controlled in accordance with the requirements of NZS6803:1999 Acoustics Construction Noise.</p> <p>Noise due to the following activities shall be exempt from compliance:</p> <ol style="list-style-type: none"> <li>1. Urgent repair of utilities to maintain continuity of service, to protect life or limb or minimise or prevent loss or serious damage to property.</li> </ol>	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>1. Background noise levels and any special character of noise from any existing activities, the nature and character of any changes to the sound received at any receiving site and the degree to which such sounds are compatible with the surrounding activities;</li> </ol>
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		<p>2. In the City Centre Zone, where the best practicable option to reduce noise to a reasonable level requires construction work to be undertaken outside normal working hours.</p> <p>The vibration from any construction, maintenance, earthworks and demolition activities must be measured, assessed, managed and controlled in accordance with the requirements of DIN 4150-3:2016 Structural Vibration – Part 3: Effects of Vibration on Structures</p> <p>Nothing in this Standard shall be used to prevent emergency work from taking place.</p>	<p>2. Any mitigation of the noise proposed, in accordance with a best practicable option approach (e.g. site layout and design, design and location of structures, buildings and equipment and the timing of operations); and</p> <p>3. The ability to mitigate adverse effects through the imposition of conditions such as noise attenuation.</p>
	<p>2. Blasting</p>	<p>Peak noise levels from blasting activities must not exceed the following when measured within the notional boundary of any building set out in NOISE-S2 (Blasting) <del>a, b or c</del> <u>1, 2 or 3</u>, below:</p> <ol style="list-style-type: none"> <li>1. Occupied noise sensitive activity and visitor accommodation: <ol style="list-style-type: none"> <li>a. permissible blasting time window: 7:00am to 7:00pm; and</li> <li>b. number of blasts per year: ≤ 20; and <ol style="list-style-type: none"> <li>i. maximum peak sound level of 120 dB LZpeak; or</li> </ol> </li> <li>c. number of blasts per year: &gt;20; and <ol style="list-style-type: none"> <li>i. maximum peak sound level of 115 dB LZpeak; or</li> </ol> </li> </ol> </li> <li>2. Occupied commercial and industrial buildings: <ol style="list-style-type: none"> <li>a. permissible blasting time window: All hours of occupation; and</li> <li>b. no limit on number of blasts per year; and <ol style="list-style-type: none"> <li>i. maximum peak sound level of 125 dB LZpeak; or</li> </ol> </li> </ol> </li> <li>3. Unoccupied buildings <ol style="list-style-type: none"> <li>a. permissible blasting time window: All times; and</li> <li>b. no limit on the number of blasts per year; and</li> <li>c. all blasts comply with a maximum peak sound level of 140 dB LZpeak.</li> </ol> </li> </ol>	

3. Kiwi Point Quarry	<ol style="list-style-type: none"> <li>1. Peak noise from blasting activities must not exceed the levels set out in NOISE-S2 (Blasting) when measured within the notional boundary of any building.</li> <li>2. Blasting of faces for crushed rock production may only occurs between 10.00am and 2.00pm weekdays.</li> <li>3. In all cases, for the northern face residents of Tarawera Road, Plumer Street, 113, 130, 166, 170 and 175 Fraser Avenue, and 146 Burma Road, and for the southern face the residents of 25-46 Gurkha Crescent, Shastri Terrace and 6-28 (even numbers) Imran Terrace and the abattoir operator must be notified by mail, by email or by other electronic means no less than one week in advance of blasting.</li> <li>4. Blasting must be immediately preceded by a siren or hooter with a sound which distinguishes it from normal Police, Ambulance or Fire Service sirens.</li> </ol>
4. Home business activity	<p>Noise generated by any home business activity (or noise source associated with the work from home business activity), when measured at or within the boundary of any site, other than the site from which the noise is emitted,</p>

		must comply with the noise limits stated in NOISE-S1 <a href="#">and APP4.</a>	
	5. Electronic sound system noise	<p>Electronic sound systems within the Commercial and Mixed Use zones must comply with the below:</p> <ol style="list-style-type: none"> <li>1. <a href="#">Within the Commercial and Mixed Use zones.</a> Noise emission levels in any public space (including streets and parks) generated by electronic sound systems must not exceed 75dB LAeq (2 minutes). In any event the measurements must be made no closer than 0.6 metres from any part of a loudspeaker and at a height no greater than 1.8 metres (representative of the head of a passer-by).</li> <li>2. The measured level(s) under NOISE-S2 (Electronic sound systems) shall have no adjustments for Special Audible Characteristics (SAC's) when assessed in accordance with New Zealand Standards NZS 6802:2008 Acoustics – Environmental Noise</li> </ol>	
<b>P1 Sch1</b>	<b>NOISE-S3</b>	<b>Noise management plans</b>	

