

This Plan Change relates predominantly to the Rural General and Rural Visitor Zones but also includes changes to Chapters 4, 14, Definitions, the creation of a new Appendix and changes to relevant District Plan Maps. Changes in relation to these sections are denoted by underlining for additions and ~~striketrough~~ for deletions.

1. **MAKE THE FOLLOWING CHANGES TO SECTION 4:**

4. District Wide Issues

2. **ADD THE FOLLOWING OBJECTIVE AND POLICIES TO SECTION 4.9.3:**

Objective 9 – Wanaka Airport

Maintain and promote the on-going operation of the airport while managing reverse-sensitivity effects on surrounding land uses.

Policies

9.1: Ensure appropriate noise boundaries are established and maintained to enable operations at Wanaka Airport to continue and to expand over time.

9.2: To prohibit all new activity sensitive to aircraft noise within the Outer Control Boundary and/or the Night-time Noise Boundary in the Rural Zone around Wanaka Airport.

9.3: To discourage plan changes or land use proposals which are promoted or initiated on land within the Outer Control Boundary and/or the Night-time Noise Boundary at Wanaka Airport where these incorporate provisions for activity sensitive to aircraft noise on the basis that such activities have the potential to compromise the ongoing operational efficiency of the airport.

Implementation Methods

i District Plan

The provision of rules to prohibit or otherwise control activity sensitive to aircraft noise within the Outer Control Boundary, Night-time Noise Boundary or Air Noise Boundary in the Rural Zone around Wanaka Airport.

ii Other Methods

Consultation with Wanaka Airport on any Plan Change or other land use proposal affecting land within the Outer Control Boundary, Night-time Noise Boundary or Air Noise Boundary.

Explanation and Principal Reasons for Adoption

Some types of activity on land adjacent to the airport may give rise to issues of reverse sensitivity. It is essential for the current and future operation of Wanaka Airport that appropriate measures are taken in regard to noise sensitive activity in the vicinity of the Airport to ensure reverse sensitivity issues are avoided. Such land use management will also avoid the potential adverse effects on residential amenity (in particular indoor amenity) and community well-being by avoiding unnecessary exposure to higher than desirable levels of aircraft noise.

3. **MAKE THE FOLLOWING CHANGES TO SECTION 5:**

5 Rural Areas

4. **AMEND POLICY 3.6 AS FOLLOWS:**

3.6 ~~To require acoustic insulation of buildings located within the airport Outer Control Boundary, that contain critical listening environments To prohibit all new activity sensitive to aircraft noise on any Rural zoned~~

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land within the Outer Control Boundary, Night-time Noise Boundary and Air Noise Boundary at Wanaka Airport to avoid adverse effects arising from aircraft operations on future activities sensitive to aircraft noise.

5. ADD TWO NEW IMPLEMENTATION METHODS TO OBJECTIVE 3 AS FOLLOWS:

The provision of rules to prohibit new activity sensitive to aircraft noise within the Outer Control Boundary, Night-time Noise Boundary and Air Noise Boundary of Wanaka Airport.

The New Zealand Standard 6805:1992 – “Airport Noise Management and Land Use Planning” will be used as the basis for establishing noise boundaries and associated rules in the District Plan in relation to controlling noise from airports in the District while also protecting those airports from the reverse sensitivity effects associated with activities which are sensitive to aircraft noise.

6. AMEND OBJECTIVE 7 AS FOLLOWS:

Objective 7 - Buffer Land for Airports

~~Retention of a greenfields area within an airport Outer Control Boundary to act as a buffer between airports and other land use activities.~~ Retention of a greenfields area or at Queenstown Airport an area for Airport related activities or where appropriate, an area for activities not sensitive to aircraft noise, within an airport's Outer Control Boundary to act as a buffer between airports and other land use activities.

7. ADD TWO NEW POLICIES TO OBJECTIVE 7 AS FOLLOWS:

Policy

7.4 To prohibit the location of any new activity sensitive to aircraft noise on land within the Outer Control Boundary, Night-time Noise Boundary and Air Noise Boundary around Wanaka Airport.

