

In the Environment Court
at Christchurch

I Mua I te Kōti Taiao o Aotearoa
ki Ōtautahi

IN THE MATTER

of the Resource Management Act
1991 ("**RMA**")

AND

IN THE MATTER

an appeal to the Environment Court
under clause 14 of the First
Schedule to the Resource
Management Act 1991

BETWEEN

**Christchurch International
Airport Limited**

Appellant

(ENV-2025-CHC-66)

AND

Waimakariri District Council
Respondent

**NOTICE OF KĀINGA ORA - HOMES AND COMMUNITIES' WISH TO
BE A PARTY TO PROCEEDINGS UNDER SECTION 274 OF THE
RESOURCE MANAGEMENT ACT**

12 September 2025

Solicitor:

C E Kirman

Special Counsel

Kāinga Ora - Homes and Communities

PO Box 14594, Central Auckland 1051

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**TO: THE REGISTRAR
ENVIRONMENT COURT
CHRISTCHURCH**

1. Kāinga Ora – Homes and Communities (**Kāinga Ora**) wishes to be a party to an appeal by Christchurch International Airport Limited (“**the Appeal**”) against part of the decision of Waimakariri District Council (**the Council**) on the proposed Waimakariri District Plan (**PDP**).
2. Kāinga Ora made a submission about the subject matter of the proceeding. Kāinga Ora has an interest in this proceeding that is greater than the interest of the general public.
3. Kāinga Ora is not a trade competitor for the purposes of section 308C or 308CA of the Resource Management Act 1991.
4. Kāinga Ora is interested in all parts of the proceedings.
5. Without limiting its interests, Schedule 1 to this notice outlines whether Kāinga Ora supports or opposes parts of proceedings.
6. In addition to those specific provisions, Kāinga Ora is interested in all related provisions and in all consequential amendments that might be required or proposed to be made (including to any objectives, policies, rules or assessment criteria).
7. Without limiting its interests, Kāinga Ora opposes the relief sought in the Appeal. This is because the Appeal:
 - (a) Fails to promote the sustainable management of natural and physical resources, and is otherwise inconsistent with Part 2 of the RMA;
 - (b) Will not manage or enable the efficient and integrated use, development and protection of natural and physical resources;
 - (c) Will not give effect to higher order planning instruments in accordance with section 75 of the RMA; and
 - (d) Will in these circumstances impact on the ability of people and communities to provide for their social, economic and cultural wellbeing.

8. Kāinga Ora agrees to participate in mediation or other alternative dispute resolution of the Proceedings.

Dated:

12 September 2025



Dr Claire Kirman
Solicitor for Kāinga Ora – Homes and Communities

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Advice to recipients of copy of notice of interest

If you have any questions about this notice, contact the Environment Court in Auckland, Wellington or Christchurch.

SCHEDULE 1

Provision appealed	Relief sought			Oppose/Support	Reasons
HPW – Cross Boundary Matters	<p>Cross boundary issues may arise where:</p> <ol style="list-style-type: none"> 1. Land use and subdivision activities and development give rise to effects in an adjacent authority, this may include activities on the surface of water, recreational activities, natural hazards management, landscape values, coastal environment management, housing and business supply and demand; 2. Roads and transportation matters, air pollution, drainage systems, water supplies and other infrastructure services, including critical infrastructure, regionally significant infrastructure, strategic infrastructure and lifeline utility, start in one territorial area and cross into another; or 3. Resource consent matters that are primarily the concern of the Regional Council may impinge on the territorial authority. <p><u>Christchurch International Airport is located in Christchurch District but also serves the Waimakariri District, Canterbury region and the wider South Island. Aircraft noise from aircraft approaching and departing Christchurch International Airport is felt in Waimakariri District (and Airport operations require protection from reverse sensitivity effects arising from this situation), and bird strike risk to aircraft using Christchurch International Airport also requires management in Waimakariri District.</u></p>			Oppose	Kāinga Ora consider that point 2 covers the cross-boundary issues for CIAL and therefore Kāinga Ora does not consider that CIAL require a separate section.
HPW - Relationships between spatial layers	Overlays	An overlay spatially identifies distinctive values, risks or other factors which require management in a different manner from underlying zone provisions.	District wide matters chapters	Oppose	Kāinga Ora oppose the introduction of the proposed 'relationship between spatial layers' specifically for the CIAL 50 and 55 dBA Ldn Air Noise Contour. The specific layers listed within the PDP are in place as qualifying matters introduced through the Variation 1 Intensification Planning Instrument and assessed as being appropriate qualifying matters.
	<u>Christchurch International Airport 50 dBA Ldn Air Noise Contour</u>	<u>The 50 dBA Ldn Air Noise Contour defines an area around Christchurch International Airport which represents the outer control boundary in which the future daily aircraft noise exposure from aircraft operations is sufficiently</u>	<u>District wide matters chapters; and in the relevant zone chapters</u>		