	<p>Port Activities</p>	<ol style="list-style-type: none"> <li>1. The port company (CentrePort) must at all times operate in accordance with a Port Noise Management Plan, which must include but is not limited to the matters set out below. The Port Noise Management Plan must be developed to the satisfaction of Wellington City Council and Greater Wellington Regional Council.</li> <li>2. The port company must undertake a noise monitoring programme annually (once every calendar year) to ensure that noise from port related activities comply with NOISE-S1 at the Port Noise Control Line. This monitoring will be undertaken in accordance with the 'CentrePort Noise Management Plan for CentrePort Ltd' (dated December 2008) and the information shall be reported to Wellington City Council's Compliance Manager.</li> <li>3. The Port Noise Management Plan must: <ol style="list-style-type: none"> <li>a. State the objectives of the Management Plan.</li> <li>b. Identify all significant noise sources from port activities undertaken by the port within the Port Zone and the adjacent Coastal Marine Area.</li> <li>c. Identify the best practical options to ensure the emission of noise does not exceed the noise levels specified in NOISE-S1.</li> <li>d. Identify techniques that will be considered to reduce the emission of noise over time and indicate which of these techniques will be adopted to achieve realistic objectives in managing noise.</li> <li>e. Explain how the port company will take noise effects into account in the design and location of new, altered or extended port activities.</li> <li>f. Identify how the port company will work with independent companies and external contractors to ensure that transport noise and noise from other activities within the port area will be kept to a minimum practical noise level.</li> <li>g. Identify procedures for noise reduction through the port company's staff and contractor training.</li> </ol> </li> </ol>	
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		<ul style="list-style-type: none"><li>h. Provide for the establishment and maintenance of a Port Noise Liaison Committee (the port company may provide for this function within the operation of its Environmental Consultative Committee).</li><li>i. (List the Port Noise Liaison Committee functions; and the procedures for the recommendations of the Committee to be considered and determined by the port company.</li><li>j. Detail procedures for receiving and deciding on complaints.</li><li>k. Detail procedures for noise monitoring, auditing and reporting.</li><li>l. Include procedures for the review and alteration of the Port Noise Management Plan.</li></ul>	
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	<p>Airport Activities</p>	<p>The provisions below do not, in any way, limit the obligations of the Airport company (WIAL) to fully comply with any Airport Designation Condition.</p> <ol style="list-style-type: none"> <li>1. The Airport must at all times maintain and implement an Airport Noise Management Plan (ANMP). Any alteration or update to the ANMP is subject to certification by the Council.</li> <li>2. The ANMP must include, as a minimum: <ol style="list-style-type: none"> <li>a. Terms of Reference which include the purpose, membership and functions of the ANMC.</li> <li>b. A statement of noise management objectives and policies for the Airport;</li> <li>c. Details of methods and processes for remedying and mitigating adverse effects of Airport noise including but not limited to: <ol style="list-style-type: none"> <li>i. improvements to Airport layout to reduce ground noise;</li> <li>ii. Guidance relating to APU usage and how that usage will be reduced over time where practicable;</li> <li>iii. improvements to Airport equipment (including provision of engine test shielding such as an acoustic enclosure for propeller driven aircraft) to reduce ground noise;</li> <li>iv. aircraft operating procedures in the air and on the ground procedures to minimise noise where this is practicably achievable;</li> <li>v. an Airport Wide Construction Noise Management Plan which outlines methods for guiding the way construction noise is managed including guidance for where a Project Specific Construction Noise Plan is required for a project.</li> </ol> </li> <li>d. Procedures for the convening, ongoing maintenance and operation of the ANMC;</li> <li>e. Mechanisms to give effect to a noise monitoring programme to assess compliance with district plan noise standards;</li> <li>f. Procedures for reporting to the ANMC any Aircraft Operations and engine testing activities which contravene district plan noise standards;</li> </ol> </li> </ol>	
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		<ul style="list-style-type: none"> <li>g. Methods necessary for the Airport to complete implementation of the Quieter Homes Programme;</li> <li>h. A complaints procedure including: recording; reporting back to complainants; corrective actions; and reporting to the Council and to the ANMC;</li> <li>i. A dispute resolution procedure to resolve any disputes between the Airport company and the ANMC about the contents and implementation of the ANMP;</li> <li>j. Communication methods to maintain contact with potentially noise affected communities;</li> <li>k. Preparation and implementation of an annual stakeholder communications plan;</li> <li>l. Procedures for obtaining and making noise monitoring and compliance data publicly available on WIAL's website;</li> <li>m. Procedures (including frequency) for reviewing and amending the ANMP.</li> <li>n. Arrangements for funding the ongoing membership and function of the ANMC.</li> </ul>	
<b>ISPP</b>	<b>NOISE-S4</b>	<b>Acoustic Insulation – high noise areas</b>	