7.5 To discourage plan changes or land use proposals which are promoted or initiated on land within the Outer Control Boundary, Night-time Noise Boundary or Air Noise Boundary at Wanaka Airport where these incorporate provision for activity sensitive to aircraft noise on the basis that such activities have the potential to compromise the ongoing operational efficiency of the Airport.

8. ADD A NEW IMPLEMENTATION METHOD TO OBJECTIVE 7 AS FOLLOWS:

i District Plan

(f) Provision of zone rules prohibiting activities sensitive to aircraft noise within the Air Noise Boundary and Night-time Noise Boundary and Outer Control Boundary shown on the planning maps around the Wanaka Airport.

5.3 Rural General and Ski Area Sub-Zone - Rules

9. AMEND 5.3.1.1 BY ADDING THE BULLET POINT AS FOLLOWS:

5.3.1.1 Rural General Zone

The purpose of the Rural General Zone is to manage activities so they can be carried out in a way that:

- ...
- protects the on-going operations of Wanaka Airport.

...

10. DELETE CONTROLLED ACTIVITY RULE *vii* AS FOLLOWS:

5.3.3.2 Controlled Activities

...

~~vii Buildings within the Outer Control Boundary - Wanaka Airport~~

~~Buildings or part of a building to be used for residential activities, visitor accommodation or community activities on any land within the Outer Control Boundary as indicated on the District Plan Maps, in respect of the design, construction, orientation and location of the building to achieve adequate indoor sound insulation from aircraft noise.~~

11. AMEND PROHIBITED ACTIVITY RULE 5.3.3.5.ii AS FOLLOWS:

5.3.3.5 Prohibited Activities

ii New Building Platforms and Activities within the Air Noise Boundary, Outer Control Boundary or the Night-time Noise Boundary - Wanaka Airport

On any site located within the Air Noise Boundary, Outer Control Boundary or Night-time Noise Boundary, any new activity sensitive to aircraft noise or new building platform to be used for an activity sensitive to aircraft noise shall be a Prohibited Activity ~~Prohibited Activities~~.

12. AMEND ZONE STANDARDS AS FOLLOWS:

5.3.5.2 Zone Standards

13. INSERT NEW EXCEPTION TO ZONE STANDARD 5.3.5.2.v AS FOLLOWS:

v Noise

Non-residential activities shall be conducted such that the following noise levels are not exceeded, neither at, nor within, the notional boundary of any residential unit, other than residential units on the same site as the activity:

- (a) during daytime (0800 to 2000 hrs) L10 50dBA.
- (b) during night time (2000 to 0800 hrs) L10 40dBA and Lmax 70dBA. **except:**
 - (i) When associated with farming and forestry activities, this standard shall only apply to noise from stationary motors and stationary equipment.
 - (ii) Noise from aircraft operations at Queenstown Airport is exempt from the above standards.
 - (iii) Noise from aircraft operations at Wanaka Airport are exempt from the above noise standards, but are subject to the conditions attached to the designation.

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14. DELETE ZONE STANDARD 5.3.5.2.viii:

~~viii Wanaka Airport Building Line~~

~~No building shall be erected, constructed or relocated within the area defined by a line 150m on the western side of the centre line of the Wanaka Airport main runway, the Airport Purposes Designation boundary at either end of the main runway, and a line 200m on the eastern side of the centre line of the Wanaka Airport main runway.~~

...

15. AMEND ZONE STANDARD 5.3.5.2.x AS FOLLOWS:

x ~~Airport Noise - Building with the Outer Control Boundary – Wanaka Airport~~

~~Alterations or additions to existing buildings or construction of a building on a building platform approved before 20 October 2010 within the Outer Control Boundary and/or Night-time Noise Boundary at Wanaka Airport~~