		<u>high as to require avoidance of noise sensitive activities to avoid adverse noise effects and reverse sensitivity issues.</u>			
	<u>Christchurch International Airport 55 dBA Ldn Air Noise Contour</u>	<u>The 55 dBA Ldn Air Noise Contour defines an area around Christchurch International Airport in which the future daily aircraft noise exposure from aircraft operations is sufficiently high as to require avoidance of noise sensitive activities to avoid adverse noise effects and reverse sensitivity issues, and noise mitigation for any new building or extension to an existing building.</u>	District wide matters chapters; and in the <u>relevant zone chapters</u>		
Definitions “reverse sensitivity”	means the potential for the operation of an existing lawfully established activity to be compromised, constrained, or curtailed by the more recent establishment, <u>intensification</u> or alteration of another activity that may be sensitive to the actual, potential or perceived adverse environmental effects generated by the existing activity.			Oppose	Kāinga Ora opposes the introduction of the word ‘intensification’.
SD-03	Urban development and infrastructure that: 1. is consolidated and integrated with urban areas; 2. <u>does not affect the efficient operation, use, development, appropriate upgrading and safety of strategic infrastructure, critical infrastructure, and regionally significant infrastructure</u>			Oppose	Kāinga Ora opposes this addition to this objective given the objective is aimed at the positive aspects of urban development and outlines how urban development should be formed.
SD-04	Energy and infrastructure <u>1.</u> improved accessibility and multi-modal connectivity is provided through a safe and efficient transport network that is able to respond to technology changes and contributes to the well-being and liveability of people and communities; <u>2.</u> <u>the social, economic and environmental and cultural benefits of</u> infrastructure, including strategic infrastructure, critical infrastructure and regionally significant infrastructure: <u>is recognised and provided for, and its safe, efficient and effective development, upgrading, maintenance and operation is enabled-is able to operate efficiently and effectively;</u> and			Oppose	Kāinga Ora considers the decision version is appropriate to address the concerns raised.

	<p>b. is enabled, while:</p> <p>a. managing adverse effects on the surrounding environment, having regard to the social, cultural and economic benefit, functional need and operational need of the infrastructure; and</p> <p>b. managing the adverse effects of other activities on infrastructure, including managing reverse sensitivity;—</p> <p><u>strategic infrastructure, critical infrastructure and regionally significant infrastructure is protected by avoiding adverse effects from incompatible development and activities, including reverse sensitivity effects.</u></p> <p><u>3. the adverse effects of strategic infrastructure, critical infrastructure and regionally significant infrastructure on the surrounding environment are managed, having regard to the economic benefits and practical, technical and operational needs of that infrastructure.</u></p> <p><u>4. the importance of locally-sourced aggregate supply for infrastructure development is recognised and provided for in appropriate circumstances;</u></p> <p><u>5. the nature, timing and sequencing of new development and new infrastructure is integrated and coordinated; and</u></p> <p><u>6. encourage more environmentally sustainable outcomes as part of subdivision and development, including though the use of energy efficient buildings, green</u> a. infrastructure and renewable electricity generation.</p>		
UFD-P2	<p>Identification/location of new Residential Areas</p> <p>A. Within Greater Christchurch</p> <p>In relation to the density of residential development:</p> <p>1. provide for intensification in urban areas through provision for minor residential units, retirement villages, papakāinga or suitable up-zoning of Residential Zones where it is consistent with the anticipated built form and</p>	Oppose	Kāinga Ora opposes the deletion of 'mitigate' in clause h as this fails to recognise that effects can be mitigated. The changes are also inconsistent with the NPS-UD.

	<p>purpose of the zone;</p> <p>locate any Medium Density Residential Zone so it:</p> <ul style="list-style-type: none"> a. supports, and has ready access to, existing or planned Commercial and Mixed Use Zones, educational facilities, existing or planned public transport and open space; b. supports well connected walkable communities; c. avoids or mitigates natural hazard risk in any high hazard area within urban areas; and d. does not immediately adjoin any Heavy Industrial Zone. e. support reductions in greenhouse gas emissions; f. be resilient to natural hazards and the likely current and future effects of climate change as identified in SD-O6; g. avoid highly productive land, except as provided for under the NPS-HPL; h. avoid or mitigate development that is incompatible with or adversely reverse sensitivity effects on primary production activities, industrial activities and strategic infrastructure; and i. be informed through the development of an ODP. <p>B. Outside Greater Christchurch</p> <p>Outside of Greater Christchurch, new residential areas shall contribute to well-functioning urban environments and urban areas and be in accordance with the following:</p> <ul style="list-style-type: none"> 1. It is located within existing urban areas, and development areas identified in district plan and is developed in accordance with an ODP. 2. In circumstances other than provided for by (1) above, it shall: 		
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	<p>occur in a form that concentrates, or integrates with, existing urban areas and promotes a coordinated pattern of development, or</p> <ul style="list-style-type: none"> b. provide significant development capacity in an urban environment in accordance with the NPSUD 2020, and c. avoid highly productive land except as provided for under the NPS-HPL; d. avoid or mitigate development that is incompatible with or adversely reverse sensitivity effects development that is incompatible with on primary production activities, industrial activities and strategic infrastructure; e. be integrated with infrastructure planning and funding decisions by occurring in a manner that makes use of planned transport upgrades, including public transport, and three waters infrastructure, or where such infrastructure is not available, upgrades, funds and builds infrastructure as required; f. occur in an area that is well connected along transport corridors which have good accessibility for all people to housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; g. take into account anticipated amenity values on surrounding sites and streetscapes; h. support reductions in greenhouse gas emissions; and <p>be informed through the development of an ODP.</p>		
UFD-P9	<p>Managing reverse sensitivity effects from new development within Residential Zones</p> <p>Within all Residential Zones:</p> <p>1. manage avoid residential activity and development so that it will not be impacted-</p>	Oppose	Kāinga Ora opposes the deletions and additions to this policy as this would significantly affect the ability to increase housing supply within the district where effects can be mitigated. In addition, the changes