<p>Within 40m of a State Highway</p> <p>Within 40m of a Railway Corridor</p> <p><u>General Industrial Zone</u></p> <p>Courtenay Place Noise Area</p> <p>Inner Air Noise Overlay</p>	<ol style="list-style-type: none"> <li>1. Any habitable room <del>in a building</del> used by a noise sensitive activity in a new building <del>or alteration or addition to an existing building</del>, must be designed, constructed, and maintained to achieve a minimum external to internal noise reduction for habitable rooms of not less than 35 dB Dtr,2m,nT,w + Ctr.</li> <li>2. <u>Any alteration, addition or change of use of an existing building does not increase the gross floor area occupied by a noise sensitive activity by more than 25m<sup>2</sup>; and the addition or alteration does not increase the number of bedrooms by more than one.</u></li> <li>3. Compliance with this standard must be achieved by ensuring habitable rooms are designed and constructed in a manner that accords with: <ol style="list-style-type: none"> <li>a. Table II – Minimum construction requirements for external building elements of habitable rooms to achieve an advanced level of acoustic insulation; or</li> <li>b. an acoustic design certificate signed by a suitably qualified <u>and experienced</u> acoustic <del>expert</del>engineer stating the design proposed will achieve compliance with this standard.</li> </ol> </li> <li>4. Acoustic insulation must be assessed in accordance with ISO 717-1:2020 Acoustics — Rating of sound insulation in buildings and of building elements — Part 1: Airborne sound insulation.</li> <li>5. The requirements of (a) above do not apply where an acoustic design certificate signed by a suitably qualified <u>and experienced</u> acoustic <del>expert</del>engineer, confirms the level of noise incident on the most exposed part of the exterior of any habitable room can be shown, under a reasonable maximum use scenario, <del>to does</del> not exceed the following <u>outdoor</u> noise limits at all points 1.5m above ground level, and any part of the floor levels above ground: <ol style="list-style-type: none"> <li>a. less than 55 dB LAeq (1h) for rail noise; or</li> <li>b. Less than 57 dB LAeq (<del>4h</del> <u>24h</u>) for <u>road</u>highway noise; or</li> <li>c. Less than 57 dB <u>L<sub>dn</sub>Aeq</u> (<del>1 hr</del>) for port noise.</li> </ol> </li> </ol>	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>1. Background noise levels and any special character of noise from any existing activities, the nature and character of any changes to the sound received at any receiving site and the degree to which such sounds are compatible with the surrounding activities;</li> <li>2. <u>Adverse effects on health and amenity indoors for occupants of buildings containing noise sensitive activities;</u></li> <li>3. The ability to achieve acceptable outdoor acoustic amenity;</li> <li>4. Any mitigation of the noise proposed, in accordance with a best practicable option approach (e.g. site layout and design, design and location of structures, buildings and equipment and the timing of operations);</li> <li>5. The ability to mitigate adverse effects through the imposition of conditions such as noise attenuation; and</li> <li>6. In relation to a heritage building or a contributing building within a heritage area, the extent to which it is practicable to insulate to the required standard without detracting from identified heritage values.</li> </ol>
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		<p><u>Notes:</u></p> <ol style="list-style-type: none"> <li>1. This standard applies in addition to, and does not affect the requirements of, the Building Act 2004.</li> <li>2. <u>Note:</u> Distances from a state highway or railway corridor shall be measured from the closest habitable room to the closest point of a state highway or railway designation.</li> <li>3. <u>'Reasonable maximum use scenario' shall be the level of noise incident on the exterior of the habitable room based on:</u> <ol style="list-style-type: none"> <li>a. <u>Rail noise – 70 LAeq(1h) at a distance of 12 metres from the track, then deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres.</u></li> <li>b. <u>Highway noise – The current day measured or predicted road traffic noise level LAeq (24 h) plus 2 dB.</u></li> <li>c. <u>Port noise – The maximum permitted port noise Ldn level based on the location of the Port Noise Control Line. Port noise sources shall be deemed to be operating within wharf areas.</u></li> </ol> </li> </ol>	
<p><b>P1 Sch1</b></p>	<p><b>NOISE-S5</b></p>	<p><b>Acoustic insulation – moderate noise areas</b></p>	

<p>City Centre Zone Use Zone</p> <p><u>Commercial Zone</u></p> <p><u>General Industrial Zone</u></p> <p>Neighbourhood Centre Zone</p> <p>Local Centre Zone</p> <p>Metropolitan Centre Zone</p> <p>Waterfront Zone</p> <p><u>The area between 40m and 100m of a railway corridor</u> <u>The area between 40m and 100m of a State Highway with a posted speed limit &gt;70 km/hour</u></p> <p>Outer Port Noise Overlay</p>	<p>1. Any habitable room <del>in a building</del> used by a noise sensitive activity in a new building <del>or alteration or addition to an existing building</del>, must be designed, constructed, and maintained to achieve a minimum external to internal noise reduction for habitable rooms of not less than 30 dB Dtr,2m,nT,w + Ctr.</p> <p>2. <u>Any alteration, addition or change of use of an existing building does not increase the gross floor area occupied by a noise sensitive activity by more than 25m<sup>2</sup>; and the addition or alteration does not increase the number of bedrooms by more than one.</u></p> <p>3. Acoustic insulation must be assessed in accordance with ISO 717-1:2020 Acoustics — Rating of sound insulation in buildings and of building elements — Part 1: Airborne sound insulation.</p> <p>4. Compliance with this standard must be achieved by ensuring habitable rooms are designed and constructed in a manner that accords with:</p> <p>a. Table I – Minimum construction requirements for external building elements of habitable rooms to achieve a moderate level of acoustic insulation; or</p> <p>b. an acoustic design certificate signed by a suitably qualified <u>and experienced</u> acoustic <del>expert</del>engineer stating the design proposed will achieve compliance with this standard.</p> <p>5. The requirements of (a) above do not apply where an acoustic design certificate signed by a suitably qualified <u>and experienced</u> acoustic <del>expert</del>engineer, confirms the level of noise incident on the most exposed part of the exterior of any habitable room can be shown, under a reasonable maximum use scenario, <del>to</del>does not exceed the following noise limits at all points 1.5m above ground level, and any part of the floor levels above ground:</p> <p>a. Less than 55 dB LAeq (1h) for rail noise; or</p> <p>b. Less than 57 dB LAeq <del>(1h)</del> <u>(24h)</u> for <del>road</del> <u>highway</u> noise; or</p>	<p>Assessment criteria where the standard is infringed:</p> <p>1. Background noise levels and any special character of noise from any existing activities, the nature and character of any changes to the sound received at any receiving site and the degree to which such sounds are compatible with the surrounding activities;</p> <p>2. <u>Adverse effects on health and amenity indoors for occupants of buildings containing noise sensitive activities;</u></p> <p>3. The ability to achieve acceptable outdoor acoustic amenity;</p> <p>4. Any mitigation of the noise proposed, in accordance with a best practicable option approach (e.g. site layout and design, design and location of structures, buildings and equipment and the timing of operations);</p> <p>5. The ability to mitigate adverse effects through the imposition of conditions such as noise attenuation; and</p> <p>6. In relation to a heritage building or a contributing building within a heritage area, the extent to which it is practicable to insulate to the required standard without detracting from identified heritage values</p>
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	Outer Air Noise Overlay	<p>c. Less than 57 dB <u>L<sub>dn</sub>Aeq(1 hr)</u> for port noise.</p> <p>Notes:</p> <ol style="list-style-type: none"> <li>1. This standard applies in addition to, and does not affect the requirements of, the Building Act 2004.</li> <li>2. <u>Note:</u> Distances from a state highway or railway corridor shall be measured from the closest habitable room to the closest point of a state highway or railway designation.</li> <li>3. <u>'Reasonable maximum use scenario' shall be the level of noise incident on the exterior of the habitable room based on:</u> <ol style="list-style-type: none"> <li>a. <u>Rail noise – 70 LAeq(1h) at a distance of 12 metres from the track, then deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres.</u></li> <li>b. <u>Highway noise – The current day measured or predicted road traffic noise level LAeq (24 h) plus 2 dB.</u></li> <li>c. <u>Port noise – The maximum permitted port noise L<sub>dn</sub> level based on the location of the Port Noise Control Line. Port noise sources shall be deemed to be operating within wharf areas.</u></li> </ol> </li> </ol>	
P1 Sch1	NOISE-S6	Ventilation requirements	