~~(a) Within the Night-time Noise Boundary (NNB) – The construction of, alteration, or addition to any building containing an activity sensitive to aircraft noise shall meet the acceptable construction requirements for sound insulation (Table 1) and mechanical ventilation (Table 2) set out in Appendix 14 of the District Plan. On any site within the Outer Control Boundary as indicated on the District Plan Maps, any buildings or part of a building to be used for residential activities, visitor accommodation or community activities shall be insulated from aircraft noise so as to meet an indoor design sound level of 40 dBA Ldn, except for non-critical listening environments where no special insulation is required.~~

~~(b) Within the Outer Control Boundary (OCB) – The construction of, alteration, or addition to any building containing an activity sensitive to aircraft noise shall meet the acceptable construction requirements for sound insulation (Table 1) and mechanical ventilation (Table 2) set out in Appendix 14 of the District Plan. This control shall be met in either of the following two ways:~~

~~EITHER:~~

~~(i) By providing a certificate from a recognised acoustic engineer stating that the proposed construction will achieve the internal design noise level.~~

~~OR~~

~~(ii) The building shall be constructed and finished in accordance with the provisions of Table 1 in part 5.3.5.2.~~

~~(c) Where construction alternatives to those listed in Tables 1 and 2 of Appendix 14 are proposed to be used, a certificate from a person suitably qualified in acoustics stating that the proposed construction will achieve a similar standard of acoustic insulation or ventilation to critical listening environments shall be provided to Council.~~

~~(d) Where a ventilation system (or systems) is required by this rule noise from such a system shall not exceed the levels set out in Table 3 of Appendix 14.~~

~~...~~

16. DELETE TABLE 1 - ACOUSTIC INSULATION OF BUILDINGS CONTAINING NOISE SENSITIVE ACTIVITIES (EXCEPT NON-CRITICAL LISTENING AREAS)

| Building Element | Required Construction |
|------------------|---|
| External Walls | <p><i>Exterior:</i> 20 mm timber or 6mm fibre cement</p> <p><i>Frame:</i> 100mm gap containing 100mm acoustic blanket (R2.2 Batts or similar)</p> <p>Two layers of 12.5mm gypsum plasterboard* (Or an equivalent combination of exterior and interior wall mass)</p> |
| Windows | <p>Up to 40% of wall area: Minimum thickness 6mm glazing**</p> <p>Up to 60% of wall area: Minimum thickness 8mm glazing**</p> <p>Up to 80% of wall area: Minimum thickness 8mm laminated glass or minimum 10mm double glazing**</p> <p>Aluminium framing with compression seals (or equivalent)</p> |
| Pitched Roof | <p><i>Cladding:</i> 0.5mm profiled steel or tiles or 6mm corrugated fibre cement</p> <p><i>Frame:</i> Timber truss with 100mm acoustic blanket (R 2.2 Batts or similar)</p> <p><i>Ceiling:</i> 12.5mm gypsum plaster board*</p> |
| Skillion Roof | <p><i>Cladding:</i> 0.5mm profiled steel or 6mm fibre cement</p> <p><i>Sarking:</i> 20mm particle board or plywood</p> <p><i>Frame:</i> 100mm gap containing 100mm acoustic blanket (R2.2 Batts or similar)</p> <p><i>Ceiling:</i> 2 layers of 9.5mm gypsum plasterboard*</p> |
| External Door | Solid core door (min. 24kg/m ²) with weather seals |

Table 1 – Acoustic Insulation of Buildings Containing Noise

Sensitive Activities (except non-critical listening areas)

* Where exterior walls are of brick veneer or stucco plaster the internal linings need be no thicker than 9.5mm gypsum plasterboard.

** Typical acoustic glazing usually involves thick single panes or laminated glass. Where two or more layers of glass are employed with an air gap between, total thickness of window glass may be calculated as the total of all glass layers (excluding air gap) provided that at least one glass layer shall be of a different thickness to the other layer(s).

