

In the Environment Court of New Zealand
At Christchurch

I mua i te Kōti Taiao o Aotearoa
I te rohe o Ōtautahi

ENV-2025-CHC-

under: the Resource Management Act 1991 (Act)

in the matter of: an appeal under clause 14 of Schedule 1 of the
Resource Management Act 1991

between: **Christchurch International Airport Limited**
Appellant

and: **Waimakariri District Council**
Respondent

Notice of appeal by Christchurch International Airport Limited
against Waimakariri District Council's decision on the proposed
Waimakariri District Plan

Dated: 22 August 2025

Reference: J M Appleyard (jo.appleyard@chapmantripp.com)

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NOTICE OF APPEAL BY CHRISTCHURCH INTERNATIONAL AIRPORT LIMITED AGAINST WAIMAKARIRI DISTRICT COUNCIL'S DECISION ON THE PROPOSED WAIMAKARIRI DISTRICT PLAN

Clause 14(1) of Schedule 1, Resource Management Act 1991

To The Registrar
Environment Court
Christchurch

Introduction

- 1 Christchurch International Airport Limited (*CIAL*) appeals against parts of the recommendations of the Independent Hearings Panel (*Panel*), then adopted by the Waimakariri District Council (*Council*) on the Proposed Waimakariri District Plan (*Proposed Plan*) (*Decision*).

CIAL's interest in these proceedings

- 2 CIAL made a submission and further submission on the Proposed Plan (*collectively CIAL's Submissions*).
- 3 CIAL also made submissions and further submissions on Variation 1 to the Proposed Plan (*CIAL's Variation 1 Submissions*). The process for challenging decisions on Variation 1 is different to the appeal process on the Proposed Plan.
- 4 The Panel's Recommendation reports which were adopted by the Council fail to distinguish between the Decisions it made on CIAL's Submissions and CIAL's Variation 1 submissions making it virtually impossible for CIAL (or other submitters) to determine whether they ought to lodge an appeal in the Environment Court, and /or an application for review in the High Court.
- 5 For completeness therefore CIAL is approaching this appeal on the basis that all of the Panel's Recommendations which the Council then adopted apply to both CIAL Submissions and Variation 1 Submissions and reserves its rights to also lodge an application for review in the High Court if necessary when the position becomes clearer.
- 6 CIAL is not a trade competitor for the purposes of section 308D of the Resource Management Act 1991 (*RMA*).
- 7 CIAL received notice of the Decision on 12 July 2025. The notice directed that appeals must be lodged within 30 working days.
- 8 CIAL appeals against the parts of the Decision which adopted the Panel's Recommendations relating to the matters below:

- 8.1 the intensification and/or rezoning of land that does not avoid noise sensitive activities within the Operative 50dB Ldn Air Noise Contour as shown in the Operative Waimakariri District Plan and the Canterbury Regional Policy Statement (*the Operative 50dB Ldn Air Noise Contour*); and
- 8.2 the intensification and/or rezoning of land that does not avoid noise sensitive activities within the Remodelled 50dB Ldn Air Noise Contour (annual average and/or outer envelope) referred to in CIAL's Submissions and CIAL's Variation Submissions (*the Remodelled 50dB Ldn Air Noise Contour*).
- 8.3 The Operative and Remodelled 50dB Ldn Air Noise Contours referred to in CIAL's Submissions and Variation 1 Submissions are collectively described throughout this appeal as the "50dB Ldn Air Noise Contours."
- 8.4 CIAL appeal against all parts of the Decision which rezone and/or intensify land to enable noise sensitive activities within the 50dB Ldn Air Noise Contours including without limitation the parts of the Decision relating to the rezoning and/or intensification of the:
 - (a) existing Kaiapoi urban area;
 - (b) Kaiapoi Development Area;
 - (c) South Kaiapoi Development Area; and
- 8.5 the objective, policy and rule framework relating to:
 - (a) the 50 dB Ldn Air Noise Contours;
 - (b) the protection of strategic infrastructure, including Christchurch International Airport;
 - (c) the management of reverse sensitivity effects on strategic infrastructure including Christchurch International Airport; and
- 8.6 the decision not to adopt the remodelled Air Noise Contours set out in CIAL's Submissions and Variation 1 Submissions.

Reasons for the Appeal

- 9 The reasons for CIAL's appeal are that:

- 9.1 the Decision does not accord with the relevant requirements of the RMA and is contrary to Part 2 of the RMA.
- 9.2 In particular, those parts of the Decision:

- (a) Do not promote the sustainable management of natural and physical resources of the Waimakariri District;
 - (b) Do not appropriately enable social, economic and cultural well-being, meet the reasonably foreseeable needs of future generations, or safeguard the life-supporting capacity of air, water, soil, and ecosystems;
 - (c) Do not promote the efficient use and development of natural and physical resources, including the Christchurch International Airport;
 - (d) Do not result in the most appropriate plan provisions in terms of section 32 of the RMA;
 - (e) Do not implement Council's functions under section 31 of the RMA; and
 - (f) Are contrary to best resource management practice.
- 10 Without limiting the generality of the reasons above, CIAL's specific reasons for its appeal points are set out below.

Planning Framework

- 11 Christchurch Airport's importance as a regionally and nationally significant infrastructure asset is recognised in the regional planning framework. The evidential and higher order policy support for Christchurch Airport as an important infrastructure asset justifies a complementary District level planning framework that:
- 11.1 enables the safe and efficient operations of Christchurch Airport; and
 - 11.2 protects against inappropriate development that would constrain the Airport's operations, including noise sensitive activities within the 50 dB Ldn Air Noise Contours.

Canterbury Regional Policy Statement

- 12 The Decision adopts the Recommendations of the Independent Hearings Panel (*Panel*). The Panel's recommendations adopt an incorrect interpretation of the Canterbury Regional Policy Statement (*CRPS*) set out in the recommendations report for Hearing Stream 10A.¹
- 13 The Panel's approach to the interpretation and application of Policy 6.3.5(4) is wrong and is inconsistent with the intent and wording of

¹ Recommendations of the IHP Hearing Panel: Recommendations Report 29 – Hearing Stream 10A – Christchurch International Airport Ltd: Noise Contour and Bird Strike.

the CRPS, particularly in relation to requirement to have land use controls that protect the ongoing safe and efficient operation of Christchurch Airport.

- 14 The CRPS clearly recognises Christchurch Airport as a significant regional infrastructure asset, and its provisions are designed to enable airport operations while protecting against inappropriate development. This includes controls on noise sensitive activities on land which will be exposed to aircraft noise levels of 50 dB Ldn or greater. The Panel's interpretation treats Policy 6.3.5(4) as providing a broad exemption for Kaiapoi from noise contour controls. That interpretation is wrong.
- 15 Policy 6.3.5(4) contains a specific and limited exemption for specific land in Kaiapoi, but this exemption is geographically confined to land that was already identified and provided for in the Operative Waimakariri District Plan. It does not extend to Future Development Areas or other new residentially zoned land in Kaiapoi. The Panel's broader interpretation undermines the CRPS's objectives by allowing inappropriate (i.e., noise sensitive) development in geographical areas where it could adversely affect airport operations.
- 16 The incorrect interpretation of this policy has wrongly informed the parts of the Decision made regarding both the policy framework and rezoning and intensification decisions as they relate to the protection of Christchurch International Airport.
- 17 CIAL's position is that the Proposed Plan must be consistent with the CRPS, and that the correct interpretation of Policy 6.3.5(4) has not been adopted.

Noise effects on residential development

- 18 CIAL disagrees with the Panel's findings regarding noise effects on residential development within the 50 dB Ldn Air Noise Contour. The removal of density controls undermines the integrity of the planning framework. CIAL seeks that appropriate density controls be retained within the 50 dB Ldn Air Noise Contour.

Amenity and Health Effects

- 19 CIAL disagrees with the Panel's findings on outdoor amenity and health effects. The conclusion that such effects are "speculative" is inconsistent with the body of evidence regarding the long-term impacts of aircraft noise which was presented at the hearing.

Rezoning and Intensification Decisions

- 20 For the above reasons, CIAL appeals the decisions to intensify and/or rezone land within the 50 dB Ldn Air Noise Contours to enable noise sensitive activities.

Annexure 1

Density Controls

- 21 Consistent with a correct interpretation of the CRPS, CIAL's submission sought to maintain the Operative Plan residential density standards specifically, the minimum lot sizes and residential yield controls.
- 22 The parts of the Decision which adopt an incorrect interpretation of the CRPS, that allows for increased residential intensification within the 50 dB Ldn Noise Contour are subject to this appeal. The suggested relief outlined in **Annexure 1** proposes to retain these established controls through the introduction of Area A and Area B overlays on the Planning Maps.² In summary:
 - 22.1 **Area A** encompasses those parts of the Kaiapoi residential zone within the 50 dB Ldn Noise Contours where a minimum lot size of 600m² is to apply, reflecting the operative General Residential density standard.
 - 22.2 **Area B** covers those parts of the Kaiapoi residential zone within the 50 dB Ldn Noise Contours where a minimum lot size of 300m² is to apply, aligning with the operative Medium Density Residential standard.

Recognition of Christchurch Airport

- 23 CIAL's submission sought express and consistent recognition of the Airport throughout the District Plan to ensure that the Airport's significance and the risks posed by incompatible land use (such noise sensitive activities and those that increase the risk of bird strike) are clearly signalled to plan users, applicants, and decision-makers at every stage of the planning and consenting process. Such recognition is particularly important given the cross-boundary nature of Airport effects and the ongoing urban growth pressures in Waimakariri.
- 24 The relief sought by CIAL in the Submissions was determined by the Panel to be too specific to warrant general recognition, or as being already addressed in more targeted provisions elsewhere in the plan.³ The Panel's recommendations adopt the conclusions of the author of the relevant section 42A report, who expressed concern that providing more explicit or strategic recognition of the Airport

² Annexure 1, page 31.

³ Noting that the Panel's decision, as adopted by the Council, has taken an exceptions-based approach to its reporting. As a result, unless stated otherwise, it is assumed that the Panel has simply adopted the section 42A report officers' recommendations and reasoning

could give disproportionate weight to the Airport compared to other infrastructure in the District.⁴

25 It is CIAL's position that the continued safe and effective operation, use, and development of Christchurch International Airport is of such strategic importance that it requires clear, specific and consistent recognition throughout the Plan. The avoidance of reverse sensitivity effects and the management of incompatible land uses are not simply operational details or isolated issues - they are fundamental to ensuring the long-term viability of the Airport and, by extension, the health, wellbeing and resilience of the wider region.

26 The relief sought by CIAL is therefore directed at embedding this recognition and protection at all relevant levels of the District Plan. The relief set out in **Annexure 1** seeks amendments to a number of chapters, including:

26.1 HPW- How the Plan Works;

26.2 SD - Strategic Directions;

26.3 UFD – Urban Form Development;

26.4 EI – Energy and Infrastructure;

26.5 TRAN – Transport;

26.6 SUB – Subdivision;

26.7 NOISE – Noise;

26.8 TEMP – Temporary Activities;

26.9 Zone Chapters;

26.10 Development Areas; and

26.11 Special Purpose Zones.

Remodelled Contours

27 CIAL appeals the Panel's decision not to adopt the remodelled Air Noise Contours (the *Remodelled Contours*) as shown in its Submissions and its Variation 1 Submissions. Throughout the plan review process, CIAL has consistently sought the inclusion of the Operative and Remodelled Contours (collectively the *50dB Ldn Air Noise Contours*), as this approach provides decision-makers,

⁴ Proposed Waimakariri District Plan: Christchurch International Airport Ltd - Airport Noise Contours and Bird Strike (dated 9 January) at [131]-[139].

landowners, and the community with the most complete and up-to-date information about where the effects of aircraft noise at levels of 50 dB Ldn or above will be experienced, now and into the future.

- 28 By way of background, CIAL's Submissions and CIAL's Variation 1 Submissions included draft Remodelled Contours prepared by a team of noise experts and submitted to Environment Canterbury (*ECan*) for independent peer review. At Hearing Stream 10A the Panel was provided with the final Remodelled Contours post robust technical peer review by Canterbury Regional Council. The Remodelled Contours represent the best available and most up to date information on future aircraft noise effects.
- 29 CIAL's relief seeks that the Proposed Plan provisions be based on both the Operative and Remodelled Contours. The inclusion of both contours provides clarity and transparency in the planning framework, ensuring that decisions regarding intensification and new residential rezonings are informed by the full extent of current and future noise effects. This approach avoids reliance solely on the outdated Operative contours modelled in 2008 and which are included in maps in planning documents including the Operative Plan and the CRPS.
- 30 CIAL says the Panel's decision to rely solely on the Operative 50dB Ldn contour shown in Map A of the CRPS as the proxy for where aircraft noise would be experienced and where reverse sensitivity effects may arise and to disregard relevant and up to date evidence produced by CIAL about the effects of airport noise on people and reverse sensitivity effects arising within geographical areas inside the Remodelled Contours is an error of law. The Panel's statement that the Remodelled Contours have "no weight"⁵ is wrong at law as it had up to date evidence before it.
- 31 The Panel also referenced concerns about the modelling assumptions underlying the Remodelled Contours without any factual basis to do so.⁶ In doing so, the Panel wrongly ignored up to date and relevant evidence presented to it during the hearing process and that is an error of law.
- 32 CIAL further disagrees with the Panel's conclusion that the evidence does not establish a sufficient nexus between residential development within the 50 dB Ldn Air Noise Contour and restrictions on airport operations.

⁵ Recommendations of the IHP Hearing Panel: Recommendations Report 29 – Hearing Stream 10A – Christchurch International Airport Ltd: Noise Contour and Bird Strike at [41].

⁶ Recommendations of the IHP Hearing Panel: Recommendations Report 29 – Hearing Stream 10A – Christchurch International Airport Ltd: Noise Contour and Bird Strike at [42].

- 33 There was a significant amount of evidence presented on this topic which has been accepted in a number of forums over the past 30 years.
- 34 In CIAL's view, the inclusion of both contours is essential to ensure the Proposed Plan provides adequate and forward-looking protection for the airport's ongoing safe and efficient operation, to protect against adverse amenity outcomes for residents and to avoid reverse sensitivity effects that could compromise the airport's function as regionally and nationally significant infrastructure.
- 35 In addition to the specific suggestions for changes set out in **Annexure 1**, CIAL also seeks amendments to the Proposed Plan to make it clear that the relevant rules apply to both the Operative and Remodelled contours (the 50dB Ldn Air Noise Contours).

Relief sought

- 36 In regard to the relevant parts of the Decision, CIAL seeks that:
- 36.1 the rezoning and/or intensification of land to enable noise sensitive activities on land within the 50 dB Ldn Air Noise Contours is rejected, including (but not limited to):
- (a) the existing Kaiapoi 'urban area'
 - (b) the Kaiapoi Development Area;
 - (c) the South Kaiapoi Development Area; and
- 37 In regard to the objective, policy and rule framework, the relief sought by CIAL as outlined in **Annexure 1** is accepted, including:
- 37.1 the insertion of the Remodelled Contours into the planning maps as a new overlay and any consequential amendments in addition to those set out in Annexure 1;
- 37.2 the insertion of new density controls which identify the minimum density requirements for residential units shown on the Planning Map attached to Annexure 1:⁷
- (a) Area A: 600m²
 - (b) Area B: 300m²
- 38 For the avoidance of doubt, the amendments set out in Annexure 1 are provided as suggestions for relief that may be appropriate to address CIAL's concerns. CIAL does not intend that Annexure 1

⁷ Annexure 1, page 31.

should be read narrowly or literally or should limit or confine the scope of the relief available to resolve CIAL's appeal.

- 39 The issues raised by CIAL are complex and may require amendments across multiple provisions, chapters, overlays, definitions, planning maps, or other parts of the Proposed Plan, including consequential or alternative amendments not expressly identified in Annexure 1. CIAL's appeal is to all of the parts of the Proposed Plan to the extent necessary to address the specific issues raised in this appeal.

Documents

- 40 The following documents are attached to this notice:

- 40.1 CIAL's suggested relief (**Annexure 1**);
- 40.2 A copy of CIAL's submissions (**Annexure 2**);
- 40.3 A copy of CIAL's further submissions (**Annexure 3**);
- 40.4 A copy of CIAL's Variation 1 submissions and further submissions for information purposes (**Annexure 4**);
- 40.5 A copy of the relevant parts of the Decision (Recommendations Report 29) (**Annexure 5**). Other parts of the Decision are available on request or can be accessed at: <https://www.waimakariri.govt.nz/council/district-development/district-plan-review>; and
- 40.6 A list of names and addresses of persons to be served with a copy of this notice (**Annexure 6**).

Signed for and on behalf of Christchurch International Airport Limited by its solicitors and authorised agents Chapman Tripp



Jo Appleyard
Partner
22 August 2025

Address for service of Christchurch International Airport Limited

Christchurch International Airport Limited
c/- Jo Appleyard, Partner
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Advice to recipients of copy of notice of appeal

How to become party to proceedings

You may be a party to the appeal if you made a submission or a further submission on the matter of this appeal.

To become a party to the appeal, you must, -

- within 15 working days after the period for lodging a notice of appeal ends, lodge a notice of your wish to be a party to the proceedings (in form 33) with the Environment Court and serve copies of your notice on the relevant local authority and the appellant; and
- within 20 working days after the period for lodging a notice of appeal ends, serve copies of your notice on all other parties.

Your right to be a party to the proceedings in the Court may be limited by the trade competition provisions in section 274(1) and Part 11A of the Resource Management Act 1991.

You may apply to the Environment Court under section 281 of the Resource Management Act 1991 for a waiver of the above timing or service requirements (see form 38).

How to obtain copies of documents relating to appeal

If the copy of this notice served on you does not attach a copy of the appellant's submission (or or) the decision (or part of the decision) appealed. These documents may be obtained, on request, from the appellant.

Advice

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

ANNEXURE 1 – CIAL’S SUGGESTED RELIEF

HPW – Cross Boundary Matters	Cross boundary issues may arise where: 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. <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> ...						
HPW - Relationships between spatial layers	<table><tr><td>Overlays</td><td>An overlay spatially identifies distinctive values, risks or other factors which require management in a different manner from underlying zone provisions.</td><td>District wide matters chapters</td></tr><tr><td><u>Christchurch International Airport 50 dBA L_{dn} Air Noise Contour</u></td><td><u>The 50 dBA L_{dn} 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 high as to require avoidance of noise sensitive</u></td><td>District wide matters chapters; <u>and in the relevant</u></td></tr></table>	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	<u>Christchurch International Airport 50 dBA L_{dn} Air Noise Contour</u>	<u>The 50 dBA L_{dn} 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 high as to require avoidance of noise sensitive</u>	District wide matters chapters; <u>and in the relevant</u>
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					
<u>Christchurch International Airport 50 dBA L_{dn} Air Noise Contour</u>	<u>The 50 dBA L_{dn} 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 high as to require avoidance of noise sensitive</u>	District wide matters chapters; <u>and in the relevant</u>					

		<u>activities to avoid adverse noise effects and reverse sensitivity issues.</u>	<u>zone chapters</u>
	<u>Christchurch International Airport 55 dBA L_{dn} Air Noise Contour</u>	<u>The 55 dBA L_{dn} 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; <u>and in the 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.		
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>		
SD-04	Energy and infrastructure 1. 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; 2. <u>the social, economic and environmental and cultural benefits of</u> infrastructure, including strategic infrastructure, critical infrastructure and regionally significant infrastructure: a. <u>is recognised and provided for, and its safe, efficient and effective development, upgrading, maintenance and operation is</u>		

	enabled is able to operate efficiently and effectively; and b. is enabled, while: 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 b. managing the adverse effects of other activities on infrastructure, including managing reverse sensitivity;— <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> 3. <u>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> 4. the importance of locally-sourced aggregate supply for infrastructure development is recognised and provided for in appropriate circumstances; 5. the nature, timing and sequencing of new development and new infrastructure is integrated and coordinated; and 6. encourage more environmentally sustainable outcomes as part of subdivision and development, including though the use of energy efficient buildings, green infrastructure and renewable electricity generation.
UFD-P2	Identification/location of new Residential Areas A. Within Greater Christchurch In relation to the density of residential development: 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 purpose of the zone; 2. locate any Medium Density Residential Zone so it:

	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. B. Outside Greater Christchurch Outside of Greater Christchurch, new residential areas shall contribute to well-functioning urban environments and urban areas and be in accordance with the following: 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: a. occur in a form that concentrates, or integrates with, existing urban areas and promotes a coordinated pattern of development, or
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	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 <u>development that is incompatible with</u> 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 i. be informed through the development of an ODP.
UFD-P9	Managing reverse sensitivity effects from new development within Residential Zones Within all Residential Zones: 1. manage avoid residential activity and development so that it will not be impacted 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 L_{dn} 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</u>

	<u>density is to be retained at one unit per 300m² or 600m² in the areas identified on the planning maps;</u> 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.
EI-P1	Recognising the benefits of, and providing for, energy and infrastructure Recognise the local, regional or national benefits of energy and infrastructure through: - enabling the <u>use</u>, operation, maintenance, repair, renewal, <u>development</u>, removal and minor upgrade of energy and infrastructure; - providing for more than minor or significant upgrades to existing, and the development of new, energy and infrastructure; - providing for energy and infrastructure that serves as a lifeline utility during an emergency, including critical infrastructure, strategic infrastructure and regionally significant infrastructure; ...
EI-P5	Manage adverse effects of energy and infrastructure Manage adverse effects of energy and infrastructure, <u>whilst having regard to the practical, technical and operational requirements of infrastructure</u>, including by <u>the following</u>: - enabling the ongoing operation, maintenance, repair, removal and minor upgrade of existing energy and infrastructure; - providing for new energy and infrastructure, or major upgrades to existing energy and infrastructure while avoiding, remedying or mitigating adverse effects on: - natural and physical resources; - amenity values; - existing sensitive activities; - the safe and efficient operation of other infrastructure;

	e. the health, safety and well-being of people and communities;
EI-P6	Effects of other activities and development on energy and infrastructure <u>Manage</u> <u>Avoid</u> adverse effects, including reverse sensitivity effects, of incompatible other activities and development on energy and infrastructure, including by the following: <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 <u>2.</u> with regards to major electricity distribution lines, in addition to (1) above, by ensuring that: 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 <u>3.</u> with regards to the National Grid, in addition to (1) above: 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 <u>4.</u> <u>with regards to Christchurch International Airport by ensuring that:</u>

	a. <u>the intensification or establishment of noise sensitive activities within the 50dB L_{dn} 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> ...
TRAN-P15	Ensure that other activities do not compromise the safe, effective and efficient operation, maintenance, repair, upgrading or development of the transport system, including through: 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. 4. [...]
SUB-O1	Subdivision design Subdivision design achieves an integrated pattern of land use, development, and urban form, that: 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>
SUB-P1	Enable subdivision that: 1. within Residential Zones, incorporates best practice urban design, access to open space, and CPTED principles;. 2. minimises reverse sensitivity effects including through the use of setbacks; 3. in respect to the National Grid and Major Electricity Distribution Lines: a. avoids potential reverse sensitivity effects on them; and b. does not compromise their operation, maintenance, upgrading and development; 4. <u>avoids noise sensitive activities intensifying or establishing within the 50 dBA L_{dn} 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> 5. recognises and provides for the expression of cultural values of mana whenua and their connections in subdivision design; and 6. supports the character, amenity values, anticipated form and function for the relevant zone.
SB-P6	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: ... 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> j. <u>show how reverse sensitivity effects on strategic infrastructure will be avoided, acknowledging that in some</u>

	<u>case the utilisation of that infrastructure will increase over time;</u> ...				
SUB-R14	Subdivision resulting in an allotment that is less than 4ha <u>the minimum lot size for the zone</u> within the 50 dBA L_{dn} noise contour for Christchurch International Airport Rural Lifestyle Zone <u>All zones</u> within the 50 dBA L_{dn} Noise Contour for Christchurch International Airport Activity status: NC Activity status when compliance not achieved: N/A <u>Any application arising from this rule will be limited notified to Christchurch International Airport Limited.</u>				
SUB-S1	<table border="1"> <thead> <tr> <th colspan="2">SUB-S1 Allotment size and dimensions</th></tr> </thead> <tbody> <tr> <td>1. All allotments created shall comply with Table SUB-1.</td><td> Activity status when compliance not achieved: 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 L_{dn} Air Noise Contour: NC</u> </td></tr> </tbody> </table> Table SUB-1: Minimum allotment sizes and dimensions The following shall apply: 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 lease plan are not altered, are exempt from the minimum site sizes in Table SUB-1.	SUB-S1 Allotment size and dimensions		1. All allotments created shall comply with Table SUB-1.	Activity status when compliance not achieved: 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 L_{dn} Air Noise Contour: NC</u>
SUB-S1 Allotment size and dimensions					
1. All allotments created shall comply with Table SUB-1.	Activity status when compliance not achieved: 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 L_{dn} Air Noise Contour: NC</u>				

	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. d. Allotments for unstaffed infrastructure, accessway or road, excluding for any balance area, are exempt from the minimum site sizes in Table SUB-1. 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.	
	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 L_{dn} 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 L_{dn} 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)	200m ²

	also refer to rule SUB-R6					
	...					
	Special Purpose Zone (Kaiapoi Regeneration)	500m ² <u>600m² where the site is within the 50 dB L_{dn} noise contour for Christchurch International Airport</u>				
SUB-S3	Amend as follows <table><tr><th colspan="2">SUB-S3 Residential yield</th></tr><tr><td>1. 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 L_{dn} 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.</td><td>Activity status when compliance not achieved: DIS</td></tr></table>		SUB-S3 Residential yield		1. 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 L_{dn} 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.	Activity status when compliance not achieved: DIS
SUB-S3 Residential yield						
1. 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 L_{dn} 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.	Activity status when compliance not achieved: DIS					
NOISE – Introduction	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. This chapter does not control noise from aircraft in flight. However 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</u>					

	<u>which apply to activities within the Air Noise Contours. This includes residential density controls on land within the 50dBA L_{dn} Air Noise Contour (which is the outer control boundary for aircraft noise in GreaterChristchurch), and, within the 55dBA L_{dn} Air Noise Contour, additional acoustic mitigation requirements on top of the requirements applicable to the 50dBA L_{dn} Air Noise Contour.</u> ...
NOISE-O3	Rangiora Airfield <u>and Christchurch International Airport</u> The avoidance of noise sensitive activities within the 65 dB L_{dn} and 55 dB L_{dn} Noise Contours for Rangiora Airfield <u>and within the 50dB L_{dn} Noise Contour for Christchurch International Airport.</u>
NOISE-P4	Airport Noise Contour Protect Christchurch International Airport from reverse sensitivity effects by: 1. avoiding noise sensitive activities within the 50 dB L_{dn} Noise Contour by: a. limiting the density of any residential unit or minor residential unit to <u>a maximum of:</u> 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 the RPS (gazetted 6 December 2013) or any residential Development Area; and</u> 2. requiring noise insulation <u>for new buildings and additions to existing buildings</u> within the <u>50 dB L_{dn} and 55 dBA L_{dn} Air</u> Noise Contours for Christchurch International Airport.