All Zones	<ol style="list-style-type: none"> <li>1. The minimum external to internal noise reduction levels in NOISE-S4 and NOISE-S5 must be achieved at the same time as the ventilation requirements of the New Zealand Building Code. <u>Minimum ventilation standards are set out below for habitable rooms classified into one of two possible categories as follows:</u> <ol style="list-style-type: none"> <li>a. <u>Habitable rooms with openable windows sufficient in area to meet the ventilation requirements of the New Zealand Building Code; and</u></li> <li>b. <u>All other habitable rooms requiring to be acoustically insulated under NOISE-S4 and NOISE-S5</u></li> </ol> </li> <li>2. Where habitable rooms are provided with windows openable to the outside environment sufficient in area to meet the ventilation requirements of the New Zealand Building Code, and where these windows must remain closed to achieve compliance with <u>NOISE-S4 and NOISE-S5 acoustic insulation standards, the room shall meet the following minimum requirements:</u> <ol style="list-style-type: none"> <li>a. <u>The room is to be provided with a mechanical ventilation system with air flow rates adjustable by the occupant in increments up to a high air flow setting of at least three air changes per hour; and</u></li> <li>b. <u>The room is provided with cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and</u></li> </ol> </li> </ol>	<u>Assessment criteria where the standard is infringed:</u> <ol style="list-style-type: none"> <li>1. <u>The ability to achieve acceptable indoor ventilation and acoustic amenity;</u></li> <li>2. <u>Any mitigation of the proposed ventilation noise, in accordance with a best practicable option approach;</u></li> <li>3. <u>The ability to mitigate adverse effects through the imposition of conditions;</u></li> <li>4. <u>In relation to a heritage building or a contributing building within a heritage area, the extent to which it is practicable to achieve ventilation to the required standard without detracting from identified heritage values</u></li> </ol>
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		<p>c. <u>Any ventilation system installed in compliance with (a) and (b) above must not generate noise at levels greater than 35 dB LAeq (30s) when measured 1 metre from any grille or diffuser.</u></p> <p>3. <u>Excluding habitable rooms qualifying under (2) above, minimum ventilation system requirements for habitable rooms requiring to be acoustically insulated under NOISE-S4 and NOISE-S5 are set out as follows:</u></p> <p>a. <u>The room is to be provided with a mechanical ventilation system with air flow rates adjustable by the occupant in increments up to a high air flow setting of at least six air changes per hour, with relief provided for equivalent volumes of spill air; and</u></p> <p>b. <u>The room is provided with cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and</u></p> <p>c. <u>Any ventilation system installed in compliance with (a) and (b) above must not generate noise at levels greater than 35 dB LAeq (30s) when measured 1 metre from any grille or diffuser up to maximum flow rate of three air changes per hour.</u></p> <p>4. <u>Confirmation of compliance with this standard will be required by a qualified professional.</u></p> <p>5. <u>Mechanical ventilation systems shall include Filter Class of at least ISO Coarse 70%, and the filter shall be readily serviceable.</u></p> <p>6. <u>Where ventilation ducting is built in and not serviceable, it shall be rigid.</u></p> <p>7. <u>Where ventilation ducting is serviceable, it may be flexible.</u></p> <p>Note: This standard applies in addition to, and does not affect the requirements of, the Building Act 2004.</p>	
<p><b>P1 Sch1</b></p>	<p><b>NOISE-S7</b></p>	<p><b>Fixed plant noise</b></p>	



	All zones	1. Noise generated by fixed plant noise must not exceed the noise limits set out in APP5 – Fixed Plant Noise Standards.	Assessment criteria where the standard is infringed:  1. Background noise levels and any special character of noise from any existing activities, the nature and character of any changes to the sound received at any receiving site and the degree to which such sounds are compatible with the surrounding activities;  2. Management of effects from the activities with regard to the matters set out in NOISE-P2;  3. Any mitigation of the noise proposed, in accordance with a best practicable option approach (e.g. site layout and design, design and location of structures, buildings and equipment and the timing of operations); and
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			4. The ability to mitigate adverse effects through the imposition of conditions such as noise attenuation.
<b>P1 Sch1</b>	<b>NOISE-S8</b>	<b>Hours of aircraft operation</b>	