	<p>by, or will not limit has adverse effects on, or is incompatible with, the efficient, effective and safe operation, maintenance, repair, development and upgrade of critical infrastructure, strategic infrastructure and regionally significant infrastructure, <u>including avoiding noise sensitive activities within 50 dBA Ldn Noise Contours for Christchurch International Airport, unless within a Residential Zone in Kaiapoi which was in existence at the time this plan was made operative, where density is to be retained at one unit per 300m² or 600m² in the areas identified on the planning maps;</u></p> <p>2. mitigate reverse sensitivity effects on industrial activities and primary production from activities within new development areas without compromising the efficient delivery of new development areas.</p>		are inconsistent with the RPS.
EI-P1	<p>Recognising the benefits of, and providing for, energy and infrastructure</p> <p>Recognise the local, regional or national benefits of energy and infrastructure through:</p> <ol style="list-style-type: none"> 1. enabling the <u>use</u>, operation, maintenance, repair, renewal, <u>development</u>, removal and minor upgrade of energy and infrastructure; 2. providing for more than minor or significant upgrades to existing, and the development of new, energy and infrastructure; 3. providing for energy and infrastructure that serves as a lifeline utility during an emergency, including critical infrastructure, strategic infrastructure and regionally significant infrastructure; <p>...</p>	Oppose	The additions repeat clause 2.
EI-P6	<p>Effects of other activities and development on energy and infrastructure</p> <p>Manage <u>Avoid</u> adverse effects, including reverse sensitivity effects, of incompatible other activities and development on energy and infrastructure, including by the following:</p> <ol style="list-style-type: none"> <u>1.</u> ensuring such effects do not compromise or constrain access to or the safe, effective and efficient operation, maintenance, repair, upgrading and development of energy and infrastructure; and 	Oppose	Kāinga Ora opposes the introduction of 'avoid' or development of existing uses where such effects can be appropriately managed.

	<p><u>2.</u> with regards to major electricity distribution lines, in addition to (1) above, by ensuring that:</p> <ul style="list-style-type: none"> a. safe buffer distances are identified in the District Plan for managing the effects of incompatible activities and development on major electricity distribution lines including support structures; b. sensitive activity and development that may compromise major electricity distribution lines, are excluded from establishing within identified safe buffer distances to the extent reasonably possible; c. changes to existing activities within identified safe buffer distances do not further constrain or restrict the operation, maintenance, replacement, upgrading and development of major electricity distribution lines; and <p><u>3.</u> with regards to the National Grid, in addition to (1) above:</p> <ul style="list-style-type: none"> a. mapping the National Grid and identifying buffer corridors in the District Plan within which sensitive activities, including the expansion of an existing sensitive activity, are not provided for; and b. to the extent reasonably possible, managing other activities to avoid reverse sensitivity effects, on the National Grid; and <p><u>4.</u> <u>with regards to Christchurch International Airport by ensuring that:</u></p> <ul style="list-style-type: none"> a. <u>the intensification or establishment of noise sensitive activities within the 50dB Ldn Air Noise Contour is avoided; and</u> b. <u>activities that may give rise to bird strike risk on aircraft using Christchurch International Airport are appropriately managed;</u> 		
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TRAN-P15	<p>Ensure that other activities do not compromise the safe, effective and efficient operation, maintenance, repair, upgrading or development of the transport system, including through:</p> <ol style="list-style-type: none"> 1. managing access to the road corridor, and activities and development adjacent to road/rail level crossings, particularly where it is necessary to achieve protection of the safe and efficient functioning of the transport system, including those parts of the transport system that form part of critical infrastructure, strategic infrastructure and regionally significant infrastructure; 2. avoiding, remedying or mitigating adverse <u>effects, including</u> reverse sensitivity effects on the <u>safe, effective and efficient</u> transport system; and 3. providing for ease of access for service and emergency service vehicles. <p>[...]</p>		
SUB-O1	<p>Subdivision design</p> <p>Subdivision design achieves an integrated pattern of land use, development, and urban form, that:</p> <ol style="list-style-type: none"> 1. provides for anticipated land use and density that achieve the identified future character, form or function of zones; 2. consolidates urban development and maintains rural character except where required for, and identified by, the District Council for urban development; 3. supports protection of cultural and heritage values, conservation values, indigenous biodiversity values; and 4. supports community resilience to climate change and risk from natural hazards.; <u>and</u> - 5. <u>does not facilitate development that gives rise to adverse effects on strategic infrastructure.</u> 	Oppose	<p>Kāinga Ora opposes the addition of clause 5 as this objective is focused on the positive effects of subdivision and focuses on form of development/subdivision.</p>