NOISE-R14							
55 Ldn Noise Contour for Christchurch International Airport	<table><tr><th>NOISE-R14</th><th colspan="2">Buildings in the 55 dBA L_{dn} Noise Contour for Christchurch International Airport</th></tr><tr><td></td><td> Activity status: PER Where: - 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 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> - noise insulation calculations and verification shall be as follows: - building consent applications shall be accompanied by a report detailing calculations that show how the required </td><td> Activity status when compliance not achieved: NC </td></tr></table>	NOISE-R14	Buildings in the 55 dBA L _{dn} Noise Contour for Christchurch International Airport			Activity status: PER Where: - 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 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> - noise insulation calculations and verification shall be as follows: - building consent applications shall be accompanied by a report detailing calculations that show how the required	Activity status when compliance not achieved: NC
NOISE-R14	Buildings in the 55 dBA L _{dn} Noise Contour for Christchurch International Airport						
	Activity status: PER Where: - 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 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> - noise insulation calculations and verification shall be as follows: - building consent applications shall be accompanied by a report detailing calculations that show how the required	Activity status when compliance not achieved: NC					

		sound insulation and construction methods have been determined; 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 L_{dn} and L_{AE}. Where a site falls within the contours the calculations shall be determined by linear interpolation between the contours; 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.							
NOISE-TABLE1	Insert: Amend as follows NOISE-TABLE1 Noise Contour Indoor Design Levels <table><tr><th>Building Type and Activity</th><th>Indoor Design and Sound Level</th></tr><tr><td colspan="2">Residential units or Minor Residential units</td></tr><tr><td>Bedrooms</td><td>65 dBAL_{AE} / 40 dBAL_{dn}</td></tr></table>			Building Type and Activity	Indoor Design and Sound Level	Residential units or Minor Residential units		Bedrooms	65 dBAL _{AE} / 40 dBAL _{dn}
Building Type and Activity	Indoor Design and Sound Level								
Residential units or Minor Residential units									
Bedrooms	65 dBAL _{AE} / 40 dBAL _{dn}								

	Other habitable room	75 dBAL _{AE} / 50 dBAL _{dn}
	Visitor Accommodation	
	Bedrooms, living rooms	65 dBAL _{AE} / 40 dBAL _{dn}
	Conference meeting rooms	65 dBAL _{AE} / 40 dBAL _{dn}
	Service Activities	75 dBAL _{AE} / 60 dBAL _{dn}
	Educational Facilities	
	Libraries, study areas, teaching areas, assembly areas	65 dBAL _{AE} / 40 dBAL _{dn}
	Workshops, gymnasiums	85 dBAL _{AE} / 60 dBAL _{dn}
	Retail activities, Retail Services and Offices	
	Conference rooms	65 dBAL _{AE} / 40 dBAL _{dn}
	Private offices	70 dBAL _{AE} / 45 dBAL _{dn}
	Open plan offices, exhibition spaces	75 dBAL _{AE} / 50 dBAL _{dn}
	Data processing	80 dBAL _{AE} / 55 dBAL _{dn}
	Shops, supermarkets, showrooms	85 dBAL _{AE} / 55 dBAL _{dn}
	<u>Advisory Note</u>	
	• <u>Noise insulation calculations and verification shall be as follows:</u> ○ <u>Building consent applications shall be accompanied with a report detailing the calculations showing how the required sound</u>	

	<u>insulation and construction methods have been determined.</u> ○ <u>For the purpose of sound insulation calculations, the external noise levels for a site shall be determined by application of the air noise contours L_{dn} and LAE. Where a site falls within the contours the calculations shall be determined by linear interpolation between the contours.</u> ▪ <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 L_{dn} Noise Contour for Christchurch International Airport	<table> <tr> <th colspan="2">Noise sensitive activities</th></tr> <tr> <td> Activity status: PER Where: 1. the activity is <u>a residential activity or residential unit</u> located within <u>a Residential Zones a Rural or Rural Lifestyle Zone and complies with the relevant density rules for that zone; or and</u> <u>Activity status: RDIS</u> <u>Where:</u> 2. <u>all other noise sensitive activity in</u> </td><td> Activity status when compliance not achieved: <u>1. For residential activities: RDIS</u> Matters of discretion are restricted to: NOISE-MD2 - Management of noise effects NOISE-MD3 - Acoustic insulation <u>For all other noise sensitive activities: NC</u> Notification </td></tr> </table>	Noise sensitive activities		Activity status: PER Where: 1. the activity is <u>a residential activity or residential unit</u> located within <u>a Residential Zones a Rural or Rural Lifestyle Zone and complies with the relevant density rules for that zone; or and</u> <u>Activity status: RDIS</u> <u>Where:</u> 2. <u>all other noise sensitive activity in</u>	Activity status when compliance not achieved: <u>1. For residential activities: RDIS</u> Matters of discretion are restricted to: NOISE-MD2 - Management of noise effects NOISE-MD3 - Acoustic insulation <u>For all other noise sensitive activities: NC</u> Notification
Noise sensitive activities					
Activity status: PER Where: 1. the activity is <u>a residential activity or residential unit</u> located within <u>a Residential Zones a Rural or Rural Lifestyle Zone and complies with the relevant density rules for that zone; or and</u> <u>Activity status: RDIS</u> <u>Where:</u> 2. <u>all other noise sensitive activity in</u>	Activity status when compliance not achieved: <u>1. For residential activities: RDIS</u> Matters of discretion are restricted to: NOISE-MD2 - Management of noise effects NOISE-MD3 - Acoustic insulation <u>For all other noise sensitive activities: NC</u> Notification				

	<u>any Residential Zone; and</u> 3. <u>the activity meets the indoor sound levels stated in Table NOISE 1, when windows and doors are closed.</u> 4. any activity meets the indoor sounds levels stated in Table NOISE 1, when windows and doors are closed.	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.
	Advisory Note • Noise insulation calculations and verification shall be as follows: ○ 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. • 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 L_{dn} Air Noise Contour applies as an additional layer over the 50 dBA L_{dn} Air Noise Contour. For the avoidance of doubt, any property lying within the 55 dBA L_{dn} Air Noise Contour is also subject to the rules applicable to the 50 dBA L_{dn} Air Noise Contour.</u>		
TEMP-R4	TEMP-R4	Filming	
	All zones	Activity status: PER	Activity status when compliance not achieved: RDIS
		Where: - the maximum duration of the activity is 31 consecutive days at any one site within a 12 month period; - site preparation is a maximum of seven days before the activity; - site restoration is a maximum of seven days following the completion of the activity; - all temporary structures and equipment is removed from the site within seven days following completion of the activity; and - there is a total maximum of 250 vehicle movements per day; <u>the site is not within the 50 dBA L_{dn} Air Noise Contour unless a design report shows compliance with NOISE-TABLE1.</u>	Matters of discretion are restricted to: TEMP-MD1 – character and amenity values TEMP-MD2 – Transport TEMP-MD3 – Site alteration, disturbance and remediation TEMP-MD4 – Public safety and security Notification: <u>Any application arising from TEMP-R4 (6) shall be limited notified at least to</u>

			Christchurch International Airport (absent its written approval).
TEMP-R7	TEMP-R7	Any temporary building or structure ancillary to construction work	
	All zones	Activity status: PER	Activity status when compliance not achieved: RDIS
		Where: Where: - every temporary building or structure is removed from the site within 31 days of completion of the building or construction works or after the Code of Compliance Certificate for the subject building or construction works has been issued, whichever occurs first. no temporary accommodation shall be located within the 50 dBAL_{dn} Air Noise Contour.	Matters of discretion are restricted to: TEMP-MD1 - Character and amenity values TEMP-MD2 - Transport TEMP-MD3 - Site alteration, disturbance and remediation TEMP-MD4 - Public safety and security Notification: Any application involving a breach of TEMP-R7 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval).
RESZ-Introduction	This chapter contains objectives and policies relating to the: - General Residential Zone; - Medium Density Residential Zone;		

	• Settlement Zone; and • Large Lot Residential Zone. 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. 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. <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>
RESZ-O1	Residential growth, location and timing Sustainable residential growth that: 1. provides more housing in appropriate locations in a timely manner according to demand in the short, medium and long term; 2. is responsive to community and district needs;and 3. enables new development, as well as redevelopment of existing Residential Zones; <u>and</u> 4. <u>allows critical infrastructure, regionally significant infrastructure, and strategic infrastructure to operate without being compromised by incompatible activities.</u>
RESZ-O3	<i>Residential form, scale, design and amenity values</i> <i>Residential development is of a form, scale and design that:</i>

	1. achieves a good quality residential environment that is attractive and functional; 2. supports community health, safety and well-being; 3. maintains differences between zones; and 1. manages adverse effects on amenity values that will change over time as the zones are developed; and 4. <u>avoids adverse effects on critical infrastructure, regionally significant infrastructure, and strategic infrastructure.</u>				
RESZ-PXX	Insert a new policy as follows: <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> 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> <u>... [insert specifics that may be relevant to other strategic infrastructure]</u>				
GRZ-BFS1	<table border="1"> <thead> <tr> <th colspan="2">GRZ-BFS1 Site density</th></tr> </thead> <tbody> <tr> <td> 1. <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. 2. <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> </td><td> Activity status when compliance not achieved: NC </td></tr> </tbody> </table>	GRZ-BFS1 Site density		1. <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. 2. <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>	Activity status when compliance not achieved: NC
GRZ-BFS1 Site density					
1. <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. 2. <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>	Activity status when compliance not achieved: NC				

	<u>Kaiapoi Area A</u> <u>600m²</u> <u>Kaiapoi Area B</u> <u>300m²</u> 3. Where a site is less than 500m², one residential unit is allowed. 4. This rule does not apply to any minor residential unit, or residential unit in a requirement village.	
MRZ-BFS1		

	MRZ-BFS1 Number of residential units per site	
	1. There shall be no more than 3 residential units per site, except where: a. Within the qualifying matters - natural hazards area there must be no more than 1 residential unit per site; <u>and/or</u> b. <u>within the 50 dBA L_{dn} Air Noise Contour as shown on the planning maps the minimum net site area for each residential unit is as follows:</u> <u>Kaiapoi Area A 600m²</u> <u>Kaiapoi Area B 300m²</u> Notification An application for the 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	Activity status when compliance <u>with MRZ-BF(1)(a)</u> not achieved: RDIS Matters of discretion are restricted to: RES-MD2 - Residential design principles RES-MD7 - Outdoor Storage RES-MD15 - Effects from qualifying matters - natural hazards <u>Activity status when compliance with MRZ-BF(1)(b) not achieved: RDIS</u> <u>Matters of discretion are restricted to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> Notification 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. An application for the construction and use of 4 or more 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. <u>Notification:</u> <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>
RES-MD[XX] Insert new matter of discretion	Insert new matter of discretion as follows <u>Christchurch International Airport</u> <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>
RURZ- Introduction	... The General Rural Zone, while containing a range of site sizes, has retained the prominent character of an open large scale productive landscape. The character is rural with open grassland, pastoral farming, horticulture and areas of forestry with an overall low intensity of built form throughout the zone. The zone provisions retain the focus of this zone being for primary production activities and other rural activities, while retaining the current open rural character. In response, the subdivision and residential unit density standards that apply within this zone are larger than those that apply in the Rural Lifestyle Zone.

	<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 Rural Zones and reference should be made to both. ...</u>
RURZ-O1	An environment with a predominant land use character comprising primary production activities and natural environment values, where rural openness dominates over built form, while recognising: 1. the east of the District has a predominant character of small rural sites with a pattern of built form of residential units and structures at more regular intervals at a low density compared to urban environments; and 2. the remainder of the District, while having a range in the size of rural sites, has a predominant character of larger rural sites with a corresponding density of residential units and built form. 3. <u>the importance of allowing critical infrastructure, regionally significant infrastructure, and strategic infrastructure to develop and operate without being compromised by reverse sensitivity or incompatible activities.</u>
RURZ-P8	Reverse sensitivity Minimise the potential for reverse sensitivity effects by: 1. avoiding the establishment of any new sensitive activity near existing intensive indoor primary production activities, intensive outdoor primary production activities, waste management facilities, quarrying activities, mining activities, recreation and sporting facilities, heavy industrial zones and rural industry in circumstances where the new sensitive activity may compromise the operation of the existing activities; 2. managing the establishment of new sensitive activities near other primary production activities. 3. Managing adverse effects on strategic infrastructure, including through:

	(a) <u>avoiding noise sensitive activities within the 50 dBA L_{dn} Air Noise Contour and ensuring that, in this location, the density of residential units is kept to a maximum of 1 residential unit per 4 hectares in the Residential Lifestyle Zone and 1 residential unit per 20ha in the General Rural Zone;</u> (b) <u>managing the risk of birdstrike to aircraft using Christchurch International Airport;</u> (c) <u>[any additional matters that may be relevant to other infrastructure]</u>
RURZ-P9	Managing adverse effects on sensitive activities Minimise the potential for <u>Managing</u> adverse effects from the establishment of new activities near existing sensitive activities, <u>including</u> by: 1. Ensuring new intensive primary production activities, quarrying and mining activities, and industrial activities are adequately separated from existing sensitive activities; and 2. Avoiding quarry, landfill, cleanfill area, mining activities adjacent to urban areas where the amenity values of urban areas would be diminished. 3. <u>avoiding the establishment of new noise sensitive activities within the 50 dBAL_{dn} Air Noise Contour and ensuring that, in this location, the density of residential units is kept to a maximum of 1 residential unit per 4 hectares in the Residential Lifestyle Zone and 1 residential unit per 20ha in the General Rural Zone;</u> 4. <u>managing the risk of birdstrike to aircraft using Christchurch International Airport;</u> 5. <u>[any additional matters that may be relevant to other infrastructure]</u>
GRUZ-R3	GRUZ-R3 Residential unit <i>This rule does not apply to any minor residential unit provided for under GRUZ-R4; or bonus residential unit provided for under GRUZ-R16.</i>

	Activity status: PER Where: 1. each residential unit shall be located on a site with a minimum area of 20ha, except where provided for in (3), (4), (5), (6), (7) and (8) below. <u>These exceptions do not apply to land within the 50 dBA L_{dn} Air Noise Contour;</u> 2. ... [etc]	Activity status when compliance with GRUZ-R3 (2)(b) or GRUZ-R3 (2)(c) not achieved: DIS Activity status when compliance with GRUZ-R3 (1), GRUZ-R3 (2)(a), GRUZ-R3 (3), GRUZ-R3 (4), GRUZ-R3 (5), GRUZ-R3 (6), or GRUZ-R3 (7) not achieved: NC
GRUZ-R5	GRUZ-R5 Workers Accommodation Unit Activity status: PER Where: 1. no minor residential unit exists on the site; 2. the maximum GFA of the workers' accommodation unit shall be 120m² (excluding any area required for a car vehicle garage or carport up to a maximum of 40m²); and 3. there is only one workers' accommodation unit per property, with a single kitchen facility; and 4. <u>the workers' accommodation unit is located outside the 50 dBA L_{dn} Air Noise Contour</u>	Activity status when compliance <u>with GRUZ-R5(1)-(3)</u> not achieved: RDIS Matters of discretion are restricted to: RURZ-MD3 – Character and amenity values <u>Activity status when compliance with GRUZ-R5(4) not achieved: RDIS</u> <u>Matters of discretion are restricted to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u> <u>Any application involving a breach of GRUZ-R5(4) shall be limited notified at least to Christchurch</u>

		<u>International Airport (absent its written approval).</u>
RLZ-R3	RLZ-R3 Residential unit This rule does not apply to any minor residential unit provided for under RLZ-R4; or bonus residential unit provided for under RLZ-R20.	
	Where: each residential unit shall be located on a site with a minimum area of 4ha, except where provided for in (3), (4) and (5) below. <u>These exceptions do not apply to land within the 50 dBA L_{dn} Air Noise Contour;</u> ...	Activity status when compliance with RLZ-R3 (2)(b) or RLZ-R3 (2)(c) not achieved: DIS Activity status when compliance with RLZ-R3 (1), RLZ-R3 (2)(a), RLZ-R3 (3), RLZ-R3 (4), or RLZ-R3 (5) not achieved: NC
RLZ-R34 Waste management facility	Insert advice note which states that composting facilities within 13km radius of Christchurch International Airport runways have the potential to increase bird strike risk, and this issue must be considered in respect of an application for a composting facility in that area. Insert clause indicating that notification of any application arising from this requested new rule will be made at least to CIAL.	
RLZ-R35 Composting facility	Insert advice note which states that composting facilities within 13km radius of Christchurch International Airport runways have the potential to increase bird strike risk, and this issue must be considered in respect of an application for a composting facility in that area. Insert clause indicating that notification of any application arising from this requested new rule will be made at least to CIAL.	

WKP West Kaiapoi Development Area	Where land in this development area lies within the 50 dBA L_{dn} Air Noise Contour, include rules consistent with the relief sought above to avoid noise sensitive activities
K – Kaiapoi Development Area	Where land in this development area lies within the 50 dBA L_{dn} Air Noise Contour, include rules consistent with the relief sought above to avoid noise sensitive activities
Specific Purpose Zone Kaiapoi Regeneration (SPZ KR)	Where land with this zoning lies within the 50 dBA L_{dn} Air Noise Contour, include rules consistent with the relief sought above to avoid noise sensitive activities

**NEW "AREAS" MAP FOR MANAGING DENSITY WITHIN THE 50DB LDN NOISE
CONTOUR WITHIN KAIAPOI RESIDENTIAL ZONES**



- Area A (600m² minimum lot size)
- Area B (300m² minimum lot size)
- Area C (5000m² minimum lot size)

- Operative (2008) 50 dB Ldn
- Outer Envelope 50 dB Ldn - May 2023

**SUBMISSION ON PUBLICLY NOTIFIED PROPOSAL FOR POLICY STATEMENT OR
PLAN, CHANGE OR VARIATION**

Clause 6 of Schedule 1, Resource Management Act 1991

To Waimakariri District Council

Name of submitter: Christchurch International Airport Limited (CIAL)

- 1 This is a submission on the Proposed Waimakariri District Plan (the **Proposed Plan** or **the proposal**).
- 2 CIAL could not gain an advantage in trade competition through this submission.
- 3 The specific provisions of the proposal that CIAL's submission relates to and the reasons for CIAL's submission are set out in **Appendix A** and **Appendix B** below.
- 4 CIAL's submission relates to the whole proposal. The general and specific reasons for CIAL's relief sought in **Appendix B** are set out in **Appendix A**.
- 5 CIAL seeks the following decision from the local authority:
 - 5.1 Grant the relief as set out in **Appendix A and B**;
 - 5.2 Grant any other similar relief that would deal with CIAL's concerns set out in this submission.
- 6 CIAL wishes to be heard in support of the submission.
- 7 If others make a similar submission, CIAL will consider presenting a joint case with them at a hearing.

Signed for and on behalf of Christchurch International Airport Limited by its solicitors and authorised agents Chapman Tripp



Jo Appleyard
Partner

26 November 2021

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APPENDIX A

Overview

- 1 CIAL welcomes the opportunity to submit on the Proposed Waimakariri District Plan.
- 2 Christchurch International Airport (*The Airport / CIA*) is the largest airport in the South Island and the second-largest in the country.
- 3 The Airport connects Canterbury and the wider South Island to destinations in New Zealand, Australia, Asia and the Pacific, and accordingly has district, regional and national economic and social significance that should not be compromised by incompatible urban growth and intensification. The Airport is a key strategic infrastructure asset, as recognised in the Canterbury Regional Policy Statement (*CRPS*) and its continued safe and efficient operation must be appropriately recognised and provided for in the Proposed Plan.
- 4 While the actual Airport infrastructure is not physically located in the Waimakariri District, land use activities in the district affect, and may be affected by, Airport operations. Avoiding noise-sensitive land uses within the 50 dBAL_{dn} Air Noise Contour and ensuring the risk of bird strike is addressed appropriately in the Plan are key concerns for CIAL.
- 5 Overall, CIAL seeks:
 - 5.1 that objectives and policies highlighting the significance of strategic infrastructure (specifically identifying the Airport) and providing for its protection from incompatible land uses / reverse sensitivity effects are set in the Strategic Directions chapter in the proposed Plan;
 - 5.2 that objectives and policies providing for Airport operations and protection from reverse sensitivity are located in appropriate parts of the plan to guide relevant rules;
 - 5.3 rules imposing land use constraints and addressing reverse sensitivity issues relating to noise sensitive activities within the 50dBA L_{dn} Air Noise Contour, and avoidance of bird strike risk, are located in appropriate chapters in the Plan so that plan users can identify the rules easily.

About Christchurch International Airport

- 6 The activities at Christchurch International Airport make a significant contribution to the social and economic wellbeing of the communities and economies of Christchurch, Canterbury, the South Island and New Zealand.
- 7 Just under 7 million travelling passengers per year with a total of 109,307 aircraft movements and their associated 'meeters and greeters' pass through the Airport.¹ Combined Airport activities see between 25,000 and 30,000 people visiting the

¹ Total in 2019 calendar year.

Airport every day. The Airport is home to several international Antarctic science programmes and their associated facilities. The Airport is also the primary air freight hub for the South Island, playing a strategic role in New Zealand's international trade as well as the movement of goods domestically. On that basis, the Airport is a significant physical and economic resource in national, regional and local terms.

- 8 CIAL's core business is to be an efficient airport operator, providing appropriate facilities for airport users, for the benefit of both commercial and non-commercial aviation users and to pursue commercial opportunities from wider complementary products, services and business solutions.
- 9 The Airport has a competitive point of difference over other airports in New Zealand, Australia and many other parts of the world. It operates uncurfewed and unrestricted as to the types of aircraft using it. This provides unique benefits to the Airport, and in turn the region, as the Airport can accommodate late arriving overseas flights and the US Antarctic Program, as well as associated fleet maintenance activities. The ability of the Airport to continue to operate 24 hours a day, 365 days of the year without restriction is integral to the future economic and social well-being of people in the three local authority districts in the region, the South Island and nationally.