<p>Airport Zone</p>	<ol style="list-style-type: none"> <li>1. Domestic aircraft operations shall not occur during the following hours: <ol style="list-style-type: none"> <li>a. midnight (12am) to 6am.</li> </ol> </li> <li>2. International aircraft operations shall not occur during the following hours: <ol style="list-style-type: none"> <li>a. Midnight to 6am for departures.</li> <li>b. 1am to 6am for arrivals.</li> </ol> </li> <li>3. No aircraft shall operate under their main engine power within the East Side Precinct between the hours of 10pm and 7am.</li> </ol> <p>Except:</p> <ol style="list-style-type: none"> <li>4. Disrupted flights where aircraft operations are permitted for an additional 30 minutes;</li> <li>5. In statutory holiday periods where operations are permitted for an additional 60 minutes;</li> <li>6. For the purposes of this condition, statutory holiday period means: <ol style="list-style-type: none"> <li>a. The period from 25 December to 2 January, inclusive. Where 25 December falls on either a Sunday or Monday, the period includes the entire of the previous weekend. Where 1 January falls on a weekend, the period includes the two subsequent working days. Where 2 January falls on a Friday, the period includes the following weekend.</li> <li>b. The Saturday, Sunday and Monday of Wellington Anniversary weekend, Queens Birthday Weekend, and Labour Weekend.</li> <li>c. Good Friday to Easter Monday inclusive.</li> <li>d. Matariki Day.</li> <li>e. Waitangi Day.</li> <li>f. ANZAC Day.</li> <li>g. Any other day decreed as a national statutory holiday.</li> <li>h. Where Matariki Day, Waitangi Day or ANZAC Day falls (or is recognised) on a Friday or a Monday, the adjacent weekend is included in the statutory holiday period.</li> <li>i. The hours from midnight to 6am immediately following the expiry of each statutory holiday period defined above.</li> </ol> </li> <li>7. Aircraft using the Airport as a planned alternative to landing at a scheduled airport, but which shall not take-off unless otherwise permitted;</li> </ol>	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>1. Type, intensity and duration of the noise;</li> <li>2. Number of annual occurrences;</li> <li>3. Mitigation or management measures;</li> <li>4. Health and safety;</li> <li>5. Effects on internal and external noise amenity for dwellings outside the Airport zone; <del>and</del></li> <li>6. <a href="#">The Airport Noise Management Plan</a>.</li> </ol> <p>In assessing noise effects, data may be used from a continuous noise monitoring station established to confirm compliance and may also be obtained from other locations.</p>
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|  |  | <ol style="list-style-type: none"><li>8. Aircraft landing in an emergency;</li><li>9. 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;</li></ol> |  |
|--|--|---|--|

		<p>10. The operation of unscheduled flights required to meet the needs of any state of emergency declared under the Civil Defence Emergency Management Act 2002 or any international civil defence emergency;</p> <p>11. Aircraft carrying heads of state and/or senior dignitaries acting in their official capacity or other military aircraft operations;</p> <p>12. No more than 4 aircraft movements per night with noise levels not exceeding 65 dB LA<sub>Fmax</sub> (1 sec) at or beyond the edge of the Air Noise Boundary.</p>	
<b>P1 Sch1</b>	<b>NOISE-S9</b>	<b>Calculation and management of aircraft noise</b>	

		<p><del>1. Aircraft noise shall be measured and modelled in accordance with NZS6805:1992 Airport Noise Management and Land Use Planning and calculated as a Ldn 90 day rolling average. All terminology shall have the meaning that may be used or defined in the context of NZS:6805 1992.</del></p> <p><del>2. The Airport company (WIAL) shall ensure that all Aircraft Operations are managed so that the rolling day 90 day average 24 hour night weighted sound exposure level does not exceed a Day/night Level (Ldn) of 65dBA outside the Air Noise Boundary shown within the District Plan Maps.</del></p> <p><del>3. Within the East Side Precinct, Aircraft Operations and the operation of Auxiliary Power Units (APUs) shall be managed so that the rolling 90-day average 24 hours night-weighted sound exposure does not exceed a Day/Night Level (Ldn) of 65 dB outside of the East Side Precinct Compliance Line identified on Figure 6 below. In assessing compliance with this limit, account shall be taken of the cumulative effect of all aircraft operations and APUs from the Airport.</del></p> <p><del>4. Noise monitoring shall take place at any point along the line shown in Figure 6 below. The rolling 90-day average Ldn noise level from aircraft operations and the operation of APUs must not exceed the corresponding level determined to correlate with 65 dB Ldn at the East Side Precinct Compliance Line. This noise level shall be determined once the noise monitoring location is finalised and shall be recorded in the Airport Noise Management Plan.</del></p> <p><del>5. The Airport must demonstrate compliance with the standards above by undertaking continuous noise monitoring in accordance with NZS 6805:1992 and the guidance provided in the Airport Noise Management Plan. The results of this noise monitoring shall be made publicly available on the Airport website.</del></p> <p>Except:</p> <p><del>1. The following aircraft operations shall be excluded from the calculation of the 90 day rolling average:</del></p> <p><del>a. Aircraft operating in an emergency.</del></p> <p><del>b. The operation of emergency flights required to rescue persons from life threatening situations or to transport patients, human vital organs, or medical personnel in a medical emergency.</del></p> <p><del>c. The operation of unscheduled flights required to meet the needs of any state</del></p>	<p>Assessment criteria where the standard is infringed:</p> <p><del>1. Type, intensity and duration of the noise;</del></p> <p><del>2. Mitigation or management measures;</del></p> <p><del>3. Health and safety;</del></p> <p><del>4. Effects on internal and external noise amenity for dwellings outside the Airport zone; and</del></p> <p><del>5. The Airport Noise Management Plan.</del></p> <p>In assessing noise effects, data may be used from a continuous noise monitoring station established to confirm compliance and may also be obtained from other locations.</p>
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		<p>of emergency declared under the Civil Defence Emergency</p>	
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Management Act 2002 or any international civil defence emergency.