SUB-P1	<p>Enable subdivision that:</p> <ol style="list-style-type: none"> <u>1.</u> within Residential Zones, incorporates best practice urban design, access to open space, and CPTED principles; <u>2.</u> minimises reverse sensitivity effects including through the use of setbacks; <u>3.</u> in respect to the National Grid and Major Electricity Distribution Lines: <ol style="list-style-type: none"> a. avoids potential reverse sensitivity effects on them; and b. does not compromise their operation, maintenance, upgrading and development; <u>4.</u> <u>avoids noise sensitive activities intensifying or establishing within the 50 dBA Ldn Air Noise Contour so as not to compromise the efficient operation of Christchurch International Airport or the health, well-being and amenity of people;</u> <u>5.</u> recognises and provides for the expression of cultural values of mana whenua and their connections in subdivision design; and <u>6.</u> supports the character, amenity values, anticipated form and function for the relevant zone. 	Oppose	Kāinga Ora opposes clause 4. The term 'avoid' would prevent development within the 50 dBA Ldn Air Noise Contour which would significantly impact on the ability for Kāinga Ora to redevelop and reconfigure its residential zoned land to create new social housing.
SB-P6	<p>Ensure that new Residential Development Areas, new General Residential Zones, new Large Lot Residential Zones, new Commercial and Mixed Use Zones and new Industrial Zones shall not be subdivided until an ODP for that area has been included in the District Plan and each ODP shall:</p> <p>...</p> <p>i. show how other potential adverse effects on and/or from nearby existing or designated strategic infrastructure (including requirements for designations, or planned infrastructure) will be avoided, remedied or appropriately mitigated, <u>recognising the functional need for infrastructure to be located in particular places.</u></p>	Oppose	Kāinga Ora opposes the addition of clause j. This is a repeat of clause i. This also allows for increases in operations of the airport without the consideration of those residential zones and activities within.

	<p><u>j. show how reverse sensitivity effects on strategic infrastructure will be avoided, acknowledging that in some case the utilisation of that infrastructure will increase over time;</u></p> <p>...</p>			
SUB-R14	<p>Subdivision resulting in an allotment that is less than 4ha <u>the minimum lot size for the zone</u> within the 50 dBA Ldn noise contour for Christchurch International Airport</p> <p>Rural Lifestyle Zone <u>All zones</u> within the 50 dBA Ldn Noise Contour for Christchurch International Airport</p> <p>Activity status: NC</p> <p>Activity status when compliance not achieved: N/A</p> <p><u>Any application arising from this rule will be limited notified to Christchurch International Airport Limited.</u></p>		Oppose	<p>This change affects the rule framework and is intended for the rural zone only.</p> <p>In addition, Kāinga Ora opposes the addition of mandatory notification.</p>
SUB-S1	<p>SUB-S1 Allotment size and dimensions</p> <p>1. All allotments created shall comply with Table SUB-1.</p>	<p>Activity status when compliance not achieved:</p> <ol style="list-style-type: none"> 1. In the Medium Density Residential Zone, any Industrial Zone and Special Purpose Zone (Kaiapoi Regeneration): DIS 2. In any other zone: NC 3. <u>Within the 50dBA Ldn Air Noise Contour: NC</u> 	Oppose	<p>Kāinga Ora opposes the addition of a non-complying activity. This does not consider the ability to manage or mitigate known effects.</p> <p>Kāinga Ora opposes the minimum allotment sizes for the GRZ and MRZ. These additions curtail and blight Kāinga Ora from using and developing its existing residential land. In addition, the effects of noise from within the 50dBA Ldn Air Noise Contour can be appropriately managed or mitigated.</p>
	<p>Table SUB-1: Minimum allotment sizes and dimensions</p> <p>The following shall apply:</p> <ol style="list-style-type: none"> a. For unit title or cross-lease allotments, the allotment area shall be calculated per allotment over the area of the parent site. b. The subdivision is of a fee simple allotment from an approved cross lease site, where the exclusive use areas shown on the existing cross 			