Covid-19

- 10 The COVID-19 pandemic has significantly impacted the aviation sector, creating unprecedented disruption. It has resulted in a steep decline in international passenger numbers and has disrupted New Zealand's export of goods via airfreight.
- 11 Prior to the emergence of COVID-19 about 90% of New Zealand's airfreight was carried in passenger aircraft. Through the Government's International Air Freight Capacity (*IAFC*) scheme, funding has been provided to airlines for dedicated freight flights to ensure New Zealand's high value export products reach international markets.
- 12 CIA has played a critical role in New Zealand's ability to respond to and recover from the economic impacts of COVID -19 through the IAFC scheme. This scheme enabled up to 30 dedicated freight services a week to operate out of Christchurch, flying to multiple international destinations and utilising different carriers. These special freight services play a critical role in keeping the South Island's economy connected to the rest of the world, providing some economic stability during a recession. The IAFC continues to grow as demand requires.
- 13 International tourists continue to view New Zealand as natural, clean and green and as a consequence of the New Zealand Government response to COVID-19, it is also viewed as safe in terms of trusted public health measures. The tourism industry expects that New Zealand will be in high demand as a destination once COVID-19 restrictions are lifted.

National Policy Statement on Urban Development

- 14 The NPS Urban Development (*NPS UD*) directs that local authority decisions on urban development are to be integrated with infrastructure planning decisions,² and that planning decisions contribute to well-functioning urban environments.³
- 15 A well-functioning urban environment is one in which:
- 15.1 infrastructure – particularly nationally significant infrastructure such as the Airport – is not adversely affected by incompatible activities; and
- 15.2 urban growth is planned with infrastructure provisions in mind, recognising that the two run hand-in-hand.
- 16 While NPS UD Policy 3 directs councils to increase density and realise as much development capacity as possible in urban environments, Policy 4 allows district plans applying to tier 1 urban environments to modify the relevant building height or density requirements to the extent necessary to accommodate a qualifying matter.
- 17 Qualifying matters include, relevantly:
- any matter required for the purpose of ensuring the safe or efficient operation of nationally significant infrastructure*
- 18 The Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill also includes this qualifying matter.
- 19 As the second-largest airport in the country, and the largest in the South Island, (and as defined in the NPS UD) the Airport is nationally significant infrastructure. In order to provide for its continued safe and efficient operation, the District Plan should direct urban growth and intensification away from areas within the 50dB L_{dn} Air Noise Contour so that adverse reverse sensitivity effects on Airport operations are avoided, and to avoid enabling growth in an area where occupants will experience amenity effects from aircraft noise. Particularly when there is available land elsewhere in the District to accommodate high density growth.

Canterbury Regional Policy Statement

- 20 The efficient use and development of the Airport as a significant physical regional infrastructure resource is provided for in the Canterbury Regional Policy Statement (*CRPS*), in both Chapter 5 (Land use and Infrastructure) and Chapter 6 (Recovery and Rebuilding of Greater Christchurch).
- 21 Policy 6.3.5 in the CRPS provides for:

² Objective 6.

³ Policy 1.

- 21.1 the continued safe, efficient and effective use of regionally significant infrastructure;⁴
 - 21.2 the provision for efficient and effectively functioning infrastructure;⁵ and
 - 21.3 seek to ensure that land use activities⁶ and new development⁷ are managed including avoiding activities that have the potential to limit the efficient and effective, 'provision, operation, maintenance or upgrade or strategic infrastructure and freight hubs'.
- 22 Objective 5.2.1(f) requires that '*development is located so that it functions in a way that ... is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure*'. Policy 6.3.9(5) requires that the location and design of rural residential development shall avoid noise sensitive activities occurring within the 50 dBA L_{dn} Air Noise Contour.

Aircraft Noise

- 23 CIAL supports the inclusion of provisions in the proposed Plan to avoid noise sensitive activities within the 50dBA L_{dn} Air Noise Contour and to insulate new buildings within the 55dBA L_{dn} Air Noise Contour. CIAL considers that further amendment to the notified provisions is required to appropriately for these matters. This is discussed in **Appendix B**.
- 24 The use of "noise boundaries" is prescribed by New Zealand Standard NZS 6805:1992 "Airport Noise Management and Land Use Planning" and this concept is implemented across the country.
- 25 The 50dBA L_{dn} Air Noise Contour is the outer control boundary used for Greater Christchurch and reflects the point at which land use controls are necessary to manage the establishment of noise sensitive activities in proximity to the Airport. This is required in order to:
- 25.1 reduce the number of occupants subjected to higher noise levels, and associated amenity effects, associated with aircraft taking off and landing at the Airport; and
 - 25.2 avoid reverse sensitivity effects on the Airport.
- 26 The 55dBA L_{dn} Air Noise Contour marks the point at which additional land use controls are necessary to ensure that new buildings or extensions to existing buildings are insulated sufficiently to mitigate the effects of aircraft noise on occupants.

⁴ CRPS. Objective 5.2.1(2)(g). Definitions: Regionally Significant Infrastructure includes Christchurch International Airport.

⁵ CRPS. Policy 6.3.5(3).

⁶ CRPS. Policy 6.3.5(5).

⁷ CRPS. Policy 6.3.5(4).

Air Noise Contour Remodelling

- 27 Policy 6.3.11(3) in the CRPS requires certain processes with respect to remodelling the Air Noise Contours. CIAL has completed the modelling work required as the first stage in this process and has provided updated contours to ECan for peer review by an independent expert panel.
- 28 As the updated contours are not yet confirmed, the current Air Noise Contours remain as shown on Map A in the CRPS. However, the modelled updated contours supplied to ECan provide relevant up to date information about where aircraft noise effects are felt in the district. It is important for the Waimakariri District Plan to be prepared with this parallel contour remodelling process in mind.
- 29 Attached to this submission as **Appendix C** are the remodelled contours which have been submitted for peer review. There are two modelling approaches which are with the Panel for consideration – a contour which models the annual average noise levels, and a contour which models an outer envelope of the average busiest 3 month period on each runway (this more closely mirrors the way in which the current noise contours in the CRPS were modelled). It is for the expert panel to determine which of these two overarching modelling approaches it considers most appropriate (airports across the country differ in their approach – some use an annual average and others use a busiest 3 months scenario). For transparency, CIAL has provided both contours in this submission.
- 30 The most notable change between the updated Air Noise Contours and the contours in Map A CRPS is the shape. This is due to changes in aircraft flight paths – particularly departures. In the last decade there has been a once in a generation global shift change in aviation navigation, referred to as Performance Based Navigation (*PBN*). These advances changed aircraft arrival and departure paths. The PBN procedures result in improved safety, reduced carbon emissions, and direct flight paths for departures away from existing urban areas. The result of the introduction of PBN procedures is that the updated Air Noise Contours extend further west than the current contours in Map A.
- 31 CIAL supports the predominantly rural zoning notified on land to the West of Kaiapoi and in the vicinity of Ohoka. Until the updated Air Noise Contours are confirmed by the independent peer review panel and integrated into the region's planning documents, they are not formally part of the higher order planning framework. But the updated contours provide relevant and important up to date information about aircraft noise in the district. It would be inappropriate to alter the proposed rural zoning of the land which may fall within updated Air Noise Contours. Similarly, existing residential or semi-urban zoning (such as Large Lot Residential or Settlement zoning) in areas that are likely to fall within the updated Air Noise Contours should not be expanded nor intensified.

Bird strike

- 32 Bird strike risk is a key threat to the safe operation of Christchurch International Airport. CIAL takes the potential bird strike risk around the Airport very seriously.

Even if the risk of strike in a statistical sense is relatively low, it is beyond dispute that a single strike could have significant adverse effects.⁸

- 33 CIAL has a responsibility to provide a safe operating airport environment and therefore actively works to minimise the threat and incidence of bird strike at the Airport. Activities off-airport which can increase the risk of bird strike, such as the creation of water bodies, landfills, composting facilities, sewage treatment and disposal, and agricultural activities, will impact CIAL's ability to provide this safe environment unless they are properly managed. CIAL is heavily involved in bird monitoring and management and is also a regular participant in planning processes in order to manage this risk.
- 34 The Waimakariri River is a significant breeding site for bird strike risk species, and also provides substantial habitat for birds. In this context, other activities in the district which provide sources of food and habitat for bird strike risk species within 13km of the airport runways should be managed so that they do not result in an overall increase in bird populations and a corresponding increase in the risk of a bird strike at the Airport. This can be a result of the cumulative effects of many activities (in conjunction with the existing natural features and existing activities in the district), or could arise from a single activity which is highly attractive to birds.
- 35 CIAL accordingly seeks amendments and additional provisions in the proposed District Plan to ensure that there are appropriate rules to manage activities which may increase the risk of bird strike at the Airport.
- 36 The management of activities that constitute a bird strike risk is a matter that needs to be applied consistently across all zones in the proposed District Plan. Provisions relating to bird strike are similar to provisions relating to aircraft noise in that they are difficult to place within the Plan. CIAL suggests the same approach as that suggested for airport noise above should be taken. That is, rules relating to land use for bird strike management should be located within the relevant zones.

Notification to the Airport

- 37 CIAL seeks that generally, where activities are known to generate adverse reverse sensitivity effects, or be otherwise incompatible with airport activities, a clause be inserted into the relevant rules providing that CIAL will be notified of any application arising from those rules.

Plan structure and National Planning Standards

- 38 Provisions relating to land use constraints to manage effects associated with aircraft noise and bird strike do not fall easily into the National Planning Standards framework because while they relate to noise and infrastructure, they manage the use, development and protection of resources in specific zones – the zones falling with the 50dBA L_{dn} Air Noise Contour or within the radius from the runways where activities that create bird strike risk require management. Controls related to the 50dBA L_{dn} Air Noise Contour also arise in the management of subdivision. There are

⁸ Resource Management Act 1991. Section 3(f).

therefore several places where these rules could validly be incorporated into the plan.

- 39 CIAL's principal concern is to ensure that rules managing land use within the 50dBA and 55dBA L_{dn} Air Noise Contours and managing bird strike risk activities are located in the part of the plan where they will be most visible and clear to landowners, Council planning and enforcement staff.
- 40 Landowners are most likely to be checking the applicable zone rules to find the controls which apply to their property and which might impact land use, rather than the 'Energy, Infrastructure and Transport' chapter or 'Noise' chapter.
- 41 It is essential that, wherever these rules are located, clear cross-references are inserted to other parts of the plan. The proposed Plan as notified does not contain appropriate cross references and CIAL seeks that this is rectified and clear, thorough cross-references are inserted.

CONCLUSION

- 42 Overall, CIAL considers that the relief set out in this submission is the more appropriate way to achieve the purposes of the Act and give effect to higher order planning documents.
- 43 CIAL seeks that the relief as set out in **Appendix B** is granted, or alternatively that the Panel grant any other similar relief that would deal with CIAL's concerns set out in this submission.

APPENDIX B

The drafting suggested in this annexure reflects the key changes CIAL seeks. Consequential amendment may also be necessary to other parts of the proposed provisions.

CIAL proposes drafting below and seeks that this drafting, or drafting with materially similar effect, be adopted by the Council.

Suggested amendments and alternative drafting is shown in track change – CIAL's requested deletions are shown using ~~red strikethrough~~ and requested insertions shown using red underline.

PART 1 – INTRODUCTION AND GENERAL PROVISIONS

How the Plan Works

Provision	Position	Relief requested	Explanation
HPW – Cross Boundary Matters	Support in part	Amend as follows: ... Cross boundary issues may arise where: 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;	CIAL considers this drafting should be expanded and clarified to recognise that Christchurch International Airport is not located in the District but nevertheless is an infrastructure asset which serves the District, and that Airport operations may be affected by land use in the district (such as noise sensitive activities within the Air Noise Contours or activities which may increase the risk of bird strike). This will ensure appropriate consultation between Councils and

Provision	Position	Relief requested	Explanation
		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. <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> ...	CIAL, and encourage a consistent approach to protecting the CIA from reverse sensitivity effects and potentially incompatible activities which could increase the risk of bird strike at the Airport.
HPW25 – Relationships between spatial layers	Support in part	Retain the 50 dBA L _{dn} Air Noise Contour and 55 dBA L _{dn} Air Noise Contour as overlays in the plan and on the planning maps.	It is important that the 50dBA L _{dn} and 55dBA L _{dn} Air Noise Contours are included in the planning maps with their technically correct labels.

Provision	Position	Relief requested			Explanation
And planning maps		Amend the overlay name and descriptions so that the Air Noise Contours are properly identified on the planning maps. The technically correct labelling is: <u>Christchurch International Airport 50 dBA L_{dn} Air Noise Contour.</u> <u>Christchurch International Airport 55 dBA L_{dn} Air Noise Contour.</u> Amend the table as follows			CIAL considers it would be helpful to plan users to include a specific description of the Air Noise Contours in the 'Relationships between Spatial Layers' table. The 55 dBA L _{dn} Air Noise Contour applies as an additional layer over the 50 dBA L _{dn} Air Noise Contour. For the avoidance of doubt, any property lying within the 55 dBA L _{dn} Air Noise Contour is also subject to the rules applicable to the 50 dBA L _{dn} Air Noise Contour. This should be clear in the rules and planning maps.
		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	
		<u>Christchurch International Airport 50 dBA L_{dn} Air Noise Contour</u>	<u>The 50 dBA L_{dn} 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 high as to require</u>	District wide matters chapters; <u>and</u> <u>in the relevant</u>	

Provision	Position	Relief requested			Explanation
			<u>avoidance of noise sensitive activities to avoid adverse noise effects and reverse sensitivity issues.</u>	<u>zone chapters</u>	
		<u>Christchurch International Airport 55 dBA L_{dn} Air Noise Contour</u>	<u>The 55 dBA L_{dn} 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>	<u>District wide matters chapters; and in the relevant zone chapters</u>	

Interpretation

Provision	Position	Relief requested	Explanation
New Definitions – “bird strike” and “bird strike risk activity”	Insert new definition	See the relief sought at the end of this Appendix related to bird strike matters	See below.
Critical infrastructure	Support	Retain	CIAL supports this definition. In order to give effect to the CRPS, it is essential that Christchurch International Airport is identified as infrastructure of greater importance than local importance, strategic importance, and regional significance.
Infrastructure	Support	Retain	CIAL supports use of the definition in s2 RMA.
Ldn	Support	Retain	CIAL supports this definition, noting it is required by the National Planning Standards. CIAL notes that in the national standards superscript is used (as in “L _{dn} ”) and it should accordingly be used throughout the Plan.

Provision	Position	Relief requested	Explanation
Lifeline Utility	Support	Retain	CIAL supports reference to the Civil Defence Emergency Management Act 2002 for this definition.
Noise Sensitive Activity	Support in part	Retain	CIAL supports this definition of "noise sensitive activity" and considers it gives effect to the corresponding definition in the RPS. All activities that are potentially sensitive to aircraft noise should be included in the definition of 'noise sensitive activity'. Should any additional rules applicable to noise sensitive activities which are not already covered in any of these broad categories be included in the plan as a result of submissions, CIAL seeks that activity is also added to the list in this definition.
Non critical infrastructure	Support	Retain	CIAL supports the exclusion of critical infrastructure, strategic infrastructure and regionally significant infrastructure from this definition.

Provision	Position	Relief requested	Explanation
Regionally significant infrastructure	Support	Retain	CIAL supports this definition.
Reverse sensitivity	Support in part	Amend as follows 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 which may be sensitive to the actual, potential or perceived adverse environmental effects generated by an existing activity.	CIAL supports inclusion of this definition of 'reverse sensitivity' in the Plan. CIAL considers that "intensification" should also be included alongside "establishment or alteration" as another potential driver of reverse sensitivity effects – as is the case when residential intensification occurs within the 50 dBA L _{dn} Air Noise Contour.
Sensitive activity	Support	Retain	CIAL supports this definition.
Strategic infrastructure	Support	Retain	CIAL supports this definition, particularly the specific recognition and identification of Christchurch International Airport in the definition.
Strategic transport network	Support	Retain	CIAL supports this definition, and in particular supports the express reference to Christchurch

Provision	Position	Relief requested	Explanation
			International Airport as a significant regional transport hub.
Transport system	Support	Retain	CIAL supports this definition and seeks that it be retained, noting that CIAL is part of the strategic transport network in the district.

PART 2 – DISTRICT-WIDE MATTERS

Strategic Directions

Provision	Position	Relief requested	Explanation
SD-02	Support in part	Amend as follows: Urban development and infrastructure that: 1. is consolidated and integrated with the urban environment; 2. <u>does not affect the efficient operation, use, development, appropriate upgrading and safety of strategic infrastructure, critical infrastructure, and regionally significant infrastructure;</u> 3. ...	CIAL strongly supports the approach that urban development and infrastructure is consolidated and integrated with the urban environment. CIAL also seeks that this objective direct that urban development does not result in adverse effects on important infrastructure.

Provision	Position	Relief requested	Explanation
SD-03 Energy and infrastructure	Support in part	Amend as follows: Across the District: <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: a. <u>is recognised and provided for, and its safe, efficient and effective development, upgrading, maintenance and operation is enabled</u> is able to operate efficiently and effectively; and b. is enabled, while: i. 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	CIAL supports a strategic objective related to infrastructure. This is a key resource management issue for the district and it is essential that direction is given in this chapter to direct all other objectives and policies in other chapters. However, CIAL seeks that this strategic objective be amended to better recognise and enable important infrastructure and to explicitly require avoidance of adverse effects on important infrastructure. CIAL has sought specific recognition of issues related to the Airport. It may also be appropriate to insert similar matters relevant to other strategic infrastructure.

Provision	Position	Relief requested	Explanation
		ii. managing the adverse effects of other activities on infrastructure, including managing reverse sensitivity; e. strategic infrastructure, critical infrastructure and regionally significant infrastructure is protected by avoiding adverse effects from incompatible development and activities, including reverse sensitivity effects. This includes: i. avoiding noise sensitive activities within the Christchurch International Airport 50 dBA L_{dn} Air Noise Contour, except within the existing Kaiapoi residential area (where density is to be retained at one unit per 600m²); and ii. managing the risk of birdstrike to aircraft using Christchurch International Airport; <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> <u>4. the nature, timing, and sequencing of new development and new infrastructure is integrated and coordinated; and</u>	

Provision	Position	Relief requested	Explanation
		<u>5.</u> encourage more sustainable outcomes as part of subdivision and development, including through the use of energy efficient buildings, green infrastructure and renewable energy generation.	
SD-04 Rural land	Support in part	Amend as follows: Outside of identified residential development areas and the Special Purpose Zone (Kāinga Nohoanga), rural land is managed to ensure that: <u>1.</u> it remains available for productive rural activities by: <u>a.</u> providing for rural production activities, activities that directly support rural production activities and activities reliant on the natural resource of Rural Zones and limit other activities; and <u>b.</u> ensuring that within rural areas the establishment and operation of rural production activities are not limited by new incompatible sensitive activities; and <u>and</u> <u>2. development and land use does not adversely affect the efficient operation, use and development of strategic infrastructure.</u>	CIAL seeks that this objective is amended to direct that development and land use does not result in adverse effects on strategic infrastructure.

Provision	Position	Relief requested	Explanation
UFD-P1 Density of residential development	Support in part	Amend as follows: In relation to the density of residential development: 1. provide for intensification in urban environments 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 purpose of the zone; 2. locate any Medium Density Residential Zone so it: a. supports, and has ready access to, existing Commercial and Mixed Use Zone, schools, public transport and open space; b. supports well connected walkable communities; c. avoids or mitigates natural hazard risk in any high hazard area within existing urban areas; and d. located away from any Heavy Industrial Zone. 3. <u>avoid residential development that is incompatible with, or adversely effects, the efficient operation, use and development of strategic infrastructure.</u>	If not located in appropriate areas, residential intensification can be incompatible with the operation of strategic infrastructure and can cause reverse sensitivity effects, and in turn can result in occupants being exposed to adverse effects from the operation of strategic infrastructure. Intensification of residential development may not be appropriate where it would result in those outcomes.

Provision	Position	Relief requested	Explanation
UFD-P2 Identification/location of new Residential Development Areas	Support in part	In relation to the identification/location of residential development areas: 1. residential development in the new Residential Development Areas at Kaiapoi, North East Rangiora, South East Rangiora and West Rangiora is located to implement the urban form identified in the Future Development Strategy; 2. for new Residential Development Areas, other than those identified by (1) above, avoid residential development unless located so that they <u>it</u>: a. occur in a form that concentrates, or are attached to, an existing urban environment and promotes a coordinated pattern of development; b. occur in a manner that makes use of existing and planned transport and three waters infrastructure, or where such infrastructure is not available, upgrades, funds and builds infrastructure as required; c. have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport;	CIAL supports policy direction which sets appropriate parameters for urban growth and form. However, CIAL is opposed to any new residential development within the 50 dBA L_{dn} Air Noise Contour, for the reasons explained above. While there is an exception enabling residential development within the Air Noise Contours in Kaiapoi, that exception applies to a limited area of land and was provided in order to support earthquake recovery. The exception in CRPS Policy 6.3.5(4) is for residential activities: “<i>within an existing [at the time that this policy was made operative] residentially zoned urban area, residential greenfield area identified for Kaiapoi, or residential greenfield priority area identified in Map A</i>”. The

Provision	Position	Relief requested	Explanation
		d. concentrate higher density residential housing in locations focusing on activity nodes such as key activity centres, schools, public transport routes and open space; e. take into account the need to provide for intensification of residential development while maintaining appropriate levels of amenity values on surrounding sites and streetscapes; f. are informed through the development of an ODP; g. supports reductions in greenhouse gas emissions; and h. are resilient to natural hazards and the likely current and future effects of climate change as identified in SD-06. i. <u>avoids adverse reverse sensitivity effects the efficient operation, use and development of strategic infrastructure.</u>	Future Development Areas in Kaiapoi are provided to accommodate urban development pursuant to the NPS UD. It is most appropriate, and consistent with the CRPS Policy 6.3.5(4), if the part of the Future Development Area within the 50dB L_{dn} Air Noise Contour are reserved for non-sensitive urban development such as business or industrial land use, rather than residential intensification. CIAL seeks amendment to the planning approach for the part of the Future Development Area within the Air Noise Contours at Kaiapoi to locate residential development outside of the contours.
UFD-P3 Identification/location and extension of	Support in part	Amend as follows: In relation to the identification/location of Large Lot Residential Zone areas:	CIAL supports policy direction which sets appropriate parameters for development

Provision	Position	Relief requested	Explanation
Large Lot Residential Zone areas		1. new Large Lot Residential development is located in the Future Large Lot Residential Zone Overlay which adjoins an existing Large Lot Residential Zone as identified in the RRDS and is informed through the development of an ODP; 2. new Large Lot Residential development, other than addressed by (1) above, is located so that it: a. occurs in a form that is attached to an existing Large Lot Residential Zone or Small Settlement Zone and promotes a coordinated pattern of development; b. is not located within an identified Development Area of the District's main towns of Rangiora, Kaiapoi and Woodend identified in the Future Development Strategy; c. is not on the direct edges of the District's main towns of Rangiora, Kaiapoi and Woodend, nor on the direct edges of these towns' identified new development areas as identified in the Future Development Strategy; d. occurs in a manner that makes use of existing and planned transport infrastructure and the wastewater system, or where such infrastructure	of Large Lot Residential Zone areas. CIAL is opposed to any intensification of noise sensitive activities within the 50 dBA L_{dn} Air Noise Contour which would expose occupants to undesirable levels of aircraft noise, while exposing CIAL to adverse reverse sensitivity effects. It is important that strategic infrastructure is protected from reverse sensitivity effects arising from new residential development areas.

Provision	Position	Relief requested	Explanation
		is not available, upgrades, funds and builds infrastructure as required, to an acceptable standard; and e. is informed through the development of an ODP; and. f. <u>avoids reverse sensitivity effects the efficient operation, use and development of strategic infrastructure.</u>	
UFD-P10 Managing reserve sensitivity effects from new development	Support in part	Amend as follows: Within Residential Zones and new development areas in Rangiora and Kaiapoi: 1. avoid residential activity that has the potential to limit adverse effects on, or is incompatible with, the efficient and effective operation and upgrade of critical infrastructure, strategic infrastructure, and regionally significant infrastructure, including avoiding noise sensitive activities within the Christchurch International Airport <u>50 dBA L_{dn} Air</u> Noise Contour, unless within an existing Residential Zone <u>in Kaiapoi which was in existence at the time this plan was made operative, where density is to be retained at one unit per 600m²;</u> 2. minimise reverse sensitivity effects on primary production from activities within new development areas through	CIAL supports this policy, particularly the requirement to avoid noise sensitive activities within the Air Noise Contour. CIAL considers the drafting could be further expanded and clarified. And CIAL considers that within existing residentially zoned areas in Kaiapoi, further intensification should be avoided, beyond that which is already permitted. CIAL seeks that the residential density in this area within the 50dB Ldn Air Noise Contour is

Provision	Position	Relief requested	Explanation
		setbacks and screening, without compromising the efficient delivery of new development areas.	not increased compared to what is presently allowed.