Figure 6— NOISE: East Side Precinct Compliance Line and Noise Monitoring

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NOISE-S10

Engine testing noise



	<p>Airport Zone</p>	<ol style="list-style-type: none"> <li>1. There shall be no aircraft engine testing in the East Side Precinct, or in the area shown by Attachment 4 of designation WIAL4.</li> <li>2. Engine testing shall adhere to the following: <ol style="list-style-type: none"> <li>a. Testing shall only be undertaken during the hours of 6am to 8pm;</li> <li>b. For essential unscheduled maintenance, testing is able to occur between 8pm and 11pm and where these events do occur, they shall be reported to the Airport Noise Management Committee (ANMC) on an annual basis;</li> <li>c. To operate an aircraft within flying hours but provided the engine run is no longer than required for normal procedures, which for the purpose of this condition, shall provide solely for short duration engine runs by way of flight preparation while the aircraft is positioned on the apron;</li> </ol> </li> <li>3. Restrictions on engine testing from 11pm to 6am do not apply if engine testing can be carried out in compliance with all of the following: <ol style="list-style-type: none"> <li>a. measured noise levels do not exceed 60 dB LAEQ (15 min) at or within the boundary of any residential zone;</li> <li>b. measured noise levels do not exceed 75 dB LAFmax at or within the boundary of any residential zone;</li> <li>c. noise levels shall be measured in accordance with NZS6801: 2008 Acoustics Measurement of Environmental Sound;</li> </ol> </li> </ol>	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>1. Type, intensity and duration of the noise;</li> <li>2. Mitigation or management measures;</li> <li>3. Health and safety;</li> <li>4. Effects on internal and external noise amenity for dwellings outside the Airport zone; <del>and</del></li> <li>5. <del>The Airport Noise Management Plan.</del></li> </ol> <p>In assessing noise effects, data may be used from a continuous noise monitoring station established to confirm compliance and may also be obtained from other locations</p>
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		<ul style="list-style-type: none"> <li>d. the total number of engine test events relating to aircraft using the Airport as an alternate landing site shall not exceed 18 in any consecutive 12 month period;</li> <li>e. the total duration of engine test events using the Airport as an alternate landing site shall be no more than 20 minutes.</li> </ul>	
<b>P1 Sch1</b>	<b>NOISE-S11</b>	<b>Noise from ground power units and auxiliary power units (Main site)</b>	
	Airport Zone (Main Site)	<ol style="list-style-type: none"> <li>1. The operation of ground power units (GPUs) and auxiliary power units (APUs) within the Airport (excluding East Side Precinct), when measured at any adjoining Residential zone, shall not exceed the following limits: <ul style="list-style-type: none"> <li>a. Monday to Saturday 7am to 10pm 55 dB LAeq (15 min)</li> <li>b. At all other times 45 dB LAeq (15 min)</li> <li>c. All days 10pm to 7am 75 dB LAFmax</li> </ul> </li> </ol> <p>Except:</p> <ol style="list-style-type: none"> <li>2. Aircraft under tow;</li> <li>3. The first 60 minutes after an aircraft has stopped on the gate, unless the Pilot of an Aircraft requires a longer duration due to operational or public health and safety reasons;</li> <li>4. 60 minutes prior to scheduled departure unless the Pilot of an Aircraft requires a longer duration due to operational or public health and safety reasons;</li> <li>5. The use of APUs to provide for engine testing.</li> </ol>	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>1. Type, intensity and duration of the noise;</li> <li>2. Number of annual occurrences;</li> <li>3. Mitigation or management measures;</li> <li>4. Health and safety;</li> <li>5. Effects on internal and external noise amenity for dwellings outside the Airport zone; <del>and</del></li> <li>6. <del>The Airport Noise Management Plan.</del></li> </ol> <p>In assessing noise effects, data may be used from a continuous noise monitoring station established to confirm compliance and may also be obtained from other locations.</p>
<b>P1 Sch1</b>	<b>NOISE-S12</b>	<b>Noise from ground power units and auxiliary power units (East Side)</b>	
	Airport Zone (East Side)	<p><del>1. Any aircraft stand within the East Side Precinct shall have a Plugin ground power unit (GPU) available.</del></p> <p><del>1. The operation of APUs in the East Side Precinct is subject to the relevant standards in NOISE-S9.</del></p> <ol style="list-style-type: none"> <li>1. There shall be no operating of APUs on land within the East Side Precinct between the hours of 10pm and 7am, apart from aircraft under tow. Where aircraft are under tow the use of the APU shall cease as soon as reasonably practicable after completion of the tow.</li> <li>2. The operation of APUs on land within the East Side Precinct shall be restricted to a period not exceeding 15 minutes after the aircraft has stopped at the gate and 15 minutes prior to leaving the gate.</li> </ol>	<p>Assessment Criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>1. Type, intensity and duration of the noise;</li> <li>2. Number of annual occurrences;</li> <li>3. Mitigation or management measures;</li> <li>4. Health and safety;</li> <li>5. Effects on internal and external noise amenity for dwellings outside the Airport zone; and</li> <li>6. <del>The Airport Noise Management Plan.</del></li> <li>7. In assessing noise effects, data may be used from a continuous noise monitoring</li> </ol>

			station established to confirm compliance and may also be obtained from other locations.
<u>P1</u> <u>Sch1</u>	<u>NOISE-S13</u>	<u>Airport East Side Precinct residential noise mitigation</u>	
	<u>Airport zone (East Side Precinct)</u>	1. <del><u>Prior to construction activity occurring to the east of the line shown on the map within Attachment 2 of designation WIAL5, or prior to land within the East Side Precinct being used to facilitate Code C (or</u></del>	