17. DELETE ASSESSMENT MATTER 5.4.2.3.ix

5.4.2.3 Assessment Matters General

ix Controlled Activity - Addition or alteration to Buildings within the Outer Control Boundary – Queenstown Airport and Buildings within the Outer Control Boundary – Wanaka Airport

Conditions may be imposed to ensure the design, construction, orientation and location of buildings for residential activities, visitor accommodation or community activities within Wanaka Airport's Outer Control Boundary, or the alteration or addition to an existing building or part of a building used for residential activities, visitor accommodation or community activities within Queenstown Airport's Outer Control Boundary is such to ensure the indoor design sound levels specified in Zone Standards 5.3.5.2(viii) and (x) are met.

18. MAKE THE FOLLOWING CHANGES TO SECTION 12:

Section 12.3 Rural Visitor Zones

19. AMEND POLICY 12.3.4 (6) AS FOLLOWS:

Policies:

- ...
- 6 Within the Windermere Rural Visitor Zone minimise the potential for reverse sensitivity effects on Wanaka Airport by:
- Prohibiting all new activity sensitive to aircraft noise (this includes visitor accommodation) within the Night-time Noise Boundary;
 - Requiring compliance with an acoustic treatment performance standard for any new, altered or extended visitor accommodation or permanent residential accommodation

approved between the Outer Control Boundary and Night-time Noise Boundary shown on the planning maps.

- ~~• Noise insulating buildings~~
- ~~• Designing and orientating buildings to minimise exposure to noise~~
- ~~• Encouraging noise sensitive activities to be located with maximum separation from the airport~~
- ~~• Avoiding landscaping and development that may be hazardous to aircraft~~
- Limited permanent residential accommodation

12.4 Rural Visitor Zone - Rules

12.4.3.2 Controlled Activities

20. ~~DELETE CONTROLLED ACTIVITY RULE 12.4.3.2.iii~~

- ~~iii Windermere – the design, construction, orientation and location of the building to achieve adequate indoor sound insulation from aircraft noise.~~

...

21. ~~DELETE CONTROLLED ACTIVITY RULE 12.4.3.2.vi.(g)~~

vi Visitor Accommodation

Activities (v) and (vi) above are controlled in respect of the following matters:

...
(g) ~~Windermere – airport noise~~

...

12.4.3.5 Prohibited Activities

22. ~~ADD PROHIBITED ACTIVITIES RULE 12.4.3.5.(ii)~~

...

- ~~(ii) Buildings to be used for an activity sensitive to aircraft noise on any land within the Wanaka Airport Night-time Noise Boundary.~~

...

12.4.5.2 Zone Standard

23. ~~AMEND ZONE STANDARD 12.4.5.2.vii AS FOLLOWS:~~

- ~~vii Airport Noise - New buildings or alterations or additions to existing buildings within the Outer Control Boundary - Wanaka Airport~~

~~(a) Within the Outer Control Boundary (OCB) – The construction of, alteration, or addition to any building containing an activity sensitive to aircraft noise shall meet the acceptable construction requirements for sound insulation (Table 1) and mechanical ventilation (Table 2) set out in Appendix 14 of the District Plan.~~

~~(b) Where construction alternatives to those listed in Tables 1 and 2 of Appendix 14 are proposed to be used, a certificate from a person suitably qualified in acoustics stating that the proposed construction will achieve a similar standard of acoustic insulation or ventilation to critical listening environments shall be provided to Council.~~

~~(c) Where a ventilation system (or systems) is required by this rule noise from such a system shall not exceed the levels set out in Table 3 of Appendix 14.~~

~~Wanaka Airport. On any site within the outer control boundary as indicated on the District Plan Maps, any building or part of a building to be used for Residential Activities, Visitor Accommodation Activities, Commercial Activities or Community Activities shall be insulated from aircraft noise so as to meet an indoor design sound level of 40dBA Ldn, except for non-critical listening environments where no special insulation is required.~~

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12.5.2 Assessment Matters

24. ~~DELETE ASSESSMENT MATTER 12.5.2.X AS FOLLOWS:~~

~~x Windermere – the following assessment matters should be taken into account in addition to those listed for specific activities.~~