Energy, Infrastructure and Transport

Provision	Position	Relief requested	Explanation
EI - Overview	Support in part	Amend as follows: The term 'infrastructure' is defined in section 2 of the RMA. The RPS defines the terms 'critical infrastructure', 'strategic infrastructure', and 'regionally significant infrastructure'. There is considerable overlap in the types of infrastructure covered by these terms. Infrastructure may be provided by network utilities, or by entities other than network utilities, including the private provision of and connection to infrastructure. <u>Critical, strategic, and regionally significant infrastructure and network utilities are recognised through provisions which acknowledge their important function and service to the community.</u> ...	CIAL supports the references to the Regional Policy Statement definitions of critical and regionally significant infrastructure. CIAL considers this drafting could be expanded and clarified in places to confirm the importance of provisions that provide for the important function and service of important infrastructure and network utilities. CIAL is supportive of the cross-referencing to other plan chapters that may also be relevant. However, cross-referencing should also be

Provision	Position	Relief requested	Explanation
			incorporated throughout chapters where relevant, so that relevant provisions in other chapters are clearly identified for plan users.
EI-01	Support in part	Retain	CIAL supports this objective and seeks that it is retained.
EI-02	Support in part	Amend as follows Adverse effects of energy and infrastructure on the qualities and characteristics of surrounding environments and community well-being are avoided, remedied or mitigated, <u>while having regard to the practical, technical and operational requirements of important infrastructure.</u>	This objective must recognise that there are practical, operational and technical constraints which important infrastructure must work within and which must be accommodated in the plan.
EI-03	Support	Amend as follows: The safe, efficient and effective operation, maintenance, repair, renewal, upgrading and development of energy and infrastructure is not constrained or compromised by <u>incompatible</u> activities and development, including by reverse sensitivity effects.	CIAL supports this objective but seeks that it be amended to refer to 'incompatible activities' to provide greater clarity.

Provision	Position	Relief requested	Explanation
EI-P1	Support in part	Amend as follows: Recognise the local, regional or national benefits of energy and infrastructure through: 1. enabling the <u>use</u>, operation, maintenance, repair, renewal, <u>development, and</u> removal 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; ...	CIAL supports this policy direction and seeks it is retained, with minor amendment.
EI-P5	Support in part	Amend as follows: Manage adverse effects of energy and infrastructure, <u>whilst having regard to the practical, technical and operational requirements of infrastructure</u>, including by the following: 1. enabling or providing for the ongoing operation, maintenance, repair, renewal, removal and minor upgrade of existing energy and infrastructure;	CIAL seeks, as a general point, that any policy related to management of adverse effects of strategic infrastructure reflects the operational and technical constraints which may require that infrastructure to be operating in a particular manner or located in a

Provision	Position	Relief requested	Explanation
		2. avoiding, remedying or mitigating adverse effects of more than minor upgrades to existing energy and infrastructure, including effects on: a. natural and physical resources; b. amenity values; c. sensitive activity; d. the safe and efficient operation of other infrastructure; e. the health, safety and well-being of people and communities; ...	particular place. It will not always be possible or reasonable to avoid, remedy or mitigate adverse effects.
EI-P6	Support in part	Amend as follows: Manage <u>Avoid</u> adverse effects of other incompatible activities <u>(including adverse reverse sensitivity effects) on -and development of energy and</u> infrastructure, including by the following: 1. 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	CIAL seeks that this policy direction is strengthened by requiring avoidance rather than management of adverse effects. CIAL also suggests the policy could specify in more detail particular issues arising in the district, such as those related

Provision	Position	Relief requested	Explanation
		2. <u>avoiding the establishment of noise sensitive activities within the 50 dBA L_{dn} Air Noise Contour;</u> 3. <u>managing the risk of bird strike to aircraft using Christchurch International Airport;</u> 4. ...	to noise sensitive activities and bird strike risk, which arise with respect to CIAL's operations. There may be additional matters relevant to other strategic infrastructure which should also be listed.
TRAN-Overview	Support in part	Amend as follows: This chapter contains transport provisions generally applicable to all activities that occur throughout the District (unless otherwise specified). The application of the transport provisions is discussed further below in the transport rules. A functioning transport system and transport modes are essential facilities and services that assist in meeting the social and economic well-being of people and communities and promote the efficient functioning of the District. The transport system therefore forms an important component of the physical resources of the District. <u>Land use and subdivision is managed to protect Waimakariri District's land transport corridors and infrastructure from incompatible activities that could undermine the provision of an integrated, safe, responsive, and sustainable land-based transport system, which includes the Strategic Transport Network and relevant infrastructure.</u>	CIAL considers the importance of protecting the Strategic Transport Network and relevant important infrastructure from incompatible activities should be referred to in the overview.

Provision	Position	Relief requested	Explanation
		The provisions in this chapter are consistent with the matters in Part 2 - District Wide Matters - Strategic Directions and give effect to matters in Part 2 - District Wide Matters - Urban Form and Development. ...	
TRAN-01	Support	Retain	CIAL supports the retention of Objective 01 given the importance of efficient land transport modes as associated with land based freight distribution and logistics connected by the strategic transport network to CIA.
TRAN-03	Support in part	Retain	CIAL is a part of the strategic transport network. CIAL supports recognition and provision for transportation needs.
TRAN-04	Support in part	Amend as follows: Effects of activities on the transport system	CIAL is a part of the strategic transport network in the district. CIAL supports recognition and protection of the function of the network. It is important for this objective

Provision	Position	Relief requested	Explanation
		Adverse effects on the District's transport system <u>is protected</u> from <u>incompatible</u> activities <u>and adverse effects</u> , including reverse sensitivity <u>effects, are avoided, remedied or mitigated</u> .	to seek that the transport system be protected from incompatible activities and adverse effects.
TRAN-P15	Support in part	Amend as follows: Effects of activities on the transport system Ensure, to the extent considered reasonably practicable, that other activities do not compromise the safe, <u>effective</u> and efficient operation, maintenance, repair, upgrading or development of the transport system, including through: 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	CIAL supports recognition and protection of the function of the transport network. It is important for this policy to direct that adverse effects from activities on land transport corridors are 'avoided', rather than 'remedied' or 'mitigated'.

Provision	Position	Relief requested	Explanation
		3. providing for ease of access for service and emergency service vehicles.	

Natural Features and Landscapes

Provision	Position	Relief requested	Explanation
NFL-R8 (Centre pivot and travelling irrigators), NFL-R10 (woodlots and shelterbelts), NFL-R11 (planting restricted tree species), NFL-R12 (mining and quarrying),	Support	Retain	CIAL supports restrictions on these activities in the Waimakariri River ONF. While CIAL is aware these rules are in place primarily to protect natural features and landscapes, CIAL notes that the activities managed through these rules also have the potential to increase risk of bird strike, particularly where they take place so close to the Waimakariri River.

Natural character of freshwater bodies

Provision	Position	Relief requested	Explanation
Rules and activity standards	Support	Insert additional matter of discretion related to management of bird strike risk.	Planting has the potential to increase habitat for bird strike risk species (such as Black

Provision	Position	Relief requested	Explanation
relating to planting vegetation within freshwater body setbacks			backed gulls or Canada Geese), particularly in and around the Waimakariri River. CIAL seeks that thought is given to this potential when planting is carried out in this environment. CIAL will be able to advise on types of plant species that may be compatible with planting programmes while minimising any potential increase in bird strike risk.

Subdivision

Provision	Position	Relief requested	Explanation
SUB-O1	Support in part	Amend as follows Subdivision design achieves an integrated pattern of land use, development, and urban form that: 1. provides for anticipated land use and density that achieve the identified future character, form or function of zones;	Subdivision is closely related to residential density and development. Density must be set appropriately to manage development outcomes. Residential density is a fundamental aspect of ensuring that appropriate levels of development are maintained within the higher noise

Provision	Position	Relief requested	Explanation
		- consolidates urban development and maintains rural character except where required for, and identified by, the District Council for urban development; - supports protection of cultural and heritage values, conservation values; and - supports community resilience to climate change and risk from natural hazards; and <u>does not give rise to adverse effects on strategic infrastructure.</u>	environment in the 50 dBA L_{dn} Air Noise Contour. It is important that subdivision does not give rise to adverse effects on strategic infrastructure, such as CIA. CIAL supports the approach to consolidate urban development and maintain rural character.
SUB-P1	Support in part	Amend as follows Enable subdivision that: - within Residential Zones, incorporates best practice urban design, access to open space and CPTED principles; - minimises reverse sensitivity effects on infrastructure including through the use of setbacks; - avoids subdivision that restricts the operation, maintenance, upgrading and development of the National Grid; <u>avoids noise sensitive activities establishing within the 50 dBA_{L_{dn}} Air Noise Contour so as not to compromise the</u>	Subdivision is closely related to residential density and development. Lot sizes must be set appropriately to manage development outcomes. This is particularly important within the 50 dBA_{L_{dn}} Air Noise Contour where controls on lot size and residential density are a fundamental aspect of ensuring that appropriate levels of development are maintained within the higher noise environment in the contours.

Provision	Position	Relief requested	Explanation
		<u>efficient operation of Christchurch International Airport or the health, well-being and amenity of people;</u> 5. recognises and provides for the expression of cultural values of mana whenua and their connections in subdivision design; and 6. supports the character, amenity values, form and function for the relevant zone.	
SUB-P2	Support in part	Retain	CIAL supports this policy, provided lot sizes are no smaller than lot sizes currently allowed within the 50 dBA L_{dn} Air Noise Contour. It is important that minimum lot sizes are set appropriately to enable development in appropriate locations, and that subdivision occurs in appropriate areas which avoid reverse sensitivity effects on strategic infrastructure.
SUB-P5	Support	Retain	CIAL supports this policy. Lot sizes must be set appropriately to manage development

Provision	Position	Relief requested	Explanation
			outcomes, and lot sizes should not be smaller than the minimum specified for the zone.
SUB-P6	Support in part	Amend as follows Ensure that new Residential Development Areas, new Large Lot Residential Zones, new Commercial and Mixed use Zones and new Industrial Zones shall not be subdivided until an ODP for that areas has been included in the District Plan and each ODP shall: ... 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 mitigated, <u>recognising the functional need for infrastructure to be located in particular places, and the fact that this infrastructure pre-dates the residential development in the area.</u> j. <u>show how more than minor adverse effects on existing or designated strategic infrastructure (including requirements for designations, or planned infrastructure) will be avoided, and other minor or less than minor effects will be managed;</u>	CIAL supports the inclusion of criteria for Outline Development Plans. CIAL considers that adverse effects <i>on</i> strategic infrastructure should be treated differently to adverse effects <i>from</i> strategic infrastructure. It will not always be possible or reasonable for existing strategic infrastructure to avoid, remedy or mitigate adverse effects on a new development area. Infrastructure operates within a variety of locational or functional constraints which may mean that avoidance of adverse effects is not possible. The reference to “nearby” should be removed to avoid any doubt that this policy also

Provision	Position	Relief requested	Explanation
		...	applies to Christchurch International Airport – which may not be considered ‘nearby’ but which may nevertheless be impacted by effects arising from development in these zones.
SUB-R1 All zones	Support	Retain	CIAL supports the conditions which must be met in order for a boundary adjustment to be consented as a controlled activity.
SUB-R2 All zones	Support	Retain	CIAL supports this rule restricting controlled activity subdivision, noting that there is a specific rule relating to subdivision within the 50 dBAL_{dn} Air Noise Contour. Although that specific rule is contained in SUB-R2(1)(d), CIAL considers it would be helpful for plan users if an advice note were included to advise plan users that there

Provision	Position	Relief requested	Explanation
			are more specific rules for subdivision that could result in a different activity status.
SUB-R10	Support	Retain	CIAL supports a non-complying activity status for subdivision in the GRUZ that creates an allotment area less than 20ha.
SUB-R11 50 dB L _{dn} Air Noise Contour for Christchurch International Airport	Support in part	Amend as follows: Subdivision resulting in an allotment that is less than 4ha <u>the minimum allotment size for the zone</u> within the 50dBA L _{dn} noise contour for Christchurch International Airport <u>Rural lifestyle All zones</u> Activity status: NC Activity status when compliance not achieved: N/A <u>Any application arising from this rule will be limited notified to Christchurch International Airport Limited.</u>	CIAL seeks that subdivision within the 50 dBA L _{dn} Air Noise Contour which creates an undersized lot be non-complying, regardless of the zone.
SUB-S1	Support in part	Amend as follows	CIAL is concerned to ensure that the existing residential density is retained within the

Provision	Position	Relief requested		Explanation
Allotment size and dimensions		SUB-S1 Allotment size and dimensions		50 dBA L _{dn} Air Noise Contour and that any further intensification in residential zones within the Contour beyond what is permitted in the operative plan is prevented. CIAL seeks that all other minimum allotment sizes are retained.
		1. All allotments created shall comply with Table SUB-1.	Activity status when compliance not achieved: 1. In the Medium Density Residential Zone, any Industrial Zone and Special Purpose Zone (Kaiapoi Regeneration): DIS 2. In any other zones: NC 3. <u>Within the 50dBA L_{dn} Air Noise Contour: NC</u>	
		Table SUB-1: Minimum allotment sizes and dimensions The following shall apply: For unit title or cross-lease allotments, the allotment area shall be calculated per allotment over the area of the parent site.		

Provision	Position	Relief requested		Explanation
		Minimum areas and dimensions of allotments in Table SUB-1 for Commercial and Mixed Use Zones, Industrial Zones and Residential Zones shall be the net site area. Allotments for unstaffed infrastructure, excluding for any balance area, are exempt from the minimum site sizes in Table SUB-1.		
		Zone	Minimum allotment area	
		<u>Residential zones</u>		
		Large Lot Residential Zone	2,500m ² with a minimum average of 5,000m ² for allotments within the subdivision	
		General Residential Zone	500m ² <u>600m² where the site is within the 50dBA L_{dn} Air Noise Contour</u>	
		Medium Density Residential Zone	200m ² <u>300m² where the site is within the 50dBA L_{dn} Air Noise Contour</u> No minimum for multi-unit residential development where	

Provision	Position	Relief requested		Explanation
			the design statement and land use consent have been submitted and approved	
		Settlement Zone	600m²	
		<u>Rural zones</u>		
		General Rural Zone	20ha	
		Rural Lifestyle Zone	4ha	
		Bonus allotment	1ha	
		...		
		<u>Special Purpose Zones</u>		
		Special Purpose Zone (Kāinga Nohoanga) • Māori land including within the Tuahiwi Precinct and the Large Lot Residential Precinct	No minimum	

Provision	Position	Relief requested		Explanation
		- Other land outside the Tuahiwi Precinct and the Large Lot Residential Precinct - Other land within the Tuahiwi Precinct - Other land within the Large Lot Residential Precinct	4ha 600m2 2,500m² with a minimum average of 5,000m² for allotments within the subdivision	
		Special Purpose Zone (Kaiapoi Regeneration)	500m² 600m² where the site is within the 50dBA Ldn noise contour for Christchurch International Airport	
SUB-S3 Residential yield	Support	Amend as follows SUB-S3 Residential yield 1. Residential subdivision of any area subject to an ODP, except in the Large Lot Residential Yield or where Activity status when compliance not achieved: NC		CIAL is neutral as to the application of this standard in areas outside of the 50 dBA L _{dn} Air Noise Contour. However, within the Contour, it will not necessarily be appropriate to require a <i>minimum</i> density of 15 households per hectare (or

Provision	Position	Relief requested		Explanation
		<u>located within the 50dBA Ldn Air Noise Contour</u>, shall provide for a minimum net density of 15 households per ha, unless there are demonstrated constraints then no less than 12 households per ha.		12 households per hectare). Intensification of residential activity within the Contour will result in amenity effects on occupants in areas where aircraft noise is 50dBA Ldn or above, and this can lead to adverse reverse sensitivity effects on the Airport, which must be avoided as per RPS Policy 6.3.5 (which exempts existing residentially zoned urban area, and residential greenfield area identified for Kaiapoi, but does not otherwise provide an exemption from the strict "avoid" policy direction).
SUB-MCD9 Airport and aircraft noise	Support	Retain, and ensure this matter of control and discretion is referenced in all rules which may apply to activities and land within the 50dBA L_{dn} Air Noise Contour.		CIAL strongly supports a matter of control and discretion addressing reverse sensitivity effects on Christchurch International Airport. However, this matter of control and discretion is not referenced in any rules. CIAL seeks that it is inserted into all rules which will, or may, apply to land

Provision	Position	Relief requested	Explanation
			within the 50dBA L _{dn} Air Noise Contour.

General District Wide Matters

Provision	Position	Relief requested	Explanation
Noise			
Noise - Introduction	Support in part	Amend as follows: 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. This chapter does not control noise from aircraft in flight^{7.1}. However, aircraft noise contours are used to control land uses where they may be subject to noise from aircraft using Christchurch International Airport and Rangiora Airfield <u>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 L_{dn} Air Noise Contour (which is the outer control boundary for aircraft noise in Greater</u>	CIAL supports the reference to the air noise contours but seeks amendment to correct and clarify this discussion. Air noise contours do not control noise sensitive land uses. They identify where aircraft noise occurs, and at what level it occurs. This then informs planning rules. CIAL supports the reference to other potentially relevant District Plan chapters in this Introduction. It is important that thorough and explicit cross references are included to ensure plan users are

Provision	Position	Relief requested	Explanation
		<u>Christchurch), and, within the 55dBA L_{dn} Air Noise Contour, additional acoustic mitigation requirements on top of the requirements applicable to the 50dBA L_{dn} Air Noise Contour.</u> Noise from main transport routes can adversely affect residential amenity for people living nearby. Acoustic design for residential development near identified main roads and rail corridors is required to ensure noise levels within residential units do not adversely affect the health and wellbeing of occupants. ...	directed to the relevant provisions in other chapters.
NOISE-O2	Support	Retain	CIAL strongly supports this objective and seeks it is retained.
NOISE-O3	Support in part	Amend as follows: The avoidance of noise sensitive activities within the 65dBA and 55dBA Ldn Noise Contours for Rangiora Airfield <u>and within the 50dBA Ldn Air Noise Contour for Christchurch International Airport.</u>	CIAL supports this objective and seeks that it makes reference to Christchurch International Airport as well as Rangiora Airfield.
NOISE-P1	Support	Retain	CIAL supports this general policy, noting that there is also a more specific policy

Provision	Position	Relief requested	Explanation
			related to the Air Noise Contour (P4). The specific policy applicable to aircraft noise should override this general policy, to the extent that there is any inconsistency.
NOISE-P4	Support in part	Amend as follows: Protect Christchurch International Airport from reverse sensitivity effects by: 1. avoiding Noise Sensitive Activities within the 50 dBAL_{dn} Air Noise Contour by limiting the density of any residential unit or minor residential unit to a maximum of 1 residential unit or minor residential unit per 4ha, except within existing Kaiapoi Residential Zones, <u>or the residential greenfield priority areas for Kaiapoi</u> identified in Chapter 6 – Map A of the RPS (gazetted 6 December 2013) or any residential Development Area; and 2. requiring noise insulation <u>for new buildings and additions to existing buildings</u> within the 50dBA Ldn and 55 dBA Ldn <u>Air</u> Noise Contour for Christchurch International Airport.	CIAL supports this specific policy addressing reverse sensitivity effects associated with aircraft noise. However, CIAL opposes any exemption for new residential Development Areas within the 50 dBA L_{dn} Air Noise Contour. The exemption in RPS Policy 6.3.5 applied to existing (at that time – i.e. when Chapter 6 was made operative) residential land and greenfield priority land in Kaiapoi. This exemption was provided to offset the displacement of residences as a result of the 2010/2011

Provision	Position	Relief requested	Explanation
			earthquakes. This exception is unique to Kaiapoi and is expressly stated in the RPS. There is no similar rationale to support an exemption for the Future Development Area in northern Kaiapoi. As the rules relating to land use within the 50 dBA L_{dn} Air Noise Contour apply to various zones, CIAL seeks that this objective is either replicated in each relevant zone chapter or that thorough and explicit cross references are made in the relevant zone chapters. CIAL seeks amendment to the second part of this policy to reflect the fact that first and foremost, noise sensitive activities must be avoided within the 50 dBA L_{dn} Air Noise Contour. There is an additional layer of planning regulation at the 55 dBA L_{dn} Air Noise Contour which

Provision	Position	Relief requested		Explanation
				applies to all new buildings or additions (whether or not they are occupied by noise sensitive activities).
NOISE-R14 55 dBA Ldn Noise Contour for Christchurch International Airport	Support in part	Retain with amendment:		CIAL supports inclusion of this rule and noise mitigation standards in the Plan, and proposes further amendments to align with the most up to date recommendations of its expert acoustic consultants. However, CIAL seeks that this rule is moved to the Zone chapters where it will be more accessible and visible to plan users. If that relief is rejected, CIAL seeks that thorough and explicit cross references are made in the Zone chapters to ensure plan users are directed to this provision.
		NOISE-R14	Buildings in the 55 dBA L_{dn} Air Noise Contour for Christchurch International Airport Activity status: PER Where: 1. any new building or any addition to an existing building for an activity listed in Table NOISE-1 within the 55 dBA L_{dn} <u>Air</u> Noise Contour for Christchurch International Airport, shown on the planning map, shall be insulated from aircraft noise to ensure indoor sounds levels stated in Table NOISE-1 are not exceeded, when windows and doors are closed, and: 2. <u>windows and doors need to be closed to achieve the internal noise levels specified in Table NOISE-1, an</u> Activity status when compliance not achieved: NC	

Provision	Position	Relief requested			Explanation
			<u>alternative ventilation system shall be provided which satisfies clause G4 of the New Zealand Building Code and provides satisfactory internal thermal conditions.</u> a. noise insulation calculations and verification shall be as follows: i. building consent applications shall be accompanied by a report detailing calculations that show how the required sound insulation and construction methods have been determined; b. 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;		

Provision	Position	Relief requested			Explanation				
			c. 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.						
NOISE-TABLE1 Noise Contour Indoor Design Levels	Support	Amend as follows NOISE-TABLE1 Noise Contour Indoor Design Levels <table><tr><th>Building Type and Activity</th><th>Indoor Design and Sound Level</th></tr><tr><td colspan="2">Residential units or Minor Residential units</td></tr></table>			Building Type and Activity	Indoor Design and Sound Level	Residential units or Minor Residential units		CIAL supports inclusion of indoor design and sound level requirements for building in the 55 dBAL _{dn} Air Noise Contour for Christchurch International Airport. CIAL considers the advice note proposed for the rule below is
Building Type and Activity	Indoor Design and Sound Level								
Residential units or Minor Residential units									

Provision	Position	Relief requested		Explanation
		Bedrooms	65 dBAL _{AE} / 40 dBAL _{dn}	more appropriately located alongside this table.
		Other habitable room	75 dBAL _{AE} / 50 dBAL _{dn}	
		Visitor Accommodation		
		Bedrooms, living rooms	65 dBAL _{AE} / 40 dBAL _{dn}	
		Conference meeting rooms	65 dBAL _{AE} / 40 dBAL _{dn}	
		Service Activities	75 dBAL _{AE} / 60 dBAL _{dn}	
		Educational Facilities		
		Libraries, study areas, teaching areas, assembly areas	65 dBAL _{AE} / 40 dBAL _{dn}	
		Workshops, gymnasiums	85 dBAL _{AE} / 60 dBAL _{dn}	
		Retail activities, Retail Services and Offices		
		Conference rooms	65 dBAL _{AE} / 40 dBAL _{dn}	
		Private offices	70 dBAL _{AE} / 45 dBAL _{dn}	
		Open plan offices, exhibition spaces	75 dBAL _{AE} / 50 dBAL _{dn}	

Provision	Position	Relief requested		Explanation
		Data processing	80 dBAL _{AE} / 55 dBAL _{dn}	
		Shops, supermarkets, showrooms	85 dBAL _{AE} / 55 dBAL _{dn}	
		<u>Advisory Note</u> • <u>Noise insulation calculations and verification shall be as follows:</u> ○ <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 levels for a site shall be determined by application of the air noise contours L_{dn} and L_{AE}. Where a site falls within the contours the calculations shall be determined by linear interpolation between the contours.</u> ▪ <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</u>		