	<p>lease plan are not altered, are exempt from the minimum site sizes in Table SUB-1.</p> <p>c. Minimum areas and dimensions of allotments in Table SUB-1 for Commercial and Mixed Use Zones, Industrial Zones, Residential Zones and the Special Purpose Zone (Rangiora Airfield) shall be the net site area.</p> <p>d. Allotments for unstaffed infrastructure, accessway or road, excluding for any balance area, are exempt from the minimum site sizes in Table SUB-1.</p> <p>e. Allotments for a reserve created under the Reserves Act 1977 or any esplanade reserves allotment, are exempt from the minimum, site sizes in Table SUB-1.</p>																
	<table><tr><th>Zone</th><th>Minimum allotment area</th></tr><tr><td>Residential zones</td><td>2,500m² with a minimum average of 5,000m² for allotments within the subdivision</td></tr><tr><td>Large Lot Residential Zone</td><td></td></tr><tr><td>General Residential Zone</td><td>500m² <u>600m² where the site is within the 50dBA Ldn Air Noise Contour</u></td></tr><tr><td>Medium Density Residential Zone (without qualifying matters)</td><td>n/a for the purpose of the construction and use of residential units <u>300m² where the site is within the 50dBA Ldn Air Noise Contour</u></td></tr><tr><td>Medium Density Residential Zone (with qualifying matter - natural hazards)</td><td>Kaiapoi Area A 200m² Kaiapoi Area B 500m²</td></tr><tr><td>Medium Density Residential Zone (with qualifying matter - national grid subdivision corridor) also refer to rule SUB-R6</td><td>200m²</td></tr></table>	Zone	Minimum allotment area	Residential zones	2,500m ² with a minimum average of 5,000m ² for allotments within the subdivision	Large Lot Residential Zone		General Residential Zone	500m ² <u>600m² where the site is within the 50dBA Ldn Air Noise Contour</u>	Medium Density Residential Zone (without qualifying matters)	n/a for the purpose of the construction and use of residential units <u>300m² where the site is within the 50dBA Ldn Air Noise Contour</u>	Medium Density Residential Zone (with qualifying matter - natural hazards)	Kaiapoi Area A 200m ² Kaiapoi Area B 500m ²	Medium Density Residential Zone (with qualifying matter - national grid subdivision corridor) also refer to rule SUB-R6	200m ²		
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Medium Density Residential Zone (with qualifying matter - national grid subdivision corridor) also refer to rule SUB-R6	200m ²																

	Special Purpose Zone (Kaiapoi Regeneration)	500m ² <u>600m² where the site is within the 50 dB Ldn noise contour for Christchurch International Airport</u>		
SUB-S3	Amend as follows		Oppose	As for SUB-S1 above.
	SUB-S3 Residential yield			
	<p><u>1.</u> Residential subdivision of any area subject to an ODP, which is located within the Medium Density Residential Zone <u>except where located within the 50dBA Ldn Air Noise Contour</u>, shall provide for a minimum net density of 15 households per ha, unless a lower minimum net density is specified for the ODP in the relevant Development Area Appendix.</p>	Activity status when compliance not achieved: DIS		
NOISE – Introduction	<p>Noise effects require management because they can affect the health of people, natural values, and amenity values. The character, level and duration of sound, and the time at which it occurs are all factors affecting the perception of noise and how tolerable it is. This chapter contains objectives, policies and rules to manage the effects of noise for different receiving environments and activities.</p> <p>This chapter does not control noise from aircraft in flight,. hHowever aircraft noise contours are used to control land uses where they may be subject to noise from aircraft using Christchurch International Airport and Rangiora <u>Airfield is felt in parts of the district. The Air Noise Contours show where aircraft noise occurs, and at what levels. There are provisions in this chapter and in other parts of the Plan which apply to activities within the Air Noise Contours. This includes residential density controls on land within the 50dBA Ldn Air Noise Contour (which is the outer control boundary for aircraft</u></p>		Oppose	Kāinga Ora considers the additions unnecessary. The introduction provides enough detail to outline the existence of the contours. Kāinga Ora also opposes the addition of restricting density within the introduction.