- ~~(a) The design, constructions, orientation and location of buildings and whether an indoor design sound level of 40 dBA Ldn, except for non-critical listening environments can be achieved.~~
- ~~(b) Whether noise sensitive activities are located with maximum separation from Wanaka Airport.~~
- ~~(c) Whether the location of activities is consistent with providing buffer from Airport activities, taking into account the air noise boundary and outer control boundary.~~
- ~~(d) Whether buildings, structures or activities are a hazard to aircraft.~~
- ~~(e) Provision of landscaping that mitigates the visual effects while ensuring that species that may be a hazard to aircraft are avoided.~~
- ~~(f) Whether the residential activity is for on-site custodial management purposes and the potential for adverse cumulative effects of residential development.~~

25. MAKE THE FOLLOWING CHANGES TO SECTION 14

14. Transport

14.1.3 Objectives and Policies

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26. AMEND POLICIES ASSOCIATED WITH OBJECTIVE 8 AS FOLLOWS:

Objective 8 - Air Transport

Effective and controlled airports for the District, which are able to be properly managed as a valuable community asset in the long term.

Policies:

- 8.1 *To provide for appropriate growth and demand for air services for Queenstown and Wanaka.*
- ...
- 8.3 *To establish an Air Noise Boundary and Outer Control Boundary for Queenstown and Wanaka airports and a Night-time Noise Boundary at Wanaka Airport.*
- 8.4 *To advocate a noise management regime at Queenstown airport and Wanaka Airport to help manage the environmental effects of aircraft noise through means available to the Queenstown Airport Corporation and the Wanaka Airport Operator but not available through the District Plan.*

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27. AMEND IMPLEMENTATION METHODS FOR OBJECTIVE 8 AND ITS ASSOCIATED POLICIES AS FOLLOWS:

Implementation Methods

Objective 8 and associated policies will be implemented through a number of methods including:

(i) District Plan

- (a) Identification of the Air Noise Boundary (65 L_{dn}), Outer Control Boundary (55 L_{dn}) and the Night-time Noise Boundary (Wanaka Airport) locations and implementation of controls relating to these in order to manage aircraft activity at the airports.

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28. AMEND EXPLANATION AND PRINCIPAL REASONS FOR ADOPTION FOR OBJECTIVE 8 AND ITS ASSOCIATED POLICIES AS FOLLOWS:

Explanation and Principal Reasons for Adoption

The Queenstown and Wanaka airports are important physical resources, important to the social and economic well being of the community. Queenstown Airport's main function is for domestic, and international, passenger movements and freight and tourist operations. The Queenstown Airport is an important factor in the rate of growth in the District. In comparison, Wanaka Airport's main function is has been to providing recreational and tourist air services, including aviation museums but increasingly it is providing for scheduled air services and may in the future provide a complementary alternative to Queenstown Airport.

...

In relation to Wanaka Airport, activities sensitive to aircraft noise within the Outer Control Boundary and Night-time Noise Boundary will be prohibited. ~~will~~

~~require a resource consent for a controlled activity. The Any alterations or additions to existing buildings consent will be subject to adequate acoustic treatment insulation. The insulation treatment requirements will be in accordance with the NZ Building Code Standards and the rules of this Plan.~~

~~The Council is also of the view that rezoning land as a Residential Zone, or classifying new noise sensitive activities as permitted, controlled, discretionary or non-complying adjacent to an airport, gives a false impression that the land is suitable for noise sensitive activities.~~

...

The controls are intended to either prohibit, or require acoustic treatment insulation (as appropriate), for the full range of activities sensitive to aircraft noise sensitive activities. Reference is made to "community activities" in each of the relevant rules is defined in the district plan. The rules are intended to be inclusive; and to cover all activities which fall within the broad definition of community activity, whether or not such activities are separately defined.

29. Make the following changes to District Plan Definitions

Amend the following definitions

| | |
|--------------------------------------|--|
| Air Noise Boundary Wanaka | Means a boundary, the location of which is based on predicted day/night sound levels of L _{dn} 65 dBA from future airport operations. The location of the boundary is shown in Figure <u>District Plan Map 31a 18a.</u> |
| Outer Control Boundary Wanaka | Means a boundary, the location of which is based on predicted day/night sound levels of L _{dn} 55 dBA from future airport operations. The location of the boundary is shown in Figure <u>District Plan Map 31a 18a.</u> |

Add the following definitions

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| | |
|--|---|
| Activity Sensitive to Aircraft Noise (ASAN) | Means any Residential Activity, Visitor Accommodation, Community Activity and Day Care Facility including all outdoor spaces associated with any education facility but excludes police stations, fire stations, courthouses, probation and detention centres, government and local government offices. |
| Airport Operator | Means the person or body that has the necessary statutory authority for the establishment, maintenance, operation or management of the airport. |
| Critical Listening Environment | Means any space that is regularly used for high quality listening or communication for example principle living areas, bedrooms and classrooms but excludes non critical living environments. |
| Night-time Noise Boundary Wanaka | Means a boundary, as shown in District Plan Map 18a the location of which is based on predicted sound levels of SEL 95 dBA. |

30. CREATE A NEW APPENDIX 14 AS FOLLOWS

Appendix 14

Appendix 14 - Acoustic Insulation and Ventilation Requirements Wanaka Airport

Table 1: Sound Insulation Requirements – Acceptable Constructions for Critical Listening Environments

| Building Element | Minimum Construction | |
|------------------------------|---|---|
| External Walls | Exterior Lining: | Brick or concrete block or concrete, or 20mm timber or 6mm fibre cement |
| | Insulation: | Not required for acoustical purposes |
| | Frame: | One layer of 9mm gypsum or plasterboard (or an equivalent combination of exterior and interior wall mass) |
| Windows/ Glazed Doors | 4mm glazing with effective compression seals or for double glazing 6mm-6mm airgap-6mm | |
| Pitched Roof | Cladding: | 0.5mm profiled steel or masonry tiles or 6mm corrugated fibre cement |
| | Insulation: | 100mm thermal insulation blanket/batts |
| | Ceiling: | 1 layer 9mm gypsum or plaster board |
| Skillion Roof | Cladding: | 0.5mm profiled steel or 6mm fibre cement |
| | Sarking: | None Required |
| | Insulation: | 100mm thermal insulation blanket/batts |
| | Ceiling: | 1 layer 9mm gypsum or plasterboard |
| External Door | Solid core door (min 24kg/m ²) with weather seals | |

Note: The specified constructions in this table are the minimum required to meet the acoustic standards. Alternatives with greater mass or larger thicknesses of insulation will be acceptable. Any additional construction requirements to meet other applicable standards not covered by this rule (eg fire, Building Code etc) would also need to be implemented.

Table 2: Ventilation Requirements for Critical Listening Environments

| Room Type | Outdoor Air Ventilation Rate (Air Changes per Hour) | |
|--|---|----------------|
| | Low Setting * | High Setting * |
| Bedrooms | 1.2 ac/hr | Min. 5 ac/hr |
| Other critical listening environments | 1-2 ac/hr | Min. 15 ac/hr |

* Each system must be able to be individually switched on and off and when on, be controlled across the range of ventilation rates by the occupant with a minimum of 3 stages.

Each system providing the low setting flow rates is to be provided with a heating system which, at any time required by the occupant, is able to provide the incoming air with an 18 degC heat rise when the airflow is set to the low setting. Each heating system is to have a minimum of 3 equal heating stages.

If air conditioning is provided to any space then the high setting ventilation requirement for that space is not required.

Table 3: Ventilation System Noise Limits

| Room Type | Noise Level Measured at a distance of 1m-2m from the Diffuser (Leq dB) | |
|--|--|--------------|
| | Low Setting | High Setting |
| Bedrooms | 30 | 35 |
| Other critical listening environments | 35 | 40 |

31. MAKE THE FOLLOWING CHANGES TO VOLUME 3 – DISTRICT PLAN MAPS:

Volume 3 District Plan Maps

32. AMEND DISTRICT PLAN MAP 18A TO UPDATE OUTER CONTROL AND AIR NOISE BOUNDARIES AND TO INCLUDE NIGHT NOISE BOUNDARY.