Provision	Position	Relief requested		Explanation				
		<u>Council’s Manager, Planning and Regulation.</u> <u>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 50dBA Ldn Noise Contour for Christchurch International Airport	Support in part	Amend as follows <table><tr><th colspan="2">Noise sensitive activities</th></tr><tr><td>Activity status: PER Where: <u>1. the activity is a residential activity located within a Residential Zones and complies with the relevant density rules for that zone; or</u> <u>2. any activity meets the indoor sounds levels stated in Table NOISE 1, when windows and doors are closed.</u></td><td>Activity status when compliance not achieved: 1. <u>For residential activities: RDIS</u> Matters of discretion are restricted to: NOISE-MD2 - Management of noise effects NOISE-MD3 - Acoustic insulation <u>For all other noise sensitive activities: NC</u></td></tr></table>		Noise sensitive activities		Activity status: PER Where: <u>1. the activity is a residential activity located within a Residential Zones and complies with the relevant density rules for that zone; or</u> <u>2. any activity meets the indoor sounds levels stated in Table NOISE 1, when windows and doors are closed.</u>	Activity status when compliance not achieved: 1. <u>For residential activities: RDIS</u> Matters of discretion are restricted to: NOISE-MD2 - Management of noise effects NOISE-MD3 - Acoustic insulation <u>For all other noise sensitive activities: NC</u>	CIAL supports inclusion of this rule, with amendments as shown. It is not appropriate, nor consistent with the RPS Policy, to have a permitted activity rule within the 50 dBA L_{dn} Air Noise Contour for noise sensitive activities which meet indoor sound design levels when windows and doors are closed. The most effective way to avoid adverse effects is to avoid noise sensitive activities establishing in the first place. Noise sensitive land uses often involve use of outdoor areas, which cannot be insulated from noise.
Noise sensitive activities								
Activity status: PER Where: <u>1. the activity is a residential activity located within a Residential Zones and complies with the relevant density rules for that zone; or</u> <u>2. any activity meets the indoor sounds levels stated in Table NOISE 1, when windows and doors are closed.</u>	Activity status when compliance not achieved: 1. <u>For residential activities: RDIS</u> Matters of discretion are restricted to: NOISE-MD2 - Management of noise effects NOISE-MD3 - Acoustic insulation <u>For all other noise sensitive activities: NC</u>							

Provision	Position	Relief requested		Explanation
			Notification 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.	CIAL seeks that non-compliance with this rule be a non-complying activity, except within existing Kaiapoi Residential Zones, greenfield priority areas identified in Chapter 6 – Map A of the RMS (gazetted 6 December 2013). This gives effect to policy 6.3.5(4) of the CRPS.
		Advisory Note • Noise insulation calculations and verification shall be as follows: ○ 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.		As the rules relating to land use within the 50 dBAL _{dn} Air Noise Contour apply to various zones, CIAL seeks that this rule is either relocated to each relevant zone chapter or that thorough and explicit cross references are made in the relevant zone chapters to ensure plan users are directed to this rule. CIAL considers the proposed advisory note would assist plan users in understanding the application of the 50 and

Provision	Position	Relief requested	Explanation
		* 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 L_{dn} Air Noise Contour applies as an additional layer over the 50 dBA L_{dn} Air Noise Contour. For the avoidance of doubt, any property lying within the 55 dBA L_{dn} Air Noise Contour is also subject to the rules applicable to the 50 dBA L_{dn} Air Noise Contour.</u>	55 dBA L _{dn} Air Noise Contours.
NOISE-MD2	Support	Amend as follows: Management of noise effects The extent to which effects, as a result of the sensitivity of activities to current and future noise generation from aircraft, are proposed to be managed, including avoidance of any effect that may limit the operation, maintenance or upgrade of Christchurch International Airport.	CIAL largely supports these matters of discretion relating to the management of noise effects and seek that they be retained. However, CIAL does not consider a no complaints covenant to be an

Provision	Position	Relief requested	Explanation
		2. The extent and effectiveness of any indoor noise insulation. 3. The extent to which a reduced level of acoustic insulation may be acceptable due to mitigation of adverse noise effects through other means, e.g. screening by other structures, or distance from noise sources. 4. The ability to meet acoustic insulation requirements through alternative technologies or materials. 5. The extent to which the provision of a report from an acoustic specialist provides evidence that the level of acoustic insulation ensures the amenity values, health and safety of present and future residents and occupiers. 6. The reasonableness and effectiveness of any legal instrument to be registered against the title that is binding on the owner and owner's succession in title, containing a 'no complaint' clause relating to the noise of aircraft using Christchurch International Airport.	appropriate mechanism for managing noise effects as they do not avoid noise effects from occurring (which should be the goal), they just restrict occupants from complaining.
NOISE-MD3	Support	Retain Acoustic insulation 1. The extent to which a reduced level of acoustic insulation may be acceptable due to mitigation of adverse noise effects through other means.	CIAL considers these matters for discretion are appropriate and seeks that they be retained.

Provision	Position	Relief requested	Explanation		
		2. The ability to provide effective acoustic insulation through alternative technologies or materials. 3. The extent to which the provision of a report from an acoustic specialist which provides evidence that the level of acoustic insulation ensures the amenity values, health and safety of present and future residents and occupiers. 4. Any potential reverse sensitivity effects on other activities that may arise from residential accommodation or other noise sensitive activities that do not meet acoustic insulation requirements necessary to mitigate any adverse effects of noise. 5. The location of any nearby business or infrastructure activities and the degree to which any sensitive activities may be adversely affected.			
Temporary Activities					
TEMP-R4 Filming	Support in part	Amend as follows <table><tr><td>TEMP-R4</td><td>Filming</td></tr></table>	TEMP-R4	Filming	CIAL supports the limit of 31 consecutive days duration for filming and seeks further that a requirement is inserted requiring that this activity does not occur within the 50
TEMP-R4	Filming				

Provision	Position	Relief requested			Explanation
		All zones	Activity status: PER	Activity status when compliance not achieved: RDIS	dBA L _{dn} Air Noise Contour unless compliance with indoor sound design requirements is shown.
			Where: 1. the maximum duration of the activity is 31 consecutive days at any one site within a 12 month period; 2. site preparation is a maximum of seven days before the activity; 3. site restoration is a maximum of seven days following the completion of the activity; 4. all temporary structures and equipment is removed from the site within seven days	Matters of discretion are restricted to: TEMP-MD1 – character and amenity values TEMP-MD2 – Transport TEMP-MD3 – Site alteration, disturbance and remediation TEMP-MD4 – Public safety and security Notification: <u>Any application arising from TEMP-R4 (6) shall be</u>	Filming requires sound stages and other facilities which need a quiet environment in which to operate. It is important that any application for filming within the Noise Contour is notified to CIAL in order to manage any potential effects arising from such a location.

Provision	Position	Relief requested			Explanation									
			following completion of the activity; and 5. there is a total maximum of 250 vehicle movements per day; 6. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour unless a design report shows compliance with NOISE-TABLE1.</u>	<u>limited notified at least to Christchurch International Airport (absent its written approval).</u>										
TEMP-R7 Any temporary building or structure ancillary to construction work	Neutral	Amend as follows <table><tr><td>TEMP-R7</td><td colspan="2">Any temporary building or structure ancillary to construction work</td></tr><tr><td>All zones</td><td>Activity status: PER</td><td>Activity status when compliance not achieved: RDIS</td></tr><tr><td></td><td>Where: 1. every temporary building or structure is</td><td>Matters of discretion are restricted to: TEMP-MD1 - Character and amenity values</td></tr></table>			TEMP-R7	Any temporary building or structure ancillary to construction work		All zones	Activity status: PER	Activity status when compliance not achieved: RDIS		Where: 1. every temporary building or structure is	Matters of discretion are restricted to: TEMP-MD1 - Character and amenity values	CIAL is neutral in regard to this rule, provided it does not enable temporary accommodation within the 50 dBA L _{dn} Air Noise Contour. In that case, it is important that the 31 day limitation is retained. CIAL seeks that this rule is amended to ensure that temporary accommodation is not permitted as of right within the 50 dBA L _{dn}
TEMP-R7	Any temporary building or structure ancillary to construction work													
All zones	Activity status: PER	Activity status when compliance not achieved: RDIS												
	Where: 1. every temporary building or structure is	Matters of discretion are restricted to: TEMP-MD1 - Character and amenity values												

Provision	Position	Relief requested			Explanation
			removed from the site within 31 days of completion of the building or construction works or after the Code of Compliance Certificate for the subject building or construction works has been issued, whichever occurs first-; 2. <u>no temporary accommodation shall be located within the 50 dBAL_{dn} Air Noise Contour.</u>	TEMP-MD2 - Transport TEMP-MD3 - Site alteration, disturbance and remediation TEMP-MD4 - Public safety and security Notification: <u>Any application involving a breach of TEMP-R7 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	Christchurch International Air Noise Contour. It is important that any application for temporary accommodation within the Noise Contour is notified to CIAL.

PART 3 – AREA SPECIFIC MATTERS

RESZ- General objectives and policies for all Residential Zones

Provision	Position	Relief requested	Explanation
RESZ- Introduction	Support in part	Amend as follows ... <u>Within the 50 dBAL_{dn} Air Noise Contour residential density is also controlled in order to avoid adverse reverse sensitivity effects on Christchurch International Airport.</u>	CIAL seeks recognition in the Introduction that density controls are important to avoid adverse reverse sensitivity effects on the Airport.
RESZ-01	Support in part	Amend as follows Residential growth, location and timing Sustainable residential growth that: 1. provides more housing in appropriate locations in a timely manner according to growth needs; 2. is responsive to community and district needs; and 3. enables new development, as well as redevelopment or existing Residential Zones; and	Residential growth must be done in a manner that avoids adverse reverse sensitivity effects on critical infrastructure, regionally significant infrastructure, and strategic infrastructure.

Provision	Position	Relief requested	Explanation
		4. <u>allows critical infrastructure, regionally significant infrastructure, and strategic infrastructure to operate without being compromised by reverse sensitivity.</u>	
RESZ-02	Support	Retain	CIAL supports direction to locate residential land in appropriate locations.
RESZ-03	Support in part	Amend as follows Residential form, scale, design and amenity values A form, scale and design of development that: 1. achieves a good quality residential environment that is attractive and functional; 2. supports community health, safety and well-being; 3. maintains differences between zones; and 4. manages adverse effects on the surrounding environment-i <u>and</u> 5. <u>avoids adverse effects on critical infrastructure, regionally significant infrastructure, and strategic infrastructure.</u>	Residential development must be done in a manner that avoids adverse reverse sensitivity effects on critical infrastructure, regionally significant infrastructure, and strategic infrastructure.

Provision	Position	Relief requested	Explanation
New Policy	Insert new policy	Insert a new policy as follows or, if CIAL's primary relief is rejected, cross-reference directly and explicitly to relevant policies in other parts of the Plan: <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> <u>1. within the 50 dBAL_{dn} Air Noise Contour for Christchurch International Airport, avoiding residential units on sites under 600m²; and</u> <u>2. ...</u>[insert specifics that may be relevant to other strategic infrastructure]	A policy emphasising the importance of protecting infrastructure from reverse sensitivity effects caused by incompatible land use is important and is a matter relevant to the use, development and protection of resources in the zone. If this relief is rejected CIAL seeks that, at a minimum, provisions cross-reference clearly to policies in other parts of the Plan requiring avoidance of adverse reverse sensitivity effects so that it is clear the policy is relevant to activities in the Residential Zones.

GRZ-General Residential Zone

Provision	Position	Relief requested	Explanation
New rule	Insert new rule	Insert new rule as follows or, amend existing rules where appropriate to give effect to the below relief	CIAL is concerned to avoid further intensification of noise sensitive land uses within the

Provision	Position	Relief requested		Explanation
		<u>GRZ-R[xx] Noise sensitive activities within Christchurch International Airport 50 dBA L_{dn} Air Noise Contour</u> <u>Activity status: RDIS</u> <u>Where:</u> 1. <u>Any new residential activity or residential unit proposed on a site within the 50 dBA L_{dn} Air Noise Contour that does not meet the minimum allotment size of 600m² or which does not meet built form standard GRZ-BFS2;</u> 2. <u>any other noise sensitive activity within the 50 dBA L_{dn} Air Noise Contour.</u> <u>Activity status when compliance not achieved: N/A</u> <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u>		50 dBA L_{dn} Air Noise Contour. This is necessary to avoid exposure of occupants to heightened levels of noise and protect the Airport operations from reverse sensitivity effects. While the strict “avoid” policy in RPS Policy 6.3.5(4) does not apply to existing residential zones, it is still appropriate to insert some controls on development of noise sensitive activities within the 50dBA L_{dn} Air Noise Contour.
GRZ-R7	Support in part	Amend as follows GRZ-R7 Boarding house		CIAL supports limitations on larger scale boarding house activities. Where a proposal for a boarding house for more than eight people is lodged for a site

Provision	Position	Relief requested		Explanation
		Activity status: PER Where: a maximum of eight people shall be accommodated per site, including any on site managers.	Activity status when compliance not achieved: DIS <u>Notification:</u> <u>Any application involving a site within the 50dBA L_{dn} Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	under the 50 dBA L _{dn} Air Noise Contour, issues of reverse sensitivity and amenity impacts of aircraft noise will be relevant considerations. CIAL should be notified in such cases.
GRZ-R8	Support in part	Amend as follows		Care facilities are noise sensitivity activities. As such, further scrutiny is required if they are to be located within the 50 dBA L _{dn} Air Noise Contour. This kind of noise sensitive activity within residential areas in the contour should still be subject to scrutiny so that effects on occupants and airport operations can be considered.
		GRZ-R8 Residential disability care or care facility	Activity status: PER <u>Where:</u> <u>the site is not within the 50 dBA L_{dn} Air Noise Contour.</u>	
			Activity status when compliance not achieved: N/A RDIS <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u>	

Provision	Position	Relief requested		Explanation
			<u>Any application involving a breach of GRZ-R8 shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	
GRZ-R9	Support in part	Amend as follows GRZ-R9 Visitor accommodation Activity status: PER Where: 1. a maximum of eight people shall be accommodated per site. Activity status when compliance not achieved: DIS <u>Notification:</u> <u>Any application involving a site within the 50dBA L_{dn} Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>		Visitor accommodation is a noise sensitive activity unless it is designed, operated and constructed to a standards which mitigates the effects of aircraft noise on occupants. CIAL supports Discretionary status for visitor accommodation for more than eight people. Accommodation at that scale may require increased scrutiny for a variety of reasons, including where it is proposed to be located within the 50dBA L_{dn} Air Noise Contour.
GRZ-R12	Support in part	Amend as follows GRZ-R12 Educational facility		Education facilities are noise sensitive activities. This kind of activity within residential areas

Provision	Position	Relief requested		Explanation
		Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road; 2. The maximum GFA of building occupied by the educational facility shall be 200m²; 3. The hours of operation when the site is open to visitors, students, clients, and deliveries shall be between the hours of 7:00am-9:00pm Monday to Friday; 4. The facility shall not result in more than two non-residential activities	Activity status when compliance <u>with GRZ-R12(1)-(5)</u> is not achieved: DIS Activity status when compliance <u>with GRZ-R12(6)</u> is not achieved: RDIS <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u> <u>Any application involving a breach of GRZ-R12 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	in the contour should still be subject to scrutiny so that effects on occupants and airport operations can be considered.

Provision	Position	Relief requested		Explanation
		within a residential block frontage; and 5. The facility shall not include the parking or storage of more than one heavy vehicle on the site of the activity. 6. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u>		
GRZ-R13	Support in part	Amend as follows		Childcare facilities are noise sensitive activities. This kind of activity should still be subject to scrutiny so that effects on occupants and airport operations can be considered.
		GRZ-R13 Childcare facility		
		Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road;	Activity status when compliance <u>with GRZ-R13(1)-(5) is not achieved: DIS</u> Activity status when compliance <u>with GRZ-R13(6) is not achieved: RDIS</u>	

Provision	Position	Relief requested		Explanation
		2. The maximum GFA of building occupied by the educational facility shall be 200m²; 3. The hours of operation when the site is open to visitors, students, clients, and deliveries shall be between the hours of 7:00am-9:00pm Monday to Friday; 4. The facility shall not result in more than two non-residential activities within a residential block frontage; and 5. The facility shall not include the parking or storage of more than one heavy vehicle on the site of the activity.	<u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u> <u>Any application involving a breach of GRZ-R13 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	

Provision	Position	Relief requested		Explanation				
		6. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u>						
GRZ-R15	Support in part	Amend as follows <table><tr><th colspan="2">GRZ-R15 Health care facility</th></tr><tr><td>Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road; 2. The maximum GFA of building occupied by the educational facility shall be 200m2; 3. The hours of operation when the site is open to</td><td>Activity status when compliance <u>with GRZ-R15(1)-(5) is not achieved: DIS</u> Activity status when compliance <u>with GRZ-R15(6) is not achieved: RDIS</u> <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u></td></tr></table>		GRZ-R15 Health care facility		Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road; 2. The maximum GFA of building occupied by the educational facility shall be 200m2; 3. The hours of operation when the site is open to	Activity status when compliance <u>with GRZ-R15(1)-(5) is not achieved: DIS</u> Activity status when compliance <u>with GRZ-R15(6) is not achieved: RDIS</u> <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u>	Health care facilities are noise sensitive activities. This kind of activity within residential areas in the contour should still be subject to scrutiny so that effects on occupants and airport operations can be considered.
GRZ-R15 Health care facility								
Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road; 2. The maximum GFA of building occupied by the educational facility shall be 200m2; 3. The hours of operation when the site is open to	Activity status when compliance <u>with GRZ-R15(1)-(5) is not achieved: DIS</u> Activity status when compliance <u>with GRZ-R15(6) is not achieved: RDIS</u> <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u>							

Provision	Position	Relief requested		Explanation
		visitors, students, clients, and deliveries shall be between the hours of 7:00am-6:00pm Monday to Friday; 4. The facility shall not result in more than two non-residential activities within a residential block frontage; and 5. The facility shall not include the parking or storage of more than one heavy vehicle on the site of the activity. 6. <u>the site is not within the 50 dBA_{Ldn} Air Noise Contour.</u>	<u>Any application involving a breach of GRZ-R15 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	
GRZ-R19	Support in part	Amend as follows GRZ-R19 Multi-unit residential development		Multi-unit residential developments should be restricted within the 50 dBA L _{dn} Air Noise Contour as they

Provision	Position	Relief requested		Explanation
		Activity status: RDIS Where: 1. any residential unit fronting a road or public open space shall have a habitable room located at the ground level; 2. at least 50% of all residential units within a development shall have a habitable space located at ground level; and 3. a design statement shall be provided with the application. Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage	Activity status when compliance not achieved: DIS	represent potentially significant residential development and intensification which would be inappropriate in this area and would potentially expose a larger number of occupants to undesirable levels of aircraft noise, while exposing CIAL to adverse reverse sensitivity effects. CIAL supports RDIS status for this activity and seeks an additional matter of discretion for proposals that are located within the 50dBA L_{dn} Air Noise Contour.

Provision	Position	Relief requested		Explanation				
		<u>Where the site is within the 50 dBA L_{dn} Air Noise Contour: RES-MD[xx] – Christchurch International Airport</u> Notification: An application for a restricted discretionary activity under this rule is precluded from being publicly notified or limited notified –, except that any <u>application within the 50dBA L_{dn} Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>						
GRZ-R20	Support in part	Amend as follows <table><tr><th colspan="2">GRZ-R20 Retirement village</th></tr><tr><td> Activity status: RDIS Where: </td><td> Activity status when compliance not achieved: DIS </td></tr></table>		GRZ-R20 Retirement village		Activity status: RDIS Where:	Activity status when compliance not achieved: DIS	Retirement villages are noise sensitive activities. CIAL supports RDIS status for this activity and seeks an additional matter of discretion for proposals that are located within the 50dBA L_{dn} Air Noise Contour.
GRZ-R20 Retirement village								
Activity status: RDIS Where:	Activity status when compliance not achieved: DIS							

Provision	Position	Relief requested		Explanation
		1. a design statement is provided with the application. Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage <u>Where the site is within the 50 dBA L_{dn} Air Noise Contour:</u> <u>RES-MD[xx] – Christchurch International Airport</u> Notification: An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified. <u>Any application within the 50dBA L_{dn} Air Noise Contour shall be limited notified at least to Christchurch</u>		

Provision	Position	Relief requested		Explanation				
		<u>International Airport (absent its written approval).</u>						
GRZ-R23	Support in part	Amend as follows <table><tr><th colspan="2">GRZ-R23 Camping grounds</th></tr><tr><td>Activity status: DIS <u>Where:</u> 1. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour</u></td><td>Activity status when compliance not achieved: <u>N/A-NC</u> <u>Notification:</u> <u>Any application involving a breach of GRZ-R23 (1) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u></td></tr></table>		GRZ-R23 Camping grounds		Activity status: DIS <u>Where:</u> 1. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour</u>	Activity status when compliance not achieved: <u>N/A-NC</u> <u>Notification:</u> <u>Any application involving a breach of GRZ-R23 (1) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	Campgrounds are noise sensitive activities and should not be located within the 50 dBA L _{dn} Air Noise Contour. It is not possible to insulate a tent or caravan such that adverse noise effects can be mitigated. As such, it is particularly important that these activities are not enabled.
GRZ-R23 Camping grounds								
Activity status: DIS <u>Where:</u> 1. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour</u>	Activity status when compliance not achieved: <u>N/A-NC</u> <u>Notification:</u> <u>Any application involving a breach of GRZ-R23 (1) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>							
GRZ-BFS1	Support in part	Amend as follows:		CIAL seeks that the current residential densities in the				

Provision	Position	Relief requested		Explanation
Site density		GRZ-BFS1 Site density		operative District Plan are retained within the 50 dB AL _{dn} Air Noise Contour. While there was an exemption to the strict “avoid” policy in the RPS provided for existing residential areas and greenfield priority areas in Kaiapoi, that does not mean it will be appropriate to continue to intensify development in these locations. Enabling lower site densities than currently permitted will expose additional occupants to aircraft noise at levels known to cause amenity effects, and will in turn result in adverse reverse sensitivity effects on Airport operations. Where there is other land outside the Contours available for urban development, those areas should be preferred.
		<u>outside of the 50 dBAL_{dn} Air Noise Contour, 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> <u>within the 50 dBAL_{dn} Air Noise Contour, site density shall be a maximum of one residential unit per 600m² of net site area</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.	Activity status when compliance not achieved: NC	

MRZ-Medium Density Residential Zone

Provision	Position	Relief requested	Explanation
New rule	Insert new rule	Insert new rule as follows <u>MRZ-R[xx] Noise sensitive activities within Christchurch International Airport 50 dBAL_{dn} Air Noise Contour</u> <u>Activity status: RDIS</u> <u>Where:</u> 1. <u>Any new residential activity or residential unit proposed on a site within the 50 dBA L_{dn} Air Noise Contour that does not meet the minimum allotment size of 300m² or which does not meet built form standard GRZ-BFS2;</u> 2. <u>any other noise sensitive activity within the 50 dBAL_{dn} Air Noise Contour.</u> <u>Activity status when compliance not achieved: N/A</u> <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u>	CIAL is concerned to avoid further intensification of land within the 50 dBAL_{dn} Air Noise Contour. This is necessary to avoid exposure of occupants to heightened levels of noise and protect the Airport from reverse sensitivity effects. CIAL seeks that the densities for the zone which are contained in the operative district plan be retained within the 50 dBA L_{dn} Air Noise Contour.