	Medium Density Residential Zone	<p>larger) Aircraft (whichever is the earlier), the Airport shall offer to install mechanical ventilation to habitable rooms of those residential dwellings listed in Attachment 2 of designation WIAL5.</p> <p><del>2. Where the property owner accepts this offer, the following requirements apply:</del></p> <p><del>a. The Airport shall meet the full cost of the ventilation work.</del></p> <p><del>b. Any habitable room within any dwelling listed in Attachment 2 with openable windows must be provided with a positive supplementary source of fresh air ducted from the outside of the habitable room.</del></p> <p><del>c. The supplementary source of fresh air is to achieve a minimum of 7.5 litres per second/per person.</del></p> <p><del>The offer and outcomes from the ventilation work shall be to no less a standard than similar home ventilation packages provided under the Wellington Airport Quieter Homes programme (as at 2021).</del></p>	
P1 Sch1	NOISE-S14	Land based noise	
	Airport Zone	<ol style="list-style-type: none"> <li>1. Noise emission levels from any activity within the Airport <del>designations</del>Zone, other than aircraft operations, engine testing and the operation of GPUs and APUs, when measured at any adjoining residential zone, shall not exceed the following limits: <ol style="list-style-type: none"> <li>a. Monday to Saturday 7am to 10pm 55 dB LAeq (15min)</li> <li>b. At all other times 45 dB LAeq (15min)</li> <li>c. All days 10pm to 7am 75 dB LAFmax</li> </ol> </li> <li>2. In the East Side Precinct, for the purposes of calculating compliance with this limit, account shall be taken of the cumulative effect of all land based activities undertaken within the Airport Zone, other than aircraft operations, the operation of APUs and any engine testing.</li> </ol>	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>1. Type, intensity and duration of the noise;</li> <li>2. Number of annual occurrences;</li> <li>3. Mitigation or management measures;</li> <li>4. Health and safety;</li> <li>5. Effects on internal and external noise amenity for dwellings outside the Airport zone;</li> <li>6. The requirements of NZS 6803:1999 Acoustics – Construction Noise; <del>and</del></li> <li>7. <del>The Airport Noise Management Plan.</del></li> </ol> <p>In assessing noise effects, data may be used from a continuous noise monitoring station established to confirm compliance and may also be obtained from other locations.</p>
P1 Sch1	NOISE-S15	Miramar South Precinct noise	

	<p>Airport Zone (Miramar South)</p>	<p>In relation to the Miramar South Precinct (“the Site”):</p> <ol style="list-style-type: none"> <li>1. Noise emission levels from within the Site when measured on any site that includes an occupied residence in the residential zone beyond the Site shall not exceed: <ol style="list-style-type: none"> <li>a. Monday to Sunday 7am to 10pm 55 dB <math>L_{Aeq}</math> (15 min)</li> <li>b. Monday to Sunday 1am to 6am 40 dB <math>L_{Aeq}</math> (15 min)</li> <li>c. At all other times 45 dB <math>L_{Aeq}</math> (15 min)</li> <li>d. All days 10pm to 7am 75 dB <math>L_{AFmax}</math></li> </ol> </li> </ol>	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>1. Type, intensity and duration of the noise;</li> <li>2. Mitigation or management measures;</li> <li>3. Health and safety;</li> <li>4. Effects on internal and external noise amenity for dwellings outside the Miramar South Precinct;</li> <li>5. The requirements of NZS 6803:1999 Acoustics – Construction Noise;</li> </ol>
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	<p>2. Noise emission levels from the Site when measured on any site in the Centre Zone shall not exceed:</p> <p>a. At all times 60 dB L<sub>Aeq</sub> (15 min)</p> <p>b. At all times 85 dB L<sub>AFmax</sub></p> <p>3. <del>Noise during construction activities shall comply with the requirements of NZS 6803:1999 Acoustics— Construction Noise.</del></p> <p>4. <del>A close-boarded fence (or other acoustically effective barrier) with a density of at least 10 kg/m<sup>2</sup> and a height of two metres shall be installed around the perimeter of the site excluding site access points. This shall be inspected regularly and maintained to ensure its continued acoustic effectiveness.</del></p> <p>3. Entry / egress for trucks shall not be located opposite residential zoned areas. Trucks shall not drive along the Residential zoned parts of Miro Street, Kedah Street, or Kauri Street except where there are specific circumstances where this is necessary.</p> <p>4. Truck engines shall not be left to idle on the Site and signage shall be placed in appropriate locations within the Site to advise drivers of this requirement. The Airport or its agents shall actively monitor this requirement.</p> <p>5. Building services shall be designed such that noise levels from this source at the Site boundary are at least 10 dB lower than the limits set out in 1 above.</p> <p>6. All warehouse doors shall be fast closing and shall remain closed at night-time unless in use.</p> <p>7. There shall be no servicing or maintenance of equipment outdoors at night.</p>	<p>6. The Airport Miramar South Construction Noise Management Plan;</p> <p>7. The acoustic assessment report prepared by the Airport for development of the Site; and</p> <p>8. <del>The Airport Noise Management Plan.</del></p>
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<p><b>P1</b> <b>Sch1</b></p>	<p><b>TABLE I</b> - Minimum construction requirements necessary to achieve a moderate external sound insulation level of DnT,w + Ctr &gt; 30 dB:</p>		
	<p><b>Building Element</b></p>	<p><b>Minimum Construction Requirement</b></p>	
	<p>External Walls of Habitable Rooms</p>	<p>Stud Walls:</p>	
		<p>Exterior cladding:</p>	<p>20 mm timber or 9mm compressed fibre cement sheet over timber frame (100 mm x 50 mm). *</p>
		<p>Cavity infill:</p>	<p>Fibrous acoustic blanket (batts or similar of a minimum mass of 9 kg/m<sup>3</sup>) required in cavity for all exterior walls. Minimum 90 mm wall cavity.</p>
	<p>Interior lining:</p>	<p>One layer of 12 mm gypsum plasterboard.</p>	

		Where exterior walls have continuous cladding with a mass of greater than 25 kg/m <sup>2</sup> (e.g. brick veneer or minimum 25 mm stucco plaster), internal wall linings need to be no thicker than 10 mm gypsum plasterboard.
	Combined superficial density:	Minimum not less than 25 kg/m <sup>2</sup> being the combined mass of external and internal linings excluding structural elements (e.g. window frames or wall studs) with no less than 10 kg/m <sup>2</sup> on each side of structural elements.
	Mass Walls:	190 mm concrete block, strapped and lined internally with 10 mm gypsum plaster board, or 150 mm concrete wall.
Glazed Areas of Habitable Rooms	Glazed areas up to 10% of floor area:	6 mm glazing single float