	<p><u>noise in Greater Christchurch), and, within the 55dBA Ldn Air Noise Contour, additional acoustic mitigation requirements on top of the requirements applicable to the 50dBA Ldn Air Noise Contour.</u></p> <p>...</p>		
NOISE-O3	<p>Rangiora Airfield <u>and Christchurch International Airport</u></p> <p>The avoidance of noise sensitive activities within the 65 dB Ldn and 55 dB Ldn Noise Contours for Rangiora Airfield <u>and within the 50dB Ldn Noise Contour for Christchurch International Airport.</u></p>	Oppose	The recognition of CIAL is within NOISE-O2 and does not need to be repeated within NOISE-O3.
NOISE-P4	<p>Airport Noise Contour</p> <p>Protect Christchurch International Airport from reverse sensitivity effects by:</p> <ol style="list-style-type: none"> 1. avoiding noise sensitive activities within the 50 dB Ldn Noise Contour by: <ol style="list-style-type: none"> a. limiting the density of any residential unit or minor residential unit to <u>a maximum of:</u> <ol style="list-style-type: none"> i. <u>1 residential unit or minor residential unit per 600m2 within Area A of the Residential Zone in Kaiapoi;</u> ii. <u>1 residential unit or minor residential unit per 300m2 within Area B of the Residential Zone in Kaiapoi;</u> iii. <u>1 residential unit or minor residential unit per 4ha in the Rural Lifestyle Zone;</u> iv. <u>1 residential unit per 20ha in the General Residential Zone;</u> v. <u>Avoiding the development of all other noise sensitive activities (not otherwise provided for in NOISEP4(1)(a));except within existing Kaiapoi Residential Zones, or the residential greenfield priority areas identified in Chapter 6 – Map A of</u> 	Oppose	Kāinga Ora opposes restricting density within the 50 dB Ldn Noise Contour within residential zones.

	<p>the RPS (gazetted 6 December 2013) or any residential Development Area; and</p> <p>2. requiring noise insulation <u>for new buildings and additions to existing buildings</u> within the 50 dB Ldn and 55 dBA Ldn <u>Air</u> Noise Contours for Christchurch International Airport.</p>			
NOISE-R14 55 Ldn Noise Contour for Christchurch International Airport	NOISE- R14	Buildings in the 55 dBA Ldn Noise Contour for Christchurch International Airport		Oppose Kāinga Ora opposes the changes and considers that the decision version of the PDP addresses the issue appropriately.
		Activity status: PER Where: <ol style="list-style-type: none"> any new building or any addition to an existing building for an activity listed in Table NOISE-1 within the 55 dB Ldn <u>Air</u> Noise Contour for Christchurch International Airport, shown on the planning map, shall be insulated from aircraft noise to ensure indoor sound levels stated in Table NOISE-1 are not exceeded, when windows and doors are closed, and: <u>windows and doors need to be closed to achieve the internal</u> 	Activity status when compliance not achieved: NC	

		<p><u>noise levels specified in Table NOISE- 1, an alternative ventilation system shall be provided which satisfies clause G4 of the New Zealand Building Code and provides satisfactory internal thermal conditions.</u></p> <p>3. noise insulation calculations and verification shall be as follows:</p> <p>4. building consent applications shall be accompanied by a report detailing calculations that show how the required sound insulation and construction methods have been determined;</p> <p>5. for the purpose of sound insulation calculations, the external noise levels for a site shall be determined by application of the air noise contours Ldn and LAE. Where a site falls</p>			
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		<p>within the contours the calculations shall be determined by linear interpolation between the contours;</p> <p>6. if required by the District Council, in conjunction with the final building inspection the sound transmission of the façade shall be tested in accordance with ISO 16283-3:2016 to demonstrate that the required façade sound insulation performance has been achieved, and a test report is to be submitted to the District Council's Manager, Planning and Regulation. Should the façade fail to achieve the required standard then it shall be improved to the required standard and re- tested prior to occupation.</p>			
NOISE-TABLE1	<p>Advisory Note</p> <ul style="list-style-type: none"><u>Noise insulation calculations and verification shall be as follows:</u><ul style="list-style-type: none"><u>Building consent applications shall be accompanied with a report detailing the calculations showing how the required sound insulation and construction methods have been determined.</u><u>For the purpose of sound insulation calculations, the external noise</u>			Oppose	Kāinga Ora consider the advisory note is not required and may conflict with the wording of the rules.

	<p><u>levels for a site shall be determined by application of the air noise contours Ldn and LAE. Where a site falls within the contours the calculations shall be determined by linear interpolation between the contours.</u></p> <ul style="list-style-type: none"> <u>In conjunction with the final building inspection the sound transmission of the façade shall be tested in accordance with ISO 16283-3:2016 to demonstrate that the required façade sound insulation performance has been achieved, and a test report is to be submitted to the District Council's Manager, Planning and Regulation. Should the façade fail to achieve the required standard then it shall be improved to the required standard and re-tested prior to occupation.</u> 			
NOISE-R17 50 dBA Ldn Noise Contour for Christchurch International Airport	Noise sensitive activities		Oppose	Kāinga Ora oppose the consequential changes made to this rule.
	<p>Activity status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> the activity is <u>a residential activity or residential unit</u> located within <u>a Residential Zones</u> a Rural or Rural Lifestyle Zone <u>and complies with the relevant density rules for that zone; or and</u> <p><u>Activity status: RDIS</u></p> <p><u>Where:</u></p> <ol style="list-style-type: none"> <u>all other noise sensitive activity in any Residential Zone; and</u> <u>the activity meets the indoor sound levels stated in Table NOISE 1, when</u> 	<p>Activity status when compliance not achieved: <u>1. For residential activities:</u> RDIS</p> <p>Matters of discretion are restricted to:</p> <p>NOISE-MD2 - Management of noise effects</p> <p>NOISE-MD3 - Acoustic insulation <u>For all other noise sensitive activities: NC</u></p> <p>Notification</p> <p>An application for a restricted discretionary activity under this rule where compliance is not achieved with NOISE-R17 (1), shall be limited notified only to Christchurch International Airport Limited.</p>		