MRZ-R7	Support in part	Amend as follows <table><tr><th colspan="2">MRZ-R7 Boarding house</th></tr><tr><td>Activity status: PER Where: 1. a maximum of eight people shall be accommodated per site, including any on site managers.</td><td>Activity status when compliance not achieved: DIS <u>Notification:</u> <u>Any application involving a site within the 50 dBAL_{dn} Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval).</u></td></tr></table>	MRZ-R7 Boarding house		Activity status: PER Where: 1. a maximum of eight people shall be accommodated per site, including any on site managers.	Activity status when compliance not achieved: DIS <u>Notification:</u> <u>Any application involving a site within the 50 dBAL_{dn} Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	CIAL supports limitations on larger scale boarding house activities. Where a proposal for a boarding house for more than eight people is lodged for a site under the 50 dBA L _{dn} Air Noise Contour, issues of reverse sensitivity and amenity impacts of aircraft noise will be relevant considerations. CIAL should be notified in such cases.
MRZ-R7 Boarding house							
Activity status: PER Where: 1. a maximum of eight people shall be accommodated per site, including any on site managers.	Activity status when compliance not achieved: DIS <u>Notification:</u> <u>Any application involving a site within the 50 dBAL_{dn} Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>						
MRZ-R8	Support in part	Amend as follows <table><tr><th colspan="2">MRZ-R8 Residential disability care or care facility</th></tr><tr><td>Activity status: PER <u>Where:</u> 1. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u></td><td>Activity status when compliance not achieved: N/A RDIS <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u></td></tr></table>	MRZ-R8 Residential disability care or care facility		Activity status: PER <u>Where:</u> 1. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u>	Activity status when compliance not achieved: N/A RDIS <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u>	Care facilities are noise sensitivity activities. Any noise sensitive activity within the contour should be subject to scrutiny where proposed to ensure that it is established in an appropriate location and will be designed and operated appropriately.
MRZ-R8 Residential disability care or care facility							
Activity status: PER <u>Where:</u> 1. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u>	Activity status when compliance not achieved: N/A RDIS <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u>						

			<u>Notification:</u> <u>Any application involving a breach of MRZ-R8 shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>					
MRZ-R9	Support in part	Amend as follows <table><tr><td colspan="2">MRZ-R9 Visitor accommodation <i>This rule does not apply to any camping ground provided for under MRZ-R28.</i></td></tr><tr><td>Activity status: PER Where: 1. a maximum of eight people shall be accommodated per site.</td><td>Activity status when compliance not achieved: DIS</td></tr></table>		MRZ-R9 Visitor accommodation <i>This rule does not apply to any camping ground provided for under MRZ-R28.</i>		Activity status: PER Where: 1. a maximum of eight people shall be accommodated per site.	Activity status when compliance not achieved: DIS	CIAL supports this rule for the same reasons as outlined above with respect to rule GRZ-R9.
MRZ-R9 Visitor accommodation <i>This rule does not apply to any camping ground provided for under MRZ-R28.</i>								
Activity status: PER Where: 1. a maximum of eight people shall be accommodated per site.	Activity status when compliance not achieved: DIS							
MRZ-R12	Support in part	Amend as follows <table><tr><td colspan="2">MRZ-R12 Educational facility</td></tr><tr><td>Activity status: PER</td><td>Activity status when compliance with MRZ-</td></tr></table>		MRZ-R12 Educational facility		Activity status: PER	Activity status when compliance with MRZ-	Education facilities are noise sensitive activities. Any noise sensitive activity within the contour should be subject to scrutiny where proposed to ensure that it is established in
MRZ-R12 Educational facility								
Activity status: PER	Activity status when compliance with MRZ-							

		Where: 1. the activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road; 2. the maximum GFA of building occupied by the educational facility shall be 200m²; 3. the hours of operation when the site is open to visitors, students, clients, and deliveries shall be between the hours of 7:00am-9:00pm Monday to Friday; 4. the facility shall not result in more than two non-residential activities within a residential block frontage, except in the Residential Commercial Precinct where there	<u>R12(1)-(5) is not achieved: DIS</u> Activity status when compliance <u>with MRZ-R12(6)</u> is not achieved: <u>RDIS</u> <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u> <u>Any application involving a breach of MRZ-R12 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	an appropriate location and will be designed and operated appropriately.
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		shall be no limit to the number of non-residential activities within a block; and 5. the facility shall not include the parking or storage of more than one heavy vehicle on the site of the activity. 6. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u>						
MRZ-R13	Support in part	Amend as follows <table><tr><th colspan="2">MRZ-R13 Childcare facility</th></tr><tr><td> Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a </td><td> Activity status when compliance <u>with MRZ-R13 (1)-(5) is not achieved: DIS</u> Activity status when compliance <u>with MRZ-R13 (6) is not achieved: RDIS</u> </td></tr></table>		MRZ-R13 Childcare facility		Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a	Activity status when compliance <u>with MRZ-R13 (1)-(5) is not achieved: DIS</u> Activity status when compliance <u>with MRZ-R13 (6) is not achieved: RDIS</u>	Childcare facilities are noise sensitive activities. Any noise sensitive activity within the contour should be subject to scrutiny where proposed to ensure that it is established in an appropriate location and will be designed and operated appropriately.
MRZ-R13 Childcare facility								
Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a	Activity status when compliance <u>with MRZ-R13 (1)-(5) is not achieved: DIS</u> Activity status when compliance <u>with MRZ-R13 (6) is not achieved: RDIS</u>							

		strategic road, arterial road or collector road; 2. The maximum GFA of building occupied by the educational facility shall be 200m²; 3. The hours of operation when the site is open to visitors, students, clients, and deliveries shall be between the hours of 7:00am-9:00pm Monday to Friday; 4. The facility shall not result in more than two non-residential activities within a residential block frontage, except in the Residential Commercial Precinct where there shall be no limit to the number of non-residential activities within a block; and	<u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u> <u>Any application involving a breach of MRZ-R13 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	
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		educational facility shall be 200m2; 3. The hours of operation when the site is open to visitors, students, clients, and deliveries shall be between the hours of 7:00am-6:00pm Monday to Friday; 4. The facility shall not result in more than two non-residential activities within a residential block frontage, except in the Residential Commercial Precinct where there shall be no limit to the number of non-residential activities within a block; and 5. The facility shall not include the parking or storage of more than one heavy vehicle on the site of the activity.	<u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u> <u>Any application involving a breach of MRZ-R15 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	
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		6. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u>						
MRZ-R18	Support in part	<table><tr><th colspan="2">MRZ-R18 Multi-unit residential development</th></tr><tr><td>Activity status: RDIS Where: 1. any residential unit fronting a road or public open space shall have a habitable room located at the ground level; 2. at least 50% of all residential units within a development shall have a habitable space located at ground level; and</td><td>Activity status when compliance not achieved: DIS</td></tr></table>		MRZ-R18 Multi-unit residential development		Activity status: RDIS Where: 1. any residential unit fronting a road or public open space shall have a habitable room located at the ground level; 2. at least 50% of all residential units within a development shall have a habitable space located at ground level; and	Activity status when compliance not achieved: DIS	CIAL supports RDIS status for this activity and seeks an additional matter of discretion for proposals that are located within the 50dBA L _{dn} Air Noise Contour.
MRZ-R18 Multi-unit residential development								
Activity status: RDIS Where: 1. any residential unit fronting a road or public open space shall have a habitable room located at the ground level; 2. at least 50% of all residential units within a development shall have a habitable space located at ground level; and	Activity status when compliance not achieved: DIS							

		3. a design statement shall be provided with the application-; <u>and</u> 4. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u> Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage <u>RES-MD[xx] – Christchurch International Airport</u> Notification: An application for a restricted discretionary activity under this rule is precluded from being publicly notified or limited notified-; <u>except that any application involving a breach of MRZ-R18(4) shall be limited notified at least to Christchurch International</u>		
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		<u>Airport (absent its written approval).</u>							
MRZ-R19	Support in part	Amend as follows <table><tr><th colspan="2">MRZ-R19 Retirement village</th></tr><tr><td>Activity status: RDIS Where: 1. a design statement shall be provided with the application-; <u>and</u> 2. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u> Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage</td><td>Activity status when compliance not achieved: DIS</td></tr></table>			MRZ-R19 Retirement village		Activity status: RDIS Where: 1. a design statement shall be provided with the application-; <u>and</u> 2. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u> Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage	Activity status when compliance not achieved: DIS	CIAL supports RDIS status for this activity and seeks an additional matter of discretion for proposals that are located within the 50dBA L _{dn} Air Noise Contour.
MRZ-R19 Retirement village									
Activity status: RDIS Where: 1. a design statement shall be provided with the application-; <u>and</u> 2. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u> Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage	Activity status when compliance not achieved: DIS								

		<u>Where the site is within the 50 dBA L_{dn} Air Noise Contour:</u> <u>RES-MD[xx] – Christchurch International Airport</u> Notification: An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified. <u>Any application involving a breach of MRZ-R19 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	
MRZ-BFS1 Site density	Support in part	Amend as follows	CIAL seeks that residential densities in the operative District Plan are retained to avoid further intensification of land within the 50 dBA L _{dn} Air Noise Contour.

		<table><tr><th colspan="2">MRZ-BFS1 Site density</th></tr><tr><td> 1. <u>Outside of the 50 dBAL_{dn} Air Noise Contour</u>, site density shall be a maximum of one residential unit per 200m² of net site area, which can be calculated over multiple adjacent sites. 2. <u>within the 50 dBAL_{dn} Air Noise Contour, site density shall be a maximum of one residential unit per 300m² of net site area</u> 3. Where a site is less than 500m², one residential unit is allowed. 4. This rule does not apply to any minor residential unit, or residential unit in a requirement village. </td><td> Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: RES-MD2 – Residential design principles Notification An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified. </td></tr></table>	MRZ-BFS1 Site density		1. <u>Outside of the 50 dBAL_{dn} Air Noise Contour</u>, site density shall be a maximum of one residential unit per 200m² of net site area, which can be calculated over multiple adjacent sites. 2. <u>within the 50 dBAL_{dn} Air Noise Contour, site density shall be a maximum of one residential unit per 300m² of net site area</u> 3. Where a site is less than 500m², one residential unit is allowed. 4. This rule does not apply to any minor residential unit, or residential unit in a requirement village.	Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: RES-MD2 – Residential design principles Notification An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.	
MRZ-BFS1 Site density							
1. <u>Outside of the 50 dBAL_{dn} Air Noise Contour</u>, site density shall be a maximum of one residential unit per 200m² of net site area, which can be calculated over multiple adjacent sites. 2. <u>within the 50 dBAL_{dn} Air Noise Contour, site density shall be a maximum of one residential unit per 300m² of net site area</u> 3. Where a site is less than 500m², one residential unit is allowed. 4. This rule does not apply to any minor residential unit, or residential unit in a requirement village.	Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: RES-MD2 – Residential design principles Notification An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.						

SETZ-Settlement Zone

Provision	Position	Relief requested	Explanation

RESZ – Matters of discretion for all Residential Zones

Provision	Position	Relief requested	Explanation
RES-MD[xx] Insert new matter of discretion	Insert new matter of discretion	Insert new matter of discretion as follows <u>Christchurch International Airport</u> <u>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>whether reverse sensitivity effects that may limit the operation, maintenance or upgrade of Christchurch International Airport are avoided.</u>	CIAL seeks that a new matter of discretion be inserted to ensure that any proposed noise sensitive activity within the contour be subject to scrutiny to ensure that it is established in an appropriate location and will be designed and operated appropriately.

RURZ – General Objectives and Policies for all Rural Zones

Provision	Position	Relief requested	Explanation
RURZ – introduction	Support in part	Amend as follows ... <u>Within the 50 dBA L_{dn} Air Noise Contour residential density is also restricted in order to avoid the location of sensitive activities where they will experience adverse amenity effects, and to avoid adverse reverse sensitivity effects on Christchurch International Airport.</u>	Density controls are important to avoid adverse reverse sensitivity effects on the Airport. This should be recorded in the introduction.
RURZ-01 Rural environment	Support in part	Amend as follows: An environment with a predominant land use character comprising primary production activities and natural environment values, where rural openness dominates over built form, while recognising: 1. the east of the District has a predominant character of small rural sites with a pattern of built form of residential units and structures at more regular intervals at a low density compared to urban environments; and 2. the remainder of the District, while having a range in the size of rural sites, has a predominant character of larger rural sites with a corresponding density of residential units and built form.	CIAL supports policy direction to retain rural openness over built form. The need to support the operation of critical infrastructure, regionally significant infrastructure, and strategic infrastructure is also submitted to be an important outcome to recognise.

		3. <u>the importance of allowing critical infrastructure, regionally significant infrastructure, and strategic infrastructure to develop and operate without being compromised by reverse sensitivity or incompatible activities.</u>	
RURZ-P5 Minor residential units	Support in part	Amend as follows Provide for a minor residential unit on a site, which includes a tiny home, while: 1. ensuring that any minor residential unit is subservient to any residential unit on the site; <u>and</u> 2. <u>ensuring minor residential units within the 50 dBA L_{dn} Air Noise Contour are only able to be occupied by family member/s who are dependent in some way on the household living within the primary residential unit.</u>	CIAL seeks that minor residential units within the 50 dBA L _{dn} Air Noise Contour are limited to family flats (consistent with the approach in the Christchurch District Plan) to protect the Airport from reverse sensitivity effects and to avoid exposure of occupants to heightened levels of noise.
RURZ-P8	Support in part	Amend as follows: Minimise the potential for reverse sensitivity effects by: 1. avoiding the establishment of any new sensitive activity near existing intensive indoor primary production activities, intensive outdoor primary production activities, waste management facilities, quarrying activities, mining activities, and rural industry in circumstances where the new sensitive activity may compromise the operation of the existing activities;	A policy emphasising the importance of protecting strategic infrastructure from reverse sensitivity effects caused by incompatible land use is important. Either amend this policy as proposed or cross-reference clearly to policy requiring avoidance of adverse reverse sensitivity effects in the Noise, Subdivision, or

		2. <u>managing adverse effects on strategic infrastructure, including through:</u> a. <u>avoiding noise sensitive activities within the 50 dBAL_{dn} Air Noise Contour and ensuring that, in this location, the density of residential units is kept to a maximum of 1 residential unit per 4 hectares in the Residential Lifestyle Zone and 1 residential unit per 20ha in the General Rural Zone;</u> b. <u>managing the risk of birdstrike to aircraft using Christchurch International Airport;</u> c. <u>[any additional matters that may be relevant to other infrastructure]</u> 3. managing the establishment of new sensitive activities near other primary production activities; 4. ensuring adequate separation distances between existing sensitive activities and new intensive indoor primary production activities, intensive outdoor primary production activities, waste management facilities, quarrying activities, mining activities, and rural industry; and 5. avoiding quarry, landfill, cleanfill area, mining activities adjacent to urban environments where the amenity values of urban environments would be diminished.	Energy and Infrastructure chapters.
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GRUZ-General Rural Zone

Provision	Position	Relief requested	Explanation
GRUZ-P2 Limiting fragmentation of land	Support in part	Amend as follows: Maintain opportunities for land to be used for primary production activities within the zone by limiting further fragmentation of land in a manner that avoids sites being created, or residential units being erected, on sites that are less than 20ha, unless: 1. associated with the development of infrastructure which reduces the size of the balance lot or site to below 20ha; 2. associated with the establishment of a bonus residential unit or creation of a bonus allotment; 3. the erection of a residential unit is protected by a legacy provision in this Plan; and 4. is the establishment of a minor residential unit, where the site containing a residential unit is 20ha or greater, or is protected by a legacy provision in this Plan; <u>provided the development is not on land within the 50 dBA L_{dn} Air Noise Contour.</u>	CIAL supports policy direction to avoid fragmentation of land and to avoid sites being created in the General Rural Zone that are less than 20ha. However, CIAL does not consider the exceptions provided for would be appropriate within the 50 dBA L_{dn} Air Noise Contour, and seeks that they are not applicable to land within the contours.
New rule	Insert new rule	Insert new rule as follows	Noise sensitive activities must be avoided within the 50 dBA L _{dn} Air Noise Contour in rural

		<i>This rule does not apply to any minor residential unit provided for under GRUZ-R4; or bonus residential unit provided for under GRUZ-R16.</i>	complying. CIAL does not consider the exceptions proposed would be appropriate within the 50 dBA L_{dn} Air Noise Contour.
		Activity status: PER Where: 1. a residential unit shall be located on a site with a minimum net site area of 20ha per residential unit except where-provided for in (3), (4), (5), (6) and (7) below. <u>These exceptions do not apply to land within the 50 dBAL_{dn} Air Noise Contour;</u> 2. ... [etc]	Activity status when compliance with GRUZ-R3 (2)(b) or GRUZ-R3 (2)(c) not achieved: DIS Activity status when compliance with GRUZ-R3 (1), GRUZ-R3 (2)(a), GRUZ-R3 (3), GRUZ-R3 (4), GRUZ-R3 (5), GRUZ-R3 (6), or GRUZ-R3 (7) not achieved: NC
GRUZ-R4 Minor residential unit	Support in part	Amend as follows GRUZ-R4 Minor residential unit	Minor residential units should be restricted within the 50 dBA L_{dn} Air Noise Contour in the same way that occurs in rural zones in Christchurch District – where they are limited to use for family flats.

		Activity status: PER Where: 1. the maximum GFA of the minor residential unit shall be 90m² (excluding any area required for a single car vehicle garage or carport up to a maximum of 40m²); 2. there shall be only one minor residential unit per site; or 3. there shall be only one minor residential unit per delineated area within a site; or 4. for any site where there is a residential unit and a bonus residential unit there shall be a maximum of two minor residential units per site; and	Activity status when compliance not achieved: NC	
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		5. a minor residential unit shall only be erected on a site less than 4ha where the site exists and is a site or allotment that was created by subdivision and was on a subdivision consent between 1 October 1991 and 24 February 2001 (inclusive of both dates)-; <u>and</u> 6. <u>for any site within the 50 dBAL_{dn} Air Noise Contour, a minor residential unit shall occupied by family member/s who are dependent in some way on the household living within that residential unit.</u>		
GRUZ-R12 Farm quarry	Support in part	Amend as follows GRUZ-R12 Farm quarry		Quarrying activities can present a bird strike risk if not carefully managed. CIAL seeks that a farm quarry be restricted discretionary where located

		Activity status: PER Where: 1. any farm quarry shall be set back a minimum of: a. 300m from the building footprint or any residential unit or minor residential unit on a site under different ownership; b. 100m from any site boundary of a site under different ownership; c. 100m from a road boundary of a public road; and d. 100m from any SNA.	Activity status when compliance <u>with GRUZ-R12(1) is not achieved</u>: DIS Activity status when compliance <u>with GRUZ-R12(2) is not achieved</u>: RDIS <u>Matters of discretion are limited to:</u> <u>RURZ-MD[xx] – Bird strike risk</u> <u>Notification:</u> <u>Any application involving a breach of GRUZ-R12 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	within a 13km radius of the Christchurch International Airport runway. Any bird strike risk activity should be subject to scrutiny where proposed to ensure that it is designed, managed and operated to avoid attracting bird species which constitute a hazard to aircraft.
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		2. <u>The site is not within 13km of the thresholds of the runways at Christchurch International Airport runway (as shown on planning maps).</u>		
GRUZ-R30 Quarrying activities	Support in part	Amend as follows GRUZ-R30 Quarrying activities <i>This rule does not apply to any farm quarry provided for under GRUZ-R12</i> Activity status: DIS Where: - The quarry shall be set back a minimum of 1000m from a Residential Zone. <u>Activity status: RDIS</u> <u>The site is within 13km from the thresholds of</u>		Quarrying activities can present a bird strike risk if not carefully managed. CIAL seeks that a quarry be restricted discretionary where located within a 13km radius of the Christchurch International Airport runway. Any bird strike risk activity should be subject to scrutiny where proposed to ensure that it is designed, managed and operated to avoid attracting bird species which constitute a hazard to aircraft. Alternatively, CIAL seeks that discretionary activity status is retained, but that any application within 13km of the

		<u>the runways at Christchurch International Airport runway (as shown on planning maps).</u> <u>With respect to GRUZ-R30(2), matters of discretion are limited to:</u> <u>RURZ-MD[xx] – Bird strike risk</u>		thresholds of the runways at Christchurch International Airport be limited notified at least to Christchurch International Airport (absent its written approval).
GRUZ-R31 Waste management facility	Support in part	Insert new non-complying activity rule which is applicable to waste management facilities within 13km radius of Christchurch International Airport runways. Insert clause indicating that notification of any application arising from this requested new rule will be made at least to CIAL.		Depending on the type of waste being handled, waste management facilities may present a bird strike risk activity. In particular, a putrescible waste facility poses a high bird hazard risk up to 13km from the runway ends. As such, waste management facilities should be non-complying within 13km radius of the Airport runways in Waimakariri District.

GRUZ-32 Composting facility	Support	Retain this rule. Insert advice note which states that composting facilities within 13km radius of Christchurch International Airport runways have the potential to increase bird strike risk, and this issue must be considered in respect of an application for a composting facility in that area. Insert a note on notification stating that any application within 13km of the thresholds of the runways at Christchurch International Airport be limited notified at least to Christchurch International Airport (absent its written approval).	CIAL supports the discretionary activity status proposed for new composting facilities. Composting facilities can increase bird strike risk at the Airport. As such, they should be managed within 13km radius of the Airport runways.						
GRUZ-R40 Multi-unit residential development	Support	<table><tr><td colspan="2">Retain</td></tr><tr><td colspan="2">GRUZ-R40 Multi-unit residential development</td></tr><tr><td>Activity status: NC</td><td>Activity status when compliance not achieved: N/A</td></tr></table>	Retain		GRUZ-R40 Multi-unit residential development		Activity status: NC	Activity status when compliance not achieved: N/A	CIAL supports non-complying activity status for multi-unit residential development in this zone and seeks that it be retained. This type of development is not appropriate in rural areas.
Retain									
GRUZ-R40 Multi-unit residential development									
Activity status: NC	Activity status when compliance not achieved: N/A								
GRUZ-R41 Residential unit	Support	Retain	CIAL supports non-complying activity status for residential units located on a site with a net site area of less than 20ha. CIAL seeks that this rule be retained, and that none of the						

			exceptions apply to land within the 50 dBA L _{dn} Air Noise Contour.
GRUZ-R42 Minor residential unit in General Rural Zone	Support	Retain.	CIAL supports non-complying activity status for minor residential units located on a site with a net site area of less than 20ha. CIAL seeks that this rule be retained, and that none of the exceptions apply to land within the 50 dBA L _{dn} Air Noise Contour.

RLZ-Rural Lifestyle Zone

Provision	Position	Relief requested	Explanation
RLZ-P2	Support in part	Amend as follows Activities in the Rural Lifestyle Zone Retain opportunities for land within the zone to be used for primary production activities while maintaining the predominant character of small rural lots by avoiding new sites being created, or residential units being erected on sites, that are less than 4ha, unless: 1. associated with the development of infrastructure which reduces the size of the balance lot or site to below 4ha;	CIAL supports policy direction to avoid development of residential units on sites that are less than 4ha. However, CIAL does not consider the exceptions provided for would be appropriate within the 50 dBA L _{dn} Air Noise Contour, and seeks a carve out for the land within the contours.

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		<u>All other noise sensitive activities</u>	the most simple and appropriate way to apply the direction CRPS Policy 6.3.5(4). In the alternative, specific clauses or standards could be added to each of the rules which relate to noise sensitive activities, to the same effect as the rule sought in this submission. Either insert this rule into the zone chapter or cross-reference clearly to NOISE-R17 requiring avoidance of noise sensitive activities within the 50 dBA L_{dn} Air Noise Contour (provided the relief sought in relation to NOISE-17 is granted).
RLZ-R3 Residential unit	Support in part	Amend as follows GRUZ-R3 Residential unit <i>This rule does not apply to any minor residential unit provided for under GRUZ-R4; or bonus residential unit provided for under GRUZ-R16.</i>	CIAL seeks that any noise sensitive activity located within the 50 dBA L_{dn} Air Noise Contour that does not meet the minimum net site area of 4ha per residential unit be non-complying. CIAL does not consider the exceptions proposed would be appropriate

		Activity status: PER Where: 1. a residential unit shall be located on a site with a minimum net site area of 4ha per residential unit except where-provided for in (3), (4), (5), (6) and (7) below. <u>These exceptions do not apply to land within the 50 dBAL_{dn} Air Noise Contour</u>; 2. ... [etc]	Activity status when compliance with GRUZ-R3 (2)(b) or GRUZ-R3 (2)(c) not achieved: DIS Activity status when compliance with GRUZ-R3 (1), GRUZ-R3 (2)(a), GRUZ-R3 (3), GRUZ-R3 (4), GRUZ-R3 (5), GRUZ-R3 (6), or GRUZ-R3 (7) not achieved: NC	within the 50 dBA L_{dn} Air Noise Contour.				
RLZ-R4 Minor residential unit	Support in part	Amend as follows <table><tr><th colspan="2">RLZ-R4 Minor residential unit</th></tr><tr><td> Activity status: PER Where: 1. the maximum GFA of the minor residential unit shall be 90m² </td><td> Activity status when compliance not achieved: NC </td></tr></table>		RLZ-R4 Minor residential unit		Activity status: PER Where: 1. the maximum GFA of the minor residential unit shall be 90m²	Activity status when compliance not achieved: NC	Minor residential units should be restricted within the 50 dBA L_{dn} Air Noise Contour in the same way that occurs in rural zones in Christchurch District – where they are limited to use for family flats only.
RLZ-R4 Minor residential unit								
Activity status: PER Where: 1. the maximum GFA of the minor residential unit shall be 90m²	Activity status when compliance not achieved: NC							

		(excluding any area required for a single car vehicle garage or carport up to a maximum of 40m²); 2. there shall be only one minor residential unit per site; or 3. there shall be only one minor residential unit per delineated area within a site; or 4. For any site where there is a residential unit and a bonus residential unit there shall be a maximum of two minor residential units per site; and 5. a minor residential unit shall only be erected on a site less than 4ha where the site exists and is a site or allotment that was created by subdivision and was on a		
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		subdivision consent between 1 October 1991 and 24 February 2001 (inclusive of both dates);<u>and</u> 6. <u>for any site within the 50 dBAL_{dn} Air Noise Contour, a minor residential unit shall occupied by family member/s who are dependent in some way on the household living within that residential unit.</u>						
RLZ-R12 Farm quarry	Support in part	Amend as follows <table><tr><th colspan="2">RLZ-R12 Farm quarry</th></tr><tr><td> Activity status: PER Where: 1. Any farm quarry shall be set back a minimum of: a. 300m from the building footprint or any residential </td><td> Activity status when compliance <u>with RLZ-R12(1)</u> is not achieved: DIS Activity status when compliance <u>with RLZ-R12(2)</u> is not achieved: RDIS Matters of discretion are limited to: </td></tr></table>		RLZ-R12 Farm quarry		Activity status: PER Where: 1. Any farm quarry shall be set back a minimum of: a. 300m from the building footprint or any residential	Activity status when compliance <u>with RLZ-R12(1)</u> is not achieved: DIS Activity status when compliance <u>with RLZ-R12(2)</u> is not achieved: RDIS Matters of discretion are limited to:	Quarrying activities can present a bird strike risk if not carefully managed. CIAL seeks that a farm quarry be restricted discretionary where located within a 13km radius of the Christchurch International Airport runway. Any bird strike risk activity should be subject to scrutiny where proposed to ensure that it is designed, managed and operated to avoid attracting bird species
RLZ-R12 Farm quarry								
Activity status: PER Where: 1. Any farm quarry shall be set back a minimum of: a. 300m from the building footprint or any residential	Activity status when compliance <u>with RLZ-R12(1)</u> is not achieved: DIS Activity status when compliance <u>with RLZ-R12(2)</u> is not achieved: RDIS Matters of discretion are limited to:							

		unit or minor residential unit on a site under different ownership; b. 100m from any site boundary of a site under different ownership; c. 100m from a road boundary of a public road; and d. 100m from any SNA. 2. <u>The site is 13km from the thresholds of the runways at Christchurch International Airport runway (as shown on planning maps).</u> Advisory note Additional activity standards applying to	<u>RURZ-MD[xx] – Bird strike risk</u> <u>Notification:</u> <u>Any application involving a breach of RLZ-R12 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	which constitute a hazard to aircraft.
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		this activity are located within the Earthworks Chapter (See EW-R11).		
RLZ-R31 Quarrying activities	Support in part	Amend as follows RLZ-R31 Quarrying activities <i>This rule does not apply to any farm quarry provided for under RLZ-R12</i> Activity status: DIS Where: - The quarry shall be set back a minimum of 1000m from a Residential Zone. <u>Activity status: RDIS</u> <u>The site is 13km from the thresholds of the runways at Christchurch International Airport runway (as shown on planning maps).</u>		Quarrying activities can present a bird strike risk if not carefully managed. CIAL seeks that a quarry be restricted discretionary where located within a 13km radius of the Christchurch International Airport runway. Any bird strike risk activity should be subject to scrutiny where proposed to ensure that it is designed, managed and operated to avoid attracting bird species which constitute a hazard to aircraft. Alternatively, CIAL seeks that discretionary activity status for all quarries is retained, but that any application within 13km of the thresholds of the runways at Christchurch International Airport be limited notified at least to Christchurch International Airport (absent its written approval).

