

**Wellington**Airport

**We are making changes  
to further protect our  
community against  
airport noise**



# Wellington Airport Boundary Map

Few cities in the world benefit from an airport as conveniently located as Wellington. This accessibility also requires that the effects of airport noise on the local community are carefully monitored and managed.

To achieve this an Air Noise Management Committee (ANMC) was formed in 1997, allowing community and industry representatives to advise on the airport's Noise Management Plan.

As part of the ongoing Noise Management Plan, the ANMC has supported a range of new noise treatment measures that will be applied within the airport's Air Noise Boundary (ANB). This brochure provides you with information on the changes and what they may mean for you and the other residents who live close to the airport.

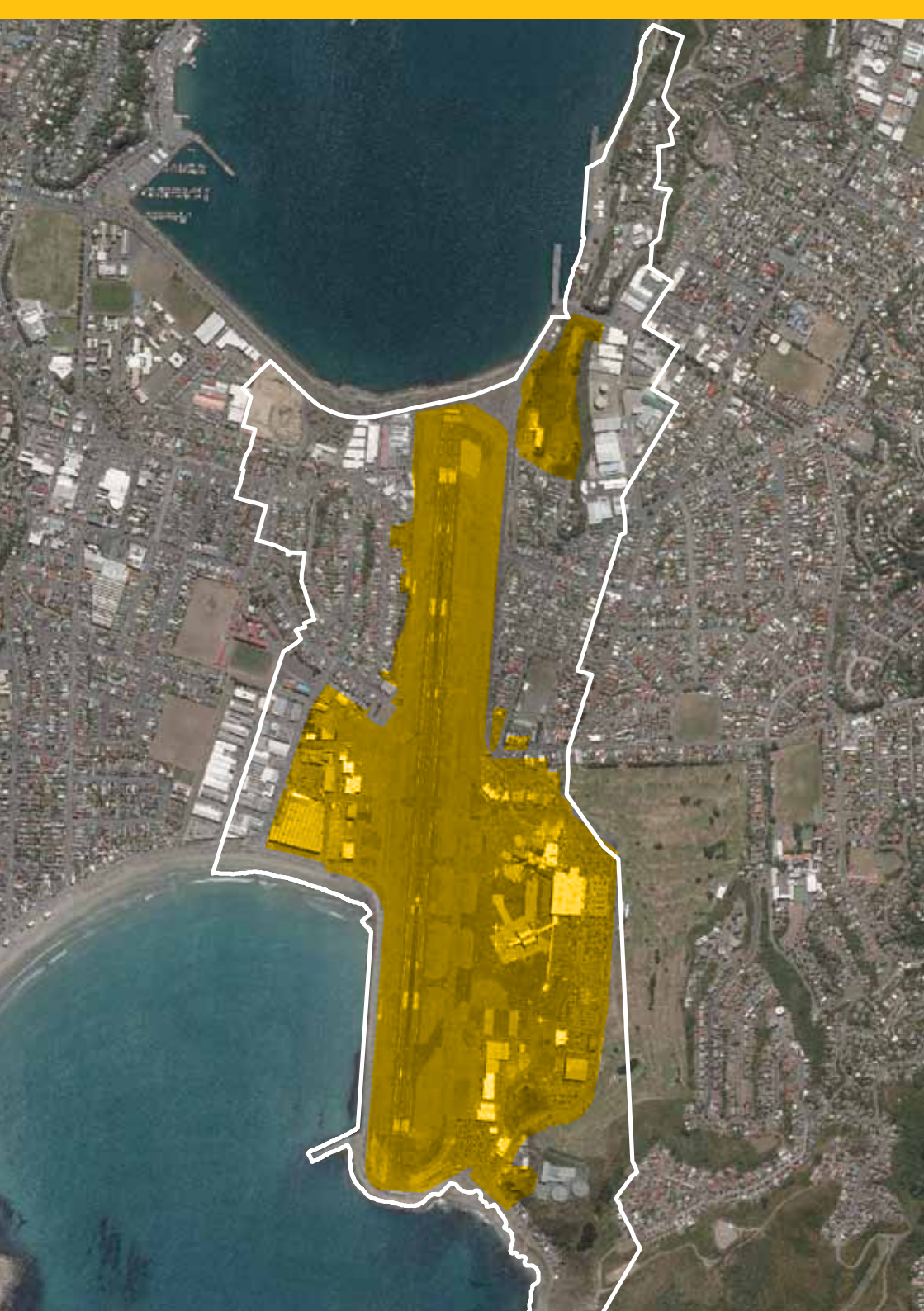
**The areas included within the boundary are shown in the map:**

## Key

— Approximate Air Noise Boundary

■ Wellington Airport





## Three measures to manage airport noise

The airport currently operates well within the overall noise limits set by the Wellington City Council District Plan.

However, a comprehensive study to determine what is needed to manage noise in the future as activity at Wellington Airport increases has identified some areas for improving noise management.

Based on the findings of the study, the ANMC has supported the first stage of a plan to ensure the airport continues to manage current and future airport noise effectively.

The measures include:

1. The removal of 19 tenanted dwellings from Bridge Street from November 2012, which can experience a high level of airport noise that cannot be insulated against.
2. A two-year programme to develop a noise mitigation package and application process for up to 700 dwellings, schools and early childhood centres within the Air Noise Boundary (ANB).
3. Stricter rules on the subdivision of properties within the Air Noise Boundary and an improved standard for noise insulation of new structures and additions to existing buildings.