	<p><u>windows and doors are closed.</u></p> <p>4. —any activity meets the indoor sounds levels stated in Table NOISE 1, when windows and doors are closed.</p>			
	<p>Advisory Note</p> <ul style="list-style-type: none"> • Noise insulation calculations and verification shall be as follows: <ul style="list-style-type: none"> ◦ Building consent applications shall be accompanied with a report detailing the calculations showing how the required sound insulation and construction methods have been determined. ◦ For the purpose of sound insulation calculations, the external noise levels for a site shall be determined by application of the air noise contours Ldn and LAE. Where a site falls within the contours the calculations shall be determined by linear interpolation between the contours. <ul style="list-style-type: none"> • If required by the District Council, in conjunction with the final building inspection the sound transmission of the façade shall be tested in accordance with ISO 16283-3:2016 to demonstrate that the required façade sound insulation performance has been achieved, and a test report is to be submitted to the District Council's Manager, Planning and Regulation. Should the façade fail to achieve the required standard then it shall be improved to the required standard and re-tested prior to occupation. • <u>The 55 dBA Ldn Air Noise Contour applies as an additional layer over the 50 dBA Ldn Air Noise Contour. For the avoidance of doubt, any property lying within the 55 dBALdn Air Noise Contour is also subject to the rules applicable to the 50 dBA Ldn Air Noise Contour.</u> 			

RESZ- Introduction	<p>This chapter contains objectives and policies relating to the:</p> <ul style="list-style-type: none"> • General Residential Zone; • Medium Density Residential Zone; • Settlement Zone; and • Large Lot Residential Zone. <p>The key difference between the General Residential Zone and Medium Density Residential Zone is housing density, with the latter providing for greater building height and site coverage in contrast to the General Residential Zone. The Medium Density Residential Zone is located within walkable distance to town centres, schools, open space and transport routes. The Settlement Zone differs from both of these zones, providing for a greater range of commercial activity, as the settlements do not have their own business zones. The Large Lot Residential Zone provides for low density rural residential living opportunities with an open, spacious character.</p> <p>In the towns and settlements, provision is made for a range of community activities that have a benefit by being located within Residential Zones so they are accessible. The range of activities provided for in the Large Lot Residential Zone is more restricted, given that its primary role is for rural residential living.</p> <p><u>Within the Christchurch International Airport 50 dBA Ldn Air Noise Contour residential density is also controlled in order to avoid adverse reverse sensitivity effects on the Airport and to avoid adverse amenity effects on residents. These controls are contained in both the Noise chapter and the Residential Zone and reference should be made to both.</u></p>	Oppose	Kāinga Ora opposes the addition to the REZ – Introduction as this curtails and blights the ability for Kāinga Ora to use, develop and reconfigure its existing residential zoned land to provide for social housing.
RESZ-O1	<p>Residential growth, location and timing</p> <p>Sustainable residential growth that:</p> <ol style="list-style-type: none"> 1. provides more housing in appropriate locations in a timely manner according to demand in the short, medium and long term; 	Oppose	Kāinga Ora opposes the addition of clause 4 as this objective is focused on the positive effects of subdivision and focuses on form of development/subdivision.

	<p>2. is responsive to community and district needs;and</p> <p>3. enables new development, as well as redevelopment of existing Residential Zones.; and -</p> <p>4. <u>allows critical infrastructure, regionally significant infrastructure, and strategic infrastructure to operate without being compromised by incompatible activities.</u></p>		
RESZ-O3	<p><i>Residential form, scale, design and amenity values</i></p> <p><i>Residential development is of a form, scale and design that:</i></p> <ol style="list-style-type: none"> <i>1. achieves a good quality residential environment that is attractive and functional;</i> <i>2. supports community health, safety and well-being;</i> <i>3. maintains differences between zones;and</i> - <i>4. manages adverse effects on amenity values that will change over time as the zones are developed.; and</i> <i>5. <u>avoids adverse effects on critical infrastructure, regionally significant infrastructure, and strategic infrastructure.</u></i> 	Oppose	Kāinga Ora opposes the addition of an 'avoid' objective.
RESZ-PXX	<p>Insert a new policy as follows:</p> <p><u>Protect critical infrastructure, regionally significant infrastructure, and strategic infrastructure by avoiding adverse effects, including reverse sensitivity effects, from incompatible activities on residential land, including by:</u></p> <ol style="list-style-type: none"> <i>1. <u>Within the Christchurch International Airport 50 dBA Ldn Air Noise Contour, avoid residential units on sites under 300m2 or 600m2 in the areas of Kaiapoi identified on the planning maps.; and</u></i> <p><u>... [insert specifics that may be relevant to other strategic infrastructure]</u></p>	Oppose	Kāinga Ora opposes the addition of this policy as this curtails and blights the ability for Kāinga Ora to use, develop and reconfigure its existing residential zoned land to provide for social housing.