		<u>With respect to GRUZ-R30(2), matters of discretion are limited to:</u> <u>RURZ-MD[xx] – Bird strike risk</u>		
RLZ-32 Waste management facility	Support in part	Insert new non-complying activity rule which is applicable to waste management facilities in this zone within 13km radius of Christchurch International Airport runways. Insert clause indicating that notification of any application arising from this requested new rule will be made at least to CIAL.		Depending on the type of waste being handled, waste management facilities may present a bird strike risk activity. In particular, a putrescible waste facility poses a high bird hazard risk up to 13km from the runway ends. As such, waste management facilities should be non-complying within 13km radius of the Airport runways in Waimakariri District.
RLZ-33 Composting facility	Support	Retain this rule. Insert advice note which states that composting facilities within 13km radius of Christchurch International Airport runways have the potential to increase bird strike risk, and this issue must be		CIAL supports the discretionary activity status proposed for new composting facilities.

		considered in respect of an application for a composting facility in that area. Insert clause indicating that notification of any application arising from this requested new rule will be made at least to CIAL.	Composting facilities can increase bird strike risk at the Airport. As such, they should be managed within 13km radius of the Airport runways.						
RLZ-35 Camping ground	Support in part	<table><tr><td colspan="2">Amend as follows</td></tr><tr><td colspan="2">RLZ-R35 Camping ground</td></tr><tr><td>Activity status: DIS <u>Where:</u> <u>It is not located within the 50 dBA L_{dn} Air Noise Contour.</u></td><td>Activity status when compliance not achieved: N/A-NC</td></tr></table>	Amend as follows		RLZ-R35 Camping ground		Activity status: DIS <u>Where:</u> <u>It is not located within the 50 dBA L_{dn} Air Noise Contour.</u>	Activity status when compliance not achieved: N/A-NC	Campgrounds are noise sensitive activities and should not be enabled within the 50 dBA L _{dn} Air Noise Contour.
Amend as follows									
RLZ-R35 Camping ground									
Activity status: DIS <u>Where:</u> <u>It is not located within the 50 dBA L_{dn} Air Noise Contour.</u>	Activity status when compliance not achieved: N/A-NC								
RLZ-R40 Retirement village	Support	<table><tr><td colspan="2">Retain</td></tr><tr><td colspan="2">RLZ-R40 Retirement village</td></tr><tr><td>Activity status: NC</td><td>Activity status when compliance not achieved: N/A</td></tr></table>	Retain		RLZ-R40 Retirement village		Activity status: NC	Activity status when compliance not achieved: N/A	CIAL supports non-complying activity status for retirement villages within the Residential Lifestyle zone.
Retain									
RLZ-R40 Retirement village									
Activity status: NC	Activity status when compliance not achieved: N/A								

RLZ-R41 Multi-unit residential development	Support	Retain RLZ-R41 Multi-unit residential development Activity status: NC Activity status when compliance not achieved: N/A	CIAL supports non-complying activity status for multi-unit residential developments in this zone.
RURZ-MD[xx] Insert new matter of discretion	Insert new matter of discretion	Insert new matter of discretion as follows <u>RURZ-MD[xx] – Bird strike risk</u> 1. <u>The extent to which the proposed activity will be designed, operated and managed to avoid attracting bird species which constitute a hazard to aircraft.</u>	CIAL seeks the insertion of a matter of discretion related to bird strike risk on aircraft. This matter of discretion should apply to any bird strike risk activities which are provided for as restricted discretionary activities in the Plan. As set out elsewhere in this submission, CIAL seeks a more comprehensive management regime is included in the Plan to manage bird strike risk activities.

CMUZ-Commercial and Mixed Use Zones

Provision	Position	Relief requested	Explanation				
CMUZ All commercial and mixed use zones and rules	Insert new rule	Insert new rule applying to each commercial and mixed use zone as follows: <table><tr><td colspan="2"><u>CMUZ-R[xx] Noise sensitive activities within 50 dBAL_{dn} Air Noise Contour</u></td></tr><tr><td><u>Activity status: NC</u> <u>Where:</u> 1. <u>any noise sensitive activity within the 50 dBAL_{dn} Air Noise Contour.</u></td><td><u>Activity status when compliance not achieved: N/A</u></td></tr></table>	<u>CMUZ-R[xx] Noise sensitive activities within 50 dBAL_{dn} Air Noise Contour</u>		<u>Activity status: NC</u> <u>Where:</u> 1. <u>any noise sensitive activity within the 50 dBAL_{dn} Air Noise Contour.</u>	<u>Activity status when compliance not achieved: N/A</u>	CIAL seeks that the rules relating to the 50 dBAL _{dn} Air Noise Contour be relocated to each relevant chapter or that thorough and explicit cross references are made in the relevant zone chapters to ensure plan users are directed to the additional rules applying to land within the 50 dBA L _{dn} Air Noise Contour.
<u>CMUZ-R[xx] Noise sensitive activities within 50 dBAL_{dn} Air Noise Contour</u>							
<u>Activity status: NC</u> <u>Where:</u> 1. <u>any noise sensitive activity within the 50 dBAL_{dn} Air Noise Contour.</u>	<u>Activity status when compliance not achieved: N/A</u>						

GIZ-General Industrial Zone

Provision	Position	Relief requested	Explanation
Insert new rule	Support in part	Insert new rule applying to each industrial zone as follows:	CIAL seeks that the rules relating to the 50 dBAL _{dn} Air

		<u>GIZ-R[xx] Noise sensitive activities within 50 dBAL_{dn} Air Noise Contour</u>		Noise Contour be relocated to each relevant chapter or that thorough and explicit cross references are made in the relevant zone chapters to ensure plan users are directed to the additional rules applying to land within the 50 dBA L _{dn} Air Noise Contour.
		<u>Activity status: NC</u> <u>Where:</u> 1. <u>any noise sensitive activity within the 50 dBAL_{dn} Air Noise Contour.</u>	<u>Activity status when compliance not achieved: N/A</u>	

Existing Development Areas

Provision	Position	Relief requested	Explanation
WKP West Kaiapoi Development Area	Support	Retain.	West Kaiapoi Development Area covers the Silverstream development which was enabled following the Canterbury Earthquakes. A part of this Development Area is inside the 50dBA L_{dn} Air Noise Contour. This land is subject to exceptions from CRPS Policy 6.3.5(4) requiring that noise sensitive activities be avoided.

			CIAL supports this Development Area provided that there are no amendments to the provisions applicable to the land within the Air Noise Contour which would enable more intensification than allowed under the Operative District Plan.
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New Development Areas

Provision	Position	Relief requested	Explanation
K – Kaiapoi Development Area	Oppose in part	CIAL seeks that that the FDAs proposed on land falling within the 50dBA Ldn Air Noise Contour be limited to development for non-sensitive activities only and do not enable further residential development within the 50dBA Ldn Air Noise Contour, which would be inconsistent with RPS Policy 6.3.5(4). The RPS provides a limited exception for developing land in Kaiapoi within the 50dBA Ldn Air Noise Contour – related to earthquake recovery. While the Greenfield Priority Areas are provided for earthquake recovery, the Future Development Area is not. Hence, further urban development in this area within the 50dBA Ldn Air Noise Contour should not be for noise sensitive activities.	Part of this New Development Area lies within the 50 dBA L_{dn} Air Noise Contour. CIAL is opposed to the identification of New Development Areas within the 50dBA L_{dn} Air Noise Contour in Kaiapoi. Enabling residential development in the New Development Area within the 50dBA L_{dn} Air Noise Contour is contrary to Policy 6.3.5(4) and Policy 6.3.9(5) CRPS. This change would result in new noise sensitive activities (such

			as residential activities) being able to establish underneath the 50dBA L_{dn} Air Noise Contours. CIAL seeks that, if this FDA land within the Contour is confirmed, it is provided for business or commercial development, not residential development or other noise sensitive activities.
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Special Purpose Zones

Provision	Position	Relief requested	Explanation
Specific Purpose Zone Kaiapoi Regeneration (SPZ KR)		Where land with this zoning lies within the 50 dBAL _{dn} Air Noise Contour, include rules consistent with the relief sought above to avoid noise sensitive activities.	For the reasons outlined above, CIAL seeks that noise sensitive activities are avoided within the 50 dBA L _{dn} Air Noise Contour, in order to give effect to the CRPS. CIAL is not opposed to the continuation of pre-earthquake residential activities but seeks that otherwise, noise sensitive activities are located outside of the Contours in this zone.

			CIAL seeks that the relief discussed above with respect to rule NOISE-R17 either be relocated to each relevant chapter or that thorough and explicit cross references are made in the relevant zone chapters to ensure plan users are directed to the additional rules applying to land within the 50 dBA L_{dn} Air Noise Contour.
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BIRD STRIKE – INSERT NEW PROVISIONS

Provision	Position	Relief requested	Explanation
New Definition	Insert new definition	Insert new definition of “bird strike” as follows: <u>Bird Strike means:</u> <u>When a bird or flock of birds collide with an aircraft</u>	For the reasons set out in Appendix A and below, CIAL seeks a new definition of ‘bird strike’ is inserted into the Plan.

New Definition	Insert new definition	CIAL seeks a new definition as follows <u>Bird Strike Risk Activity</u> <u>means:</u> <u>a. permanent artificial water body;</u> <u>b. excavation works, including quarrying, which result in ponding exceeding 100m2 or more of open water, for more than a continuous 48 hour period; and</u> <u>c. commercial pig farming, or cattle feed lots;</u> <u>d. fruit tree farms;</u> <u>e. fish and commercial food processing activities with external food storage or waste areas accessible to birds;</u> <u>f. sewage treatment and disposal facilities;</u> <u>g. wildlife refuges or conservation areas;</u> <u>h. recreational areas or golf courses exceeding 2ha;</u> <u>i. waste management facilities and composting facilities;</u> <u>j. abattoirs and freezing works.</u>	Bird strike presents a serious risk to public safety and to the safe and efficient operations at Christchurch International Airport. There are a number of activities which are known to increase the risk of bird strike if they are allowed to take place in the vicinity of the flight paths for aircrafts approaching or departing from the Airport. Those activities should be identified and included within a definition of 'bird strike risk activity' with a corresponding suite of provisions controlling these activities within 13km of the Christchurch International Airport runways. This distance reflects the extent in which birds and aircraft are present in the same airspace and thus is the area in which bird strike is at risk of occurring if land use is not managed to mitigate this risk.
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New Rule	Insert new rule	Insert provisions managing activities that present a bird strike risk on Christchurch International Airport into all relevant zone chapters covering land within 13km radius of the Airport as follows:			CIAL seeks that either the drafting proposed, or provisions that will achieve the same outcome of providing appropriate regulation for bird strike risk activities within 8km and 13km of the airport runways, is inserted. CIAL seeks that these provisions are inserted into the relevant zone chapters. Or, if that relief is rejected, inserted into District-Wide rules with clear cross-references included in all relevant zone chapters to ensure plan users are aware of the rules.
		<u>All Zones</u>	<u>Activity status: PER</u> <u>Where:</u> <u>any Bird Strike Risk Activity is proposed between an 8km and 13km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps), a birdstrike management plan prepared in consultation with CIAL has been provided to the Waimakariri District Council Planning Manager prior to the activity establishing, and accepted (within 10 days of receipt). An updated plan shall be provided to</u>	<u>Activity status when compliance not achieved: RDIS</u> <u>Matters of discretion:</u> <u>MD[xx] – Bird strike risk</u> <u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited.</u>	

			<u>the Waimakariri District Council if the activity expands.</u>		
		<u>All Zones</u>	<u>Activity status:</u> RDIS <u>Where:</u> <u>1. Any Bird Strike Risk Activity is proposed within an 8km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps); and</u> <u>2. with regard to the creation of any new temporary or permanent waterbodies or stormwater basins, the combined areas</u>	<u>Activity status when compliance not achieved:</u> N/A <u>Matters of discretion:</u> <u>MD[xx] – Bird strike risk</u> <u>Notification:</u> <u>any application arising from this rule will be notified to Christchurch International Airport Limited.</u>	

			<u>of all stormwater basins and/or waterbodies that are wholly or partly within 1km of the proposed waterbody's or basin's edge exceed 1000m2.</u>		
		<u>All Zones</u>	<u>Activity status: NC</u> <u>1. any waste management facility, proposed within 13 km radius of the thresholds of the runways at Christchurch International Airport as shown on the planning maps.</u>	<u>Activity status when compliance not achieved: N/A</u>	
Insert new matter of discretion	Insert new matter of discretion	As sought above, insert new matter of discretion as follows <u>MD[xx] – Bird strike risk</u>			CIAL seeks the insertion of a matter of discretion related to bird strike risk on aircraft. This matter of discretion should apply to any bird strike risk activities which are provided

		<u>The extent to which the proposed activity will be designed, operated and managed to avoid attracting bird species which constitute a hazard to aircraft.</u>	for as restricted discretionary activities in the Plan.
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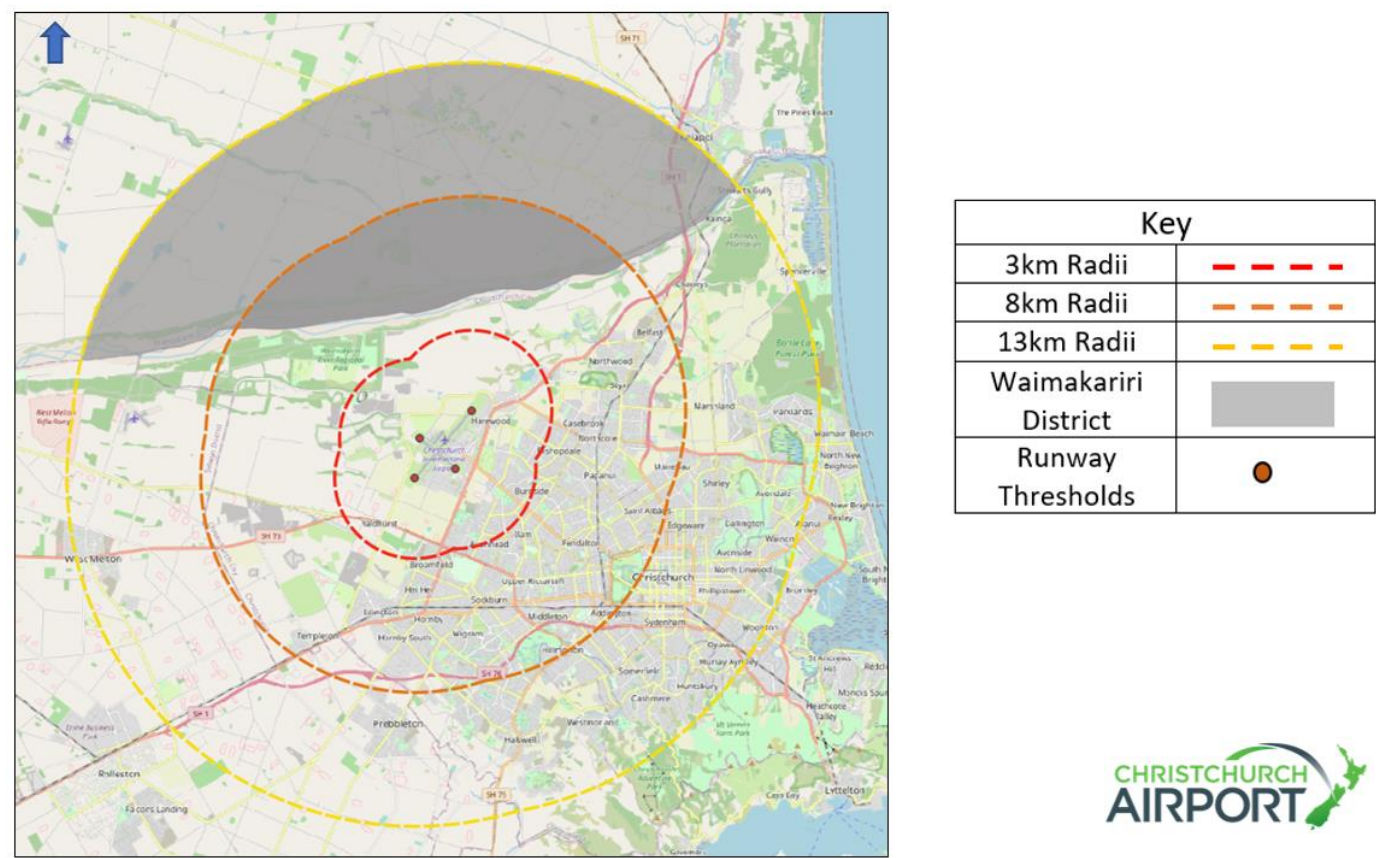
MAPPING

CIAL supports inclusion of the 50 dBA L_{dn} Air Noise Contour and 55 dBA L_{dn} Air Noise Contour overlays on the planning maps. CIAL seeks that these overlays are labelled clearly and described in the Plan so that plan users understand the noise levels and what the contours relate to, as a sub-set of the generalised "Noise Control Overlay" notation.

CIAL seeks that 8km and 13km bird strike risk management areas are inserted into the planning maps as a new overlay. A copy of that map is shown below at **Figure 1**.

Figure 1: Map showing extent of 8km and 13km radius from Airport runways for bird strike management

Christchurch International Airport Bird Strike Management Areas



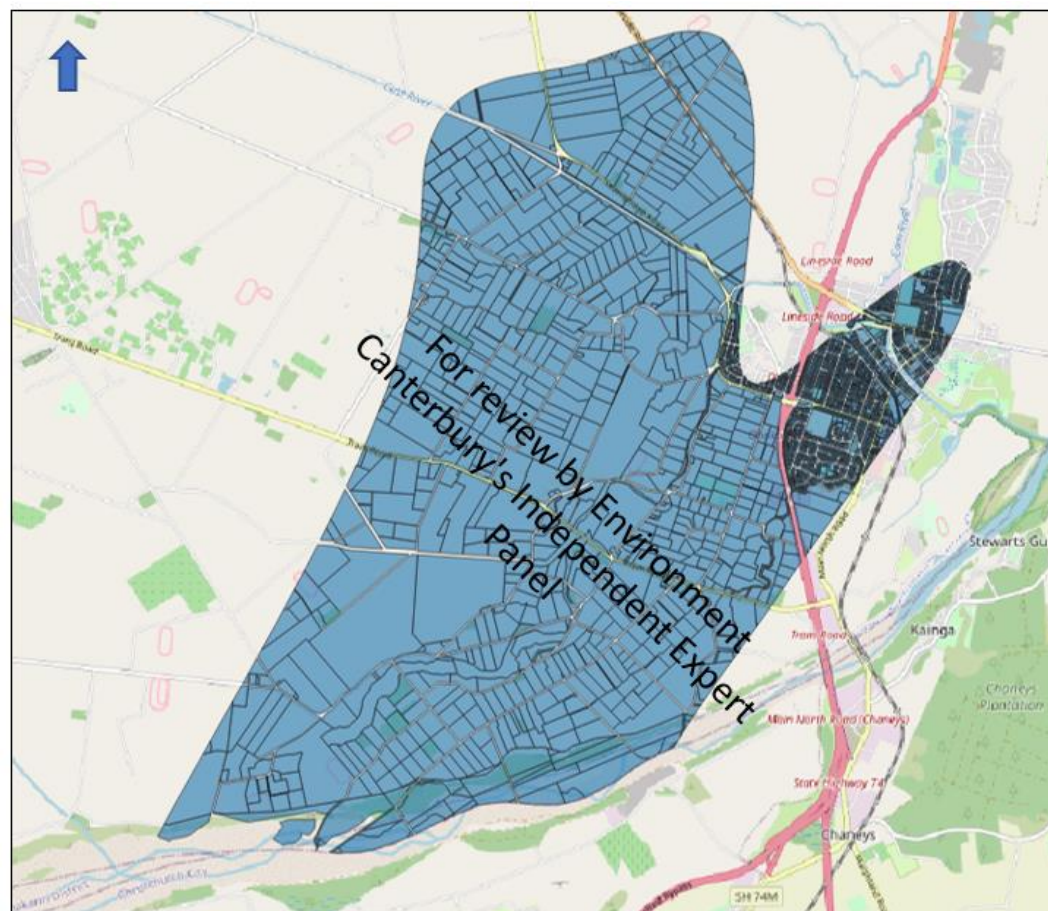
APPENDIX C – UPDATED NOISE CONTOURS SUBMITTED TO ECAN INDEPENDENT EXPERT PANEL REVIEW

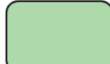
Outer Envelope contour - as submitted to ECan for Independent Expert Panel review



Key	
50 dB L _{dn} Air Noise Contour Annual Average Modelling Methodology within the Waimakariri District	
50 dB L _{dn} Air Noise Contour Outer Envelope Modelling Methodology within the Waimakariri District	
NZ Primary Land Parcels (LINZ)	

Annual Average contour – as submitted to ECan for Independent Expert Panel review



Key	
50 dB L _{dn} Air Noise Contour Annual Average Modelling Methodology within the Waimakariri District	
50 dB L _{dn} Air Noise Contour Outer Envelope Modelling Methodology within the Waimakariri District	
NZ Primary Land Parcels (LINZ)	

Clause 8 of Schedule 1, Resource Management Act 1991

To Waimakariri District Council

Name of person making further submission: Christchurch International Airport Limited
(**CIAL**)

- 1 This is a further submission on submissions to the Proposed Waimakariri District Plan (the **Proposed Plan**).
- 2 CIAL is a person who has an interest in the Proposed Plan that is greater than the interest of the public generally, as its operations in the Waimakariri District are directly affected by the Proposed Plan.
- 3 If others make a similar submission, CIAL will consider presenting a joint case with them at a hearing.
- 4 CIAL's further submissions are set out in **Annexure 1**.

