

Table 1: High level comparative analysis of approach to residential activity located within residential zones and within the aircraft noise boundaries at New Zealand’s four main international airports.

Matter	Auckland International Airport	Christchurch International Airport	Queenstown International Airport	Wellington International Airport (s42A report author)	Wellington International Airport (K O’Sullivan)
High Aircraft Noise Area / 65 dB Ldn Noise Conour / Inner Noise Overlay / Air Noise Boundary					
1 residential unit	Prohibited	Prohibited	Permitted 1 per 450m ²	Permitted	Permitted
2 residential units				Restricted discretionary	Restricted discretionary
3 residential units				Discretionary	Restricted discretionary
Additions / Alterations¹	Restricted discretionary	Non-complying	Permitted	Permitted	Permitted
Internal Sound Environment	40dB Ldn	40dB – 50 dB Ldn	40dB Ldn	External to internal noise reduction of 35 dB Dtr,2m,nT,w + Ctr	40dB Ldn
Acoustic Treatment Standards	Acoustic treatment Mechanical Ventilation	N/A (design certificate)	Acoustic Insulation Mechanical Ventilation	Acoustic Insulation Mechanical Ventilation	Acoustic Insulation Mechanical Ventilation
Affected Party	Yes	No	No	Yes	Yes

¹ Note, with the exception of the section 42A report author recommendation, none of the Airports listed provide for a 10% increase (or similar) in gross floor area **without** acoustic treatment/ventilation.

Table 1: High level comparative analysis of approach to residential activity located within residential zones and within the aircraft noise boundaries at New Zealand’s four main international airports.

Matter	Auckland International Airport	Christchurch International Airport*	Queenstown International Airport*	Wellington International Airport (s42A report author)	Wellington International Airport (K O’Sullivan)
Moderate Aircraft Noise Area / 60 dB Ldn Noise Conour / Inner Noise Overlay					
1 Residential Unit	Permitted	Permitted / Restricted discretionary 300-450m2 / no density	Permitted 1 per 450m ²	Permitted	Permitted
2 residential unites	1 per 400m ² or Flat Bush Precinct 1 per 150-400m ²				Restricted discretionary
3 residential units					
Additions / Alterations²	Permitted	Permitted	Permitted	Permitted	Permitted
Internal Sound Environment	40dB Ldn	40 to 50dB	40dB Ldn	External to internal noise reduction of 30 dB Dtr,2m,nT,w + Ctr.	40dB Ldn
Acoustic Treatment Standards	Mechanical Ventilation	N/A (design certificate)	Mechanical Ventilation	Acoustic Insulation Mechanical Ventilation	Mechanical Ventilation
Affected Party	Yes	No / Yes	No	No	Yes

* Queenstown and Christchurch International Airports do not delineate a 60dB Ldn noise contour for land use planning purposes and instead use a 55dB Ldn noise contour, or “Outer Control Boundary” as per NZS6805. Christchurch International Airport also has a 50dB Ldn Noise Contour.

² Note, with the exception of the section 42A report author recommendation, none of the Airport’s listed provide for a 10% increase (or similar) in gross floor area **without** acoustic treatment/ventilation.