GRZ-BFS1	<p>GRZ-BFS1 Site density</p> <div> <div> <ol style="list-style-type: none"> <u>outside of the 50 dB Ldn Air Noise Contour</u>, site density shall be a maximum of one residential unit per 500m² of net site area, which can be calculated over multiple adjacent sites. <u>Within the Christchurch International Airport 50 dBA Ldn Air Noise Contour as shown on the planning maps the minimum net site area is as follows:</u> <u>Kaiapoi Area A 600m²</u> <u>Kaiapoi Area B 300m²</u> Where a site is less than 500m², one residential unit is allowed. This rule does not apply to any minor residential unit, or residential unit in a requirement village. </div> <div>Activity status when compliance not achieved: NC</div> </div>	Oppose	Kāinga Ora opposes the minimum net size areas proposed for the GRZ and MRZ. These additions curtail and blights Kāinga Ora from using, and developing its residential zoned land. In addition, the effects of noise from within the 50dBA Ldn Air Noise Contour can be appropriately managed or mitigated.
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MRZ-BFS1	<p>MRZ-BFS1 Number of residential units per site</p> <div> <div> <p>1. There shall be no more than 3 residential units per site, except where:</p> <p>a. Within the qualifying matters - natural hazards area there must be no more than 1 residential unit per site; <u>and/or</u></p> <p>b. <u>within the 50 dBA Ldn Air Noise Contour as shown on the planning maps the minimum net site area for each residential unit is as follows:</u></p> <p><u>Kaiapoi Area A 600m²</u></p> <p><u>Kaiapoi Area B 300m²</u></p> </div> <div> <p>Activity status when compliance <u>with MRZ-BF(1)(a)</u> not achieved: RDIS</p> <p>Matters of discretion are restricted to:</p> <p>RES-MD2 - Residential design principles</p> <p>RES-MD7 - Outdoor Storage</p> <p>RES-MD15 - Effects from qualifying matters - natural hazards</p> <p><u>Activity status when compliance with MRZ-BF(1)(b) not achieved: RDIS</u></p> <p><u>Matters of discretion are restricted to:</u></p> <p><u>RES-MD[xx] – Christchurch International Airport</u></p> <p>Notification</p> <p>An application for the construction and use of 4 or more residential units that does comply with standards MRZ-BFS1, MRZ-BFS2, MRZ-BFS3, MRZ-BFS4, MRZ-BFS5, MRZ-BFS6, MRZ-BFS7, MRZ-BFS8, MRZ-BFS9, MRZ-BFS10 is precluded from being publicly or limited notified.</p> <p>An application for the construction and use of 4 or more of MRZ-BFS1, MRZ-BFS2, MRZ-BFS3, MRZ-BFS4, MRZ-BFS5, MRZ-BFS6, MRZ-BFS7,</p> </div> </div>	Oppose	<p>Kāinga Ora opposes the minimum net size areas proposed for the GRZ and MRZ. These additions curtail and blights Kāinga Ora from using and developing its residential zoned land. In addition, the effects of noise from within the 50dBA Ldn Air Noise Contour can be appropriately managed or mitigated.</p> <p>Kāinga Ora opposes mandatory notification as consideration of those potentially affected should be left to the assessment of effects of a proposal.</p>
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	<p>construction and use of 1,2 or 3 residential units that does not comply with 1 or more of MRZ-BFS1, MRZ- BFS2, MRZ-BFS3, MRZ- BFS4, MRZ-BFS5, MRZ- BFS6, MRZ-BFS7, MRZ- BFS8, MRZ-BFS9, MRZ- BFS10 is precluded from being publicly notified</p>	<p>MRZ-BFS8, MRZ-BFS9, MRZ-BFS10 is precluded from being publicly notified.</p> <p><u>Notification:</u></p> <p><u>Any application involving a breach of MRZ-BFS1(1)(b) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u></p>		
<p>RES-MD[XX]</p> <p>Insert new matter of discretion</p>	<p>Insert new matter of discretion as follows <u>Christchurch International Airport</u></p> <ol style="list-style-type: none"> <u>1. the extent to which effects on amenity, as a result of the sensitivity of noise sensitive activities to current and future noise generation from aircraft, are proposed to be managed;</u> <u>2. whether reverse sensitivity effects that may limit the operation, maintenance or upgrade of Christchurch International Airport are avoided.</u> 		Oppose	<p>Kāinga Ora opposes the addition this assessment criteria, especially the implication that CIAL can increase activity without these effects being appropriately considered.</p>