Signed for and on behalf of Christchurch International Airport Limited by its solicitors and authorised agents Chapman Tripp



Jo Appleyard
Partner
21 November 2022

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ANNEXURE 1: FURTHER SUBMISSIONS ON SUBMISSIONS TO THE PROPOSED PLAN

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
Canterbury Regional Council (316)	General.	The Canterbury Regional Policy Statement (CRPS) sets out provisions related to land use, development and urban form in Chapter 5 Land Use and Infrastructure and Chapter 6 Recovering and Rebuilding of Greater Christchurch. The submitter seeks that the Proposed Plan gives effect to the direction set out in the CRPS.	Support.	CIAL supports the submitter's request that the Proposed Plan give effect to the CRPS. In particular, Policy 6.3.5(4) of the CRPS requires avoidance of noise sensitive activities within the 50dB Ldn Airport Noise Contour for Christchurch International Airport.	Accept.
Christchurch City Council (360)	General.	The submitter is concerned that the Proposed Plan does not sufficiently recognise the significance of highly productive land. The submitter suggests that the Proposed Plan refer to protecting highly productive land and/or versatile soils.	Support.	CIAL agrees that versatile soils and highly productive land are important considerations. In particular, it considers that areas of land which are currently zoned rural and contain LUC 2 and 3 soils are inappropriate for urban rezoning. CIAL notes further that the NPS-HPL is now in	Accept.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
				force and contains strong direction to avoid urban growth on highly productive land.	
Horticulture NZ (295)	General.	The submitter considers the management of highly productive land must be addressed in the Proposed Plan.	Support.	CIAL agrees that management of highly productive land must be addressed in the Proposed Plan. In particular, it considers that areas of land which are currently zoned rural and contain LUC 2 and 3 soils are inappropriate for urban rezoning. CIAL notes further that the NPS-HPL is now in force and contains strong direction to avoid urban growth on highly productive land.	Accept.
MainPower (249.8)	Interpretation.	The submitter opposes the use of multiple terms used for infrastructure in the plan and considers that the terms 'Critical Infrastructure', 'Regionally Significant Infrastructure' and 'Strategic Infrastructure' should be replaced	Neutral.	CIAL is neutral to this relief provided Christchurch International Airport is explicitly recognised in any	Neutral.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
		with a new defined term 'Important Infrastructure' as follows: <u>Important Infrastructure</u> <u>Those necessary facilities, services, and installations which are critical or of significance to either New Zealand, Canterbury, or Waimakariri. This may include but are not limited to:</u> <u>a. Strategic transport network</u> <u>b. Christchurch International Airport</u> <u>c. ...</u>		proposed definition of 'Important Infrastructure' in order to give effect to the CRPS.	
Horticulture New Zealand (295)	Interpretation.	The submitter seeks to insert a new definition of seasonal worker accommodation as follows: <u>Seasonal worker accommodation means the use of land and buildings for the sole purpose of accommodating the short-term labour requirement of a farming activity, rural industry or post-harvest facility.</u>	Neutral.	CIAL is neutral, provided this activity is classified as a residential activity such that the relevant rules applicable to residential activities and noise sensitive activities also applies.	Accept in part.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
Canterbury Regional Council (316.3)	SD-O4	The submitter considers that SD-O4 should more explicitly provide for the need to make appropriate use of soil which is valued for existing or foreseeable future primary production. The submitter notes that the development of a proposed NPS-HPL may explicitly require the protection of highly productive land.	Support.	CIAL agrees that SD-O4 should explicitly provide for versatile soils and highly productive land. In particular, it considers that areas of land which are currently zoned rural and contain LUC 2 and 3 soils are inappropriate for urban rezoning. CIAL notes further that the NPS-HPL is now in force and contains strong direction to avoid urban growth on highly productive land.	Accept.
Sarbaz Estates Limited (133.4)	New UFD objective	The submitter seeks to insert a new UFD Objective as follows: <u><i>UFD- 03 – Infill capacity for residential development</i></u> <u><i>To enable and encourage residential housing infill within Rangiora and Kaiapoi to meet the demand for residential activities anticipated to accommodate growth in the district</i></u>	Oppose in part.	Parts of Kaiapoi are within the 50dB Ldn Air Noise Contour. CIAL considers that residential infill housing must only be enabled where reverse sensitivity effects on Christchurch International Airport and other important	Reject in part.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
				infrastructure are avoided and where in terms of amenity residents are not exposed to noise levels of 50 Ldn or greater.	
Canterbury Regional Council (316.8)	UFD-P2	The submitter considers that UFD-P2 should refer to Map A in the CRPS (rather than the Future Development Strategy) as it is required to give effect to the CRPS. The submitter also notes that the need to protect highly productive soils should also be considered when assessing any new development areas.	Support.	CIAL agrees that UFD-P2 should refer to Map A in the CRPS. In particular, CIAL notes that Map A delineates the 50dB Ldn Air Noise Contour as the area where noise sensitive activities are to be avoided. CIAL considers that areas deemed highly productive are inappropriate for urban rezoning and development. The NPS-HPL contains strong direction to avoid urban growth on highly productive land.	Accept.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
Christchurch City Council (360.9)	UFD-P2	The submitter opposes UFD-P2 as it potentially allows for new residential development outside of identified Development Areas, which could be contrary to the FDS and CRPS as well as proposed SD-O2. The submitter seeks that Council reconsider provisions that would enable development outside of the current future growth areas.	Support.	CIAL considers that new residential development ought to take place within growth areas identified on Map A of the CRPS. In particular, CIAL notes that Map A delimitates the 50dB Ldn Air Noise Contour as the area where noise sensitive activities are to be avoided.	Accept.
Kāinga Ora (325.13)	UFD-P6	The submitter seeks amendment to UFD-P6 so that any release of new urban land should align with the Future Development Strategy or Council's growth strategy.	Oppose in part.	CIAL considers that new residential development ought to take place within growth areas identified on Map A of the CRPS, not just the Future Development Strategy and Council's growth strategy.	Reject in part.
Suburban Estates Limited (208.3)	UFD-P6	The submitter seeks that UFD-P6 be amended to read:	Oppose in part.	CIAL considers that new residential development ought to take place within	Reject in part.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
		<i>UFD-P6 Mechanism to release Residential Development Areas</i> <u><i>The development of land within identified new development areas of Kaiapoi, North East Rangiora and South East Rangiora occurs in an efficient and timely manner to enable residential activity to meet short to medium term feasible development capacity.</i></u>		growth areas identified on Map A of the CRPS. CIAL considers that residential development must only be enabled where reverse sensitivity effects on Christchurch International Airport and other important infrastructure are avoided and where in terms of amenity residents are not exposed to noise levels of 50 Ldn or greater.	
Canterbury Regional Council (316.15)	UFD-P10	The submitter seeks to amend UFD-P10 or add a new policy to address the CRPS direction that urban development outside of identified areas should be avoided where highly productive soils are present.	Support.	CIAL agrees that the UFD chapter ought to address the loss of productive soils, specifically that urban development outside of identified areas should be avoided where highly productive soils are present. CIAL notes further that the NPS-HPL is now in force and contains strong	Accept.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
				direction to avoid urban growth on highly productive land.	
Kāinga Ora (325.156)	UFD-P10	The submitter seeks to amend UFD-P10 to replace the word "avoid" with "minimise". The submitter considers that "avoid" will mean no new residential activity could be located close to infrastructure.	Oppose.	The CRPS contains strong policy direction to avoid noise sensitive activities within the 50dB Air Noise Contour. The Proposed Plan must "avoid" residential activity, which is noise sensitive, in order to give effect to the CRPS.	Reject.
Sarbaz Estates Limited (133.5)	New UFD Policy	The submitter seeks to insert a new UFD Policy as follows: <u>UFD-P11 Enablement of residential Infill housing within the General Residential Management Zone and Medium Density Residential Zone providing urban design outcomes of the Plan are meet.</u>	Oppose in part.	CIAL considers that residential infill housing must only be enabled where reverse sensitivity effects on Christchurch International Airport and other important infrastructure are avoided and where in terms of amenity residents are not exposed to noise levels of 50 Ldn or greater.	Reject in part.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
Kāinga Ora (325.156)	SUB	The submitter seeks a new policy as follows: <u>Subdivision in the Residential Zones in Accordance with an Approved Land Use Consent or Building Consent</u> <i>Provide for subdivision around existing or approved residential development where it enables creation of sites for uses that are in accordance with an approved land use resource consent or building consent</i>	Oppose in part.	Add to the policy the words "and where the land does not fall within the 50 Ldn contour for Christchurch Airport".	Reject in part.
Kāinga Ora (325.172)	SUB	The submitter seeks a new rule as follows: <u>Subdivision in the Residential Zones in Accordance with an Approved Land Use Consent or Building Consent</u> <u>Activity status: CON</u> <u>Where:</u> 1. <i>Any subdivision relating to an approved land use consent or building consent must comply with that resource consent or building consent.</i>	Oppose in part.	Subdivision within the 50Ldn contour ought to be a non-complying activity.	Reject in part.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
		<u>Matters of control/discretion are restricted to: SUB-MCD6</u> <u>Notification:</u> <u>An application for a controlled activity under this rule is precluded from being publicly or limited notified.</u>			
Royal Forest and Bird Protection Society of New Zealand Incorporated (192.82)	SUB	The submitter considers that the area of the Rural Lifestyle Zone needs to be reduced, or the minimum lot size needs to increase to address the ongoing loss of highly productive land and climate change issues.	Oppose in part.	The minimum lot size within areas which will be subject to levels of airport noise of 50Ldn or greater ought not be reduced.	Reject in part
Eliot Sinclair (233.1)	SUB	The submitter seeks that the Proposed Plan contain a controlled activity status for creation of new unit titles, updated and conversions to cross leases, and updated and conversions to unit titles.	Neutral.	CIAL is neutral, provided this activity is classified as a residential activity such that the relevant rules applicable to residential activities and noise sensitive activities also applies.	Neutral.
Kāinga Ora (325.148)	NOISE	The submitter seeks to remove the Aircraft Noise provisions in full, including any mapped noise overlays and contour maps. The submitter seeks that the relevant Airport designation(s) is	Oppose.	The CRPS contains strong policy direction to avoid noise sensitive activities within the 50dB Air Noise	Reject.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
		included in the PDP along with any proposed noise contour overlay and provisions, otherwise the relevant provisions should be deleted.		Contour. The Proposed Plan must contain an overlay for the 50dB Ldn Air Noise Contour (which, at present, must consist of the operative and draft remodelled updated 50dB Ldn contours) with provisions relating to avoiding noise sensitive activities in order to give effect to the CRPS.	
MainPower (249.47)	EI	The submitter opposes how the Energy and Infrastructure Chapter links to other district plan provisions and considers that the Proposed Plan needs to contain appropriate hyperlinks. The submitter seeks that additional text is added to the "How this chapter works" section of the EI chapter.	Support.	The Proposed Plan needs it's sections to be appropriately linked.	Accept.
Fire and Emergency New Zealand (303.74)	TEMP	The submitter seeks a new provision to enable temporary emergency management training activities.	Neutral.	CIAL is neutral to this relief provided it does not enable noise sensitive activities (such as long periods of overnight stays) in areas subject to	Neutral.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
				airport noise of 50dB Ldn or greater.	
New Zealand Defence Force (166.22 / 166.23)	TEMP	The submitter seeks a new objective and policy for temporary military training activities where adverse effects on amenity values are avoided, remedied or mitigated.	Neutral.	CIAL is neutral to this relief provided it does not enable noise sensitive activities (such as long periods of overnight stays) in areas subject to airport noise of 50dB Ldn or greater.	Neutral.
MainPower (249.114 / 249.115)	All Zones	The submitter seeks to insert a new objective and policy into all zones (e.g. General Residential Zone) to protect critical, strategic and regionally significant infrastructure. <u>Objective:</u> <u>The operation and security of critical infrastructure, strategic infrastructure and regionally significant infrastructure is not compromised by other activities.</u> <u>Policy – Separation of incompatible activities</u> <u>Protect critical infrastructure, strategic infrastructure and regionally significant infrastructure by avoiding adverse effects,</u>	Neutral.	CIAL is neutral to this relief provided Christchurch International Airport is recognised as critical, strategic and regionally significant infrastructure that must also be protected.	Neutral.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
		<u>including reverse sensitivity effects, from incompatible activities by avoiding buildings, structures and any sensitive activities that may compromise the operation of Electricity Distribution Lines within an identified buffer corridor.</u>			
Ministry of Education (277.38)	RESZ	The submitter seeks a new objective in residential zones to enable education facilities.	Support in part.	Education facilities are "sensitive activities" in terms of exposure to airport noise. Education facilities ought not be enabled in areas subject to airport noise levels of 50 Ldn or greater.	Accept in part.
Horticulture New Zealand (295.121)	Rural Zones	The submitter seeks that the RURZ and GRUZ Introduction be amended to recognise the value and benefits associated with the use of Highly Productive Land, including to acknowledge that it must be protected from inappropriate subdivision, use and development.	Support.	CIAL agrees that the Rural Zones should be amended to recognise highly productive land. In particular, it considers that areas of land which are currently zoned rural and contain LUC 2 and 3 soils are inappropriate for urban rezoning. CIAL notes further that the NPS-HPL is now in	Accept.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
				force and contains strong direction to avoid urban growth on highly productive land.	
Horticulture New Zealand (295.131)	Rural Zones – new policy	The submitter seeks a new policy for farm workers / seasonal workers accommodation as follows: <u>Farm workers and seasonal workers accommodation</u> <u>Provide for farm workers and seasonal workers accommodation on a site of a rural production activity.</u>	Neutral.	CIAL is neutral, provided this activity is classified as a residential activity such that the relevant rules applicable to residential activities and noise sensitive activities also applies.	Accept in part.
Horticulture New Zealand (295.136)	Rural Zones – new rules	The submitter seeks to insert new rules for seasonal worker accommodation in rural zones and consequential amendment to R4 for minor residential units to increase the maximum GFA to 120m². New rules proposed as follows: <u>-RX Seasonal worker accommodation Activity status: PER Where:</u>	Oppose in part.	CIAL opposes these new rules to the extent that they may enable new noise sensitive activities to establish within the 50dB Ldn Air Noise Contour. This relief should only be applied to land outside of the Contour.	Accept in part.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
		<u>1. A maximum of 12 seasonal workers are accommodated on site at any one time.</u> <u>2. No additional formed accessways are to be created to any State Highway.</u> <u>3. The accommodation is used solely on a seasonal basis to meet labour requirements in the horticulture sector.</u> <u>4. The accommodation comprise of a combination of communal kitchen and eating areas and sleeping and ablution facilities.</u> <u>5. 1 parking space per 6 workers is provided on site</u> <u>6. The buildings comply with Code of Practice for Able Bodied Seasonal Workers, published by Dept of Building and Housing 2008.</u> <u>Activity status when compliance with GURZ-RX is not achieved: RDIS</u> <u>-RX Seasonal worker accommodation</u>			

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
		<u>Activity Status: RDIS</u> <u>Matters of discretion are restricted to:</u> <u>RURZ-MD1- Natural environmental values</u> <u>RURZ-MD3 - Character and amenity values of the activity</u> <u>RURZ-MDX Seasonal workers accommodation</u> <u>Activity Status when not achieved: N/A</u>			

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
Horticulture New Zealand (295.137)	Rural Zones – new MDIS	The submitter seeks a new matter of discretion for seasonal workers accommodation in rural zones as follows: <u>..RZ-MDX Seasonal workers accommodation</u> <u>1. Methods to avoid, remedy or mitigate the effects on existing activities, including the provision of screening, landscaping and methods for noise control.</u> <u>2. The extent to which the application complies with the Code of Practice for Able Bodied Seasonal Workers, published by Dept of Building and Housing 2008</u>	Oppose in part.	CIAL opposes these new rules to the extent that they may enable new noise sensitive activities to establish within the 50dB Ldn Air Noise Contour. This relief should only be applied to land outside of the Contour.	Accept in part.
Barbara Giles (18.1)	Rural Lifestyle Zone	The submitter considers that the Proposed Plan should allow subdivision below 4ha in the Rural Lifestyle Zone so that farm houses surplus to requirements can be freed up to the market.	Oppose in part.	CIAL opposes subdivision less than 4ha as it may enable new noise sensitive activities to establish within the 50dB Ldn Air Noise Contour.	Reject the submission in so far as it relates to land within the 50dB Ldn Air Noise Contour.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
Canterbury Regional Council (316.190)	Kaiapoi Development Area	The submitter considers that, given the range of issues to be addressed, a regular plan change process would better address the particular issues with the Kaiapoi Development Area. Reasons for this include that the Kaiapoi Development Area is partly located within the 50dB Ldn Airport Noise Contour and subject to a directive policy in the CRPS to avoid noise sensitive development. The submitter supports provision of a minimum net density of at least 15 households per hectare in new Residential Development Areas, or 12 households per hectare when there are constraints as expressed in the subdivision chapter.	Support in part.	CIAL agrees that there is a directive policy in the CRPS to avoid noise sensitive development within the 50dB Ldn Airport Noise Contour. At present CIAL considers that the Operative Contour and the two options for the Updated Contours (Annual Average and Outer Envelope) are relevant to the Proposed Plan process. CIAL is opposed to any new residential development within the 50dB Ldn Contour (operative or either of the updated remodelled contours).	Accept in part.
Ngaire Wilkinson (23.1)	DEV-MILL-APP1	The submitter considers that, within DEV-MILL-APP1, Density Area B should be amended to achieve a minimum lot size of 2500m ² and an average lot size of 4000m ² .	Oppose in part.	A portion of the proposed site is within the Outer Envelope Updated Contour. The minimum lot size must not be reduced in this area as it may	Reject the proposed rezoning in so far as it relates to land within

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
				enable an increase in noise sensitive activities.	the 50dB Ldn Air Noise Contour.
Malcolm Dartnell (240.5)	RESZ	The submitter suggests that more flexibility is required to encourage a range of section sizes and housing types. One option would be to provide for a low-density residential zone within the projected infrastructure areas of both Rangiora and Kaiapoi.	Neutral.	CIAL is neutral, provided the relevant rules applicable to residential activities and noise sensitive activities applies to any proposed low-density residential zone.	Neutral.
REZONING REQUESTS					
The submissions listed below seek urban rezoning of land that is within the Operative 50dB Ldn Air Noise Contour, and/or the draft updated remodelled Annual Average 50dB Ldn Air Noise Contour and/or the draft remodelled Outer Envelope 50dB Ldn Air Noise Contour as shown in CIAL's original submission at Appendix C. Noise sensitive activities, including urban rezoning, must be avoided within the 50dB Ldn Contour as shown on Map A of the CRPS (the <i>Operative Contour</i>). Although the remodelling process of the updated contours (the <i>Updated Contours</i>) is still underway and the degree of change in the Air Noise Contours, if any, is still not known, the Updated Contours are relevant updated information in the Proposed Plan process as they depict areas subject to noise levels of 50dB Ldn or greater where new residential rezoning is inappropriate. During this interim period, CIAL considers that the Operative Contour and the two options for the Updated Contours (Annual Average and Outer Envelope) as shown in Appendix A to this further submission (the <i>Proposed Plan Contours</i>) are all relevant to the Proposed Plan as all are options that a decision maker might adopt as the area where noise sensitive activities should be avoided because of levels of exposure to airport noise. In addition to the submissions listed below, CIAL oppose any other urban rezoning requests for land within the Proposed Plan Contours.					

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
Graham and Sue Brown (53.1)	Rezoning	The submitter seeks to rezone 215 Jacksons Road, Ohoka, from Rural Lifestyle to Large Lot Residential.	Oppose.	The proposed site is within the Annual Average and Outer Envelope Updated Contours.	Reject the proposed rezoning in so far as it relates to land within the options for Proposed Plan Contours as shown in CIAL's submission.
W J Winter And Sons Ltd (257.2)	Rezoning	The submitter seeks to rezone 144 and 170 Main North Road, Kaiapoi, from Rural Lifestyle to Medium Density Residential.	Oppose.	The proposed site is within the Outer Envelope Updated Contour and the Operative Contour.	Reject the proposed rezoning in so far as it relates to land within the options for Proposed Plan Contours as shown in CIAL's submission.
Marie Bax (305.1)	Rezoning	The submitter seeks to rezone 128 Baynons Road from General Rural to Rural Lifestyle.	Oppose.	The proposed site is within the Annual Average and Outer Envelope	Reject the proposed rezoning in so

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
				Updated Contours and the Operative Contour.	far as it relates to land within the options for Proposed Plan Contours as shown in CIAL's submission.
Waimakariri District Council (367.2)	Rezoning	The submitter seeks to rezone 91 Giles Road from Rural Lifestyle to General Residential.	Oppose.	The proposed site is within the Annual Average and Outer Envelope Updated Contours and the Operative Contour.	Reject the proposed rezoning in so far as it relates to land within the options for Proposed Plan Contours as shown in CIAL's submission.
Gregory David Murphy (13.1)	Rezoning	The submitter seeks to rezone 108 and 110 Williams Street, Kaiapoi, to residential.	Oppose.	The proposed site is within the Annual Average and Outer Envelope Updated Contours and the Operative Contour.	Reject the proposed rezoning in so far as it relates to land within

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
					the options for Proposed Plan Contours as shown in CIAL's submission.
Fusion Homes (121.1)	Rezoning	The submitter seeks to rezone 261 Giles Road from Rural Lifestyle to General Residential.	Oppose.	The proposed site is within the Annual Average and Outer Envelope Updated Contours and the Operative Contour.	Reject the proposed rezoning in so far as it relates to land within the options for Proposed Plan Contours as shown in CIAL's submission.
David Colin and Fergus Ansel Moore AND Momentum Land Limited (173.1)	Rezoning.	The submitter seeks to rezone 147, 177 Ferry Road and 310 Beach Road from Rural Lifestyle to Residential Medium Density.	Oppose.	The proposed site is within the Annual Average and Outer Envelope Updated Contours.	Reject the proposed rezoning in so far as it relates to land within the options for Proposed Plan Contours

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
					as shown in CIAL's submission.
David Cowley (244.1)	Rezoning.	The submitter seeks to rezone 405, 351 Bradleys Road and 547, 566 Mill Road from Rural Lifestyle to Large Lot Residential.	Oppose.	A portion of the proposed site is within the Outer Envelope Updated Contours.	Reject the proposed rezoning in so far as it relates to land within the options for Proposed Plan Contours as shown in CIAL's submission.
Suburban Estates and Landowners and Parties (208.1)	Rezoning	The submitter seeks to rezone a portion of land within the Kaiapoi Development Area from Rural Lifestyle to General Residential.	Oppose.	A portion of the proposed site is within the Outer Envelope Updated Contours.	Reject the proposed rezoning in so far as it relates to land within the options for Proposed Plan Contours as shown in

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
					CIAL's submission.
Kainga Maha Urbis Group (206)	Rezoning	The submitter seeks to rezone 71 Adderley Terrace, Kaiapoi from General Residential to Medium Density.	Oppose.	A portion of the proposed site is within the Outer Envelope Updated Contours.	Reject the proposed rezoning in so far as it relates to land within the options for Proposed Plan Contours as shown in CIAL's submission.
Mike Greer Homes NZ Limited (332.1)	Rezoning.	The submitter seeks to add a new development area over land in Kaiapoi to provide for Medium Density Residential zoning.	Oppose.	The proposed site is within the Outer Envelope Updated Contour and the Operative Contour.	Reject the proposed rezoning in so far as it relates to land within the options for Proposed Plan Contours as shown in CIAL's submission.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
Williams Waimak Limited (239.1)	Rezoning.	The submitter seeks to rezone 12 Williams Street, Kaiapoi from General Residential to Medium Density Residential.	Oppose.	The proposed site is within the Annual Average and Outer Envelope Updated Contours and the Operative Contour.	Reject the proposed rezoning in so far as it relates to land within the options for Proposed Plan Contours as shown in CIAL's submission.
Paul Lupi (268)	Rezoning.	The submitter seeks to rezone all of the Kaiapoi urban area, including 71 Adderley Terrace to Medium Density Residential.	Oppose.	The proposed site is within the Outer Envelope Updated Contour.	Reject the proposed rezoning in so far as it relates to land within the options for Proposed Plan Contours as shown in CIAL's submission.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
Waimakariri District Council (367.20)	Rezoning.	The submitter seeks to rezone 261 Giles Road from Rural Lifestyle to General Residential.	Oppose.	The proposed site is within the Annual Average and Outer Envelope Updated Contours and the Operative Contour.	Reject the proposed rezoning in so far as it relates to land within the options for Proposed Plan Contours as shown in CIAL's submission.
Michael and Jean Shulter (407.4)	Rezoning.	The submitter seeks to rezone 237 Johns Road to General Residential and Medium Density Residential.	Oppose.	The proposed site is within the Operative Contour.	Reject the proposed rezoning in so far as it relates to land within the options for Proposed Plan Contours as shown in CIAL's submission.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
Waimakariri District Council (367.1)	Rezoning.	The submitter seeks to amend the planning maps to correct unintentional zoning in Kaiapoi as Medium Density Residential Zone and show zoning as General Residential Zone.	Oppose.	Parts of Kaiapoi are within the Annual Average and Outer Envelope Updated Contours and the Operative Contour.	Reject the submission in so far as it enables residential development within the options for Proposed Plan Contours as shown in CIAL's submission.
Survus Consultants Ltd (250)	