		Glazed areas between 10% and 35% of floor area:	6 mm laminated glazing
		Glazed areas greater than 35% of floor area:	Require a specialist acoustic report to show conformance with the insulation rule.
		Frames to be aluminium window frames with compression seals.	
	Skillion Roof	Cladding:	0.5 mm profiled steel or 6 mm corrugated fibre cement, or membrane over 15mm thick ply, or concrete or clay tiles.
		Sarking:	17mm plywood (no gaps).
		Frame:	Minimum 100 mm gap with fibrous acoustic blanket (batts or similar of a mass of 9 kg/m <sup>3</sup> ).
		Ceiling:	Two layers of 10 mm gypsum plaster board (no through ceiling lighting penetrations unless correctly acoustically rated). Fibrous acoustic blanket (batts or similar of a minimum mass of 9 kg/m <sup>3</sup> ).
		Combined superficial density:	Combined mass of cladding and lining of not less than 25 kg/m <sup>2</sup> with no less than 10 kg/m <sup>2</sup> on each side of structural elements.
	Pitched Roof (all roofs other than skillion roofs)	Cladding:	0.5 mm profiled steel or tiles, or membrane over 15mm thick ply.
		Frame:	Timber truss with 100 mm fibrous acoustic blanket. (batts or similar of a minimum mass of 9 kg/m <sup>3</sup> ) required for all ceilings.
		Ceiling:	12 mm gypsum plaster board.
		Combined superficial density:	Combined mass with cladding and lining of not less than 25 kg/m <sup>2</sup> .
	Floor areas open to outside	Cladding:	Under-floor areas of non-concrete slab type floors exposed to external sound will require a cladding layer lining the underside of floor joists of not less than 12 mm ply
		Combined superficial density:	Floors to attain a combined mass not less than 25 kg/m <sup>2</sup> for the floor layer and any external cladding (excluding floor joists or bearers).
	External Door to Habitable Rooms	Solid core door (min 25kg/m <sup>2</sup> ) with compression seals (where the door is exposed to exterior noise)	
	Notes: <ul style="list-style-type: none"> <li>The table refers to common specifications for timber size. Nominal specifications may in some cases be slightly less than the common specifications stated in the schedule for timber size.</li> <li>In determining the insulating performance of roof/ceiling arrangements, roof spaces are assumed to have no more than the casual ventilation typical of the jointing capping and guttering detail used in normal construction.</li> </ul>		
<b>P1 Sch1</b>	<b>TABLE II - Minimum construction requirements necessary to achieve an advanced external sound insulation level of <math>D_{nT,w} + C_{tr} &gt; 35</math> dB:</b>		
	<b>Building Element</b>	<b>Minimum Construction Requirements</b>	
	<b>External walls</b>	1. Wall cavity infill of fibrous insulation, batts or similar, with a minimum density of 9kg/m <sup>3</sup> ; and	



		2. cladding and internal wall lining complying with either Option A, B or C below:	
		<b>Option A</b>	Light cladding: timber weatherboard or sheet materials with surface mass between 16kg/m <sup>2</sup> and 30kg/m <sup>2</sup> of wall cladding
		<b>Option B</b>	Medium cladding: surface mass between 30 kg/m <sup>2</sup> and 65kg/m <sup>2</sup> of wall cladding
			Internal lining of minimum 17kg/m <sup>2</sup> plasterboard, such as two layers of 10mm thick high density plasterboard, on resilient/isolating mountings
			Internal lining of minimum 17kg/m <sup>2</sup> plasterboard, such as two layers of 10mm

				thick high density plasterboard
		<b>Option C</b>	Heavy cladding: surface mass greater than 65kg/m <sup>2</sup> of wall cladding	Internal lining of minimum 6kg/m <sup>2</sup> plasterboard, such as one layer of 10mm thick plasterboard
	<b>Roof/ceiling</b>	<ol style="list-style-type: none"> <li>Ceiling cavity infill of fibrous insulation, batts or similar, with a minimum density of 7kg/m<sup>3</sup>; and</li> <li>ceiling penetrations, such as for recessed lighting or ventilation, must not allow additional noise break-in; and</li> <li>roof type and internal ceiling lining complying with either Option A, B or C below:</li> </ol>		
		<b>Option A</b>	Skillion roof with light cladding: surface mass up to 13kg/m <sup>2</sup> of roof cladding	Internal lining of minimum 17kg/m <sup>2</sup> plasterboard, such as two layers of 10mm thick high density plasterboard on resilient/isolating mountings
		<b>Option B</b>	Pitched roof with light cladding: surface mass up to 20kg/m <sup>2</sup> of roof cladding	Internal lining of minimum 17kg/m <sup>2</sup> plasterboard, such as two layers of 10mm thick high density plasterboard
		<b>Option C</b>	Heavy roof cladding: surface mass greater than 20kg/m <sup>2</sup> of roof cladding	Internal lining of minimum 17kg/m <sup>2</sup> plasterboard, such as one layer of 10mm thick high density plasterboard
		<b>Glazed areas</b>	<ol style="list-style-type: none"> <li>Timber or aluminum frames with full compression seals on opening panes (excludes glazed sliding doors or windows)</li> <li>glazed areas shall be less than 35% of each room floor area</li> <li>double-glazing with: <ol style="list-style-type: none"> <li>a laminated pane of glass at least 6mm thick; and</li> <li>a cavity between the two panes of glass at least 12mm deep; and</li> <li>a second pane of glass at least 6mm thick; or</li> <li>any other glazing with a minimum performance of <math>R_w + C_{tr} 34dB</math>.</li> </ol> </li> </ol>	
	<b>Exterior doors to any habitable room</b>	Solid core exterior door, minimum surface mass 20kg/m <sup>2</sup> , with compression seals; or other door sets with minimum performance of $R_w 30dB$		