# The changes in detail

## 1. The removal of buildings

The ANMC study has identified some locations where exposure to airport noise could exceed a benchmark of 75 decibels on average. For these properties effective noise mitigation will not be possible and the best solution is for these properties to be purchased by the airport over time and their use changed to non-residential purposes. The airport has already acquired some properties and will be making offers on others at fair valuation should owners ever want to sell. The process of buying and removing buildings will occur in the three stages:

- From June 2012, three unoccupied buildings currently owned by the airport will begin to be removed.
- Tenants in 19 dwellings owned by the airport are being provided with six months' notice to find new rental accommodation so the buildings they are renting can begin to be removed from November 2012. The dwellings are located in Bridge St on the airport's western boundary and the tenants have been informed about the plans.
- The airport will look to extend an offer to purchase and remove some buildings it does not currently own, where noise could exceed 75 decibels on average. This is an open offer at a fair valuation if property owners wish to sell soon or in the future. This process has been used by the airport for over 10 years and works well for both parties. Owners have recently been contacted and received information regarding the offer from Wellington Airport.

## 2. The noise mitigation package

The study identified up to 700 dwellings within the Air Noise Boundary that are eligible for treatment against future noise, within permitted levels. Wellington Airport and the ANMC have started developing the process to assess and treat these dwellings within the ANB.

Having windows closed substantially reduces the impact of external noise levels. The treatments will mostly include seals on windows and air ventilation systems – so air can be actively circulated inside a property without the need to open the windows. The treatment will vary for each dwelling and will depend on a number of factors including the age and construction of the buildings, orientation of windows and proximity to the airport. All dwellings that may be eligible for noise treatment will receive information and an application form when the assessment process has been finalised over the next two years.

## 3. Stricter subdivision and insulation rules

Previous measures have not effectively managed land development that is sensitive to airport noise within the ANB. The previous restrictions on land use have been reviewed by the Environment Court. This has resulted in stricter rules for additional subdivision within the ANB and provision of an improved standard for noise insulation of new structures and additions. These changes will ensure that any future developments near the airport take into account the potential effect of aircraft noise.

# Some important background information

## What is the Noise Management Plan?

The Wellington City Council District Plan requires Wellington Airport to manage its noise levels responsibly to limit the impact on its surrounding community. The airport does this through the implementation of a Noise Management Plan (NMP) advised by the ANMC.

The NMP includes the methods and processes for remedying and mitigating adverse effects of airport noise including:

- Strictly governing the total noise for aircraft movements at Wellington Airport.
- Controlling hours of flight with a curfew in place (from midnight to 6am for domestic flights and international departures, and from 1am to 6am for international arrivals, with allowances for delayed flights and exemptions for emergencies).
- Controlling engine testing and other land based activities.
- Improving the airport's layout and equipment to reduce ground noise.

## Does the airport comply with the District Plan?

The airport comfortably complies with the District Plan's noise requirements.

Over the last 20 years as airport activity has increased the overall noise generated has significantly declined. This is a direct result of substantial investment in new technology by the airlines and the airport, which has meant that noise has been kept to levels considerably less than its historic peak in 1988. These include:

- Changes in aircraft technology have produced new generations of aircraft that are up to 30% quieter and this trend will continue.
- An engine testing bay at the airport that helps to confine noise from engine testing.
- The implementation of the airport's curfew that has effectively eliminated most airport noise between midnight and 6am.
- Investment in quieter ground service equipment.
- Noise abatement procedures specific to Wellington Airport relating to flight routes set by the Civil Aviation Authority.

## **What is the Air Noise Management Committee?**

The Wellington Air Noise Management Committee (ANMC) oversees the compliance and ongoing development and implementation of the Noise Management Plan in accordance with the District Plan.

The ANMC is an independent body with representatives including up to four local residents, the Airport, The Board of Airline Representatives of New Zealand Inc, Airlines, Wellington City Council, Airways Corporation New Zealand and the New Zealand Defence Force. In addition, there are acoustic experts who provide technical advice to the ANMC. The ANMC receives the full support of the Airport in the management of air noise at Wellington.

## **How is airport noise monitored?**

Guidance for airports on the management of airport related noise is provided in New Zealand Standard 6805-1992.

Airport noise is monitored using a recording system at three sites around the airport. The system allows detailed and ongoing monitoring of aircraft noise, and assessment by two independent experts to evaluate whether the total noise generated is within the levels set by the District Plan.

The airport is permitted to emit noise up to 65 decibels, on average over 90 days, at the Air Noise Boundary as determined by Environment Court.

## **What are the effects of airport noise?**

Research into the effects of aircraft noise has identified disturbed sleep as being the main issue. The curfew Wellington Airport has in place, which effectively requires most airport operations to cease for around 6 hours per night, greatly reduces sleep disturbance.

## **Are residential property values affected by being within the Air Noise Boundary?**

As part of the study, independent valuers were contracted to assess the potential impact of the airport on property values. Property prices within the ANB were found to increase with elevation and views as opposed to distance from the airport. The results suggest there is not a strong link between property value and proximity to the airport.

## **How do I get more information about the changes?**

All information you need is contained within this pamphlet. However if you would like to raise any questions with either the airport or your resident representative on the ANMC, please email your contact details, including your street, to the address below or leave a message on the answer-phone number. A representative will contact you within three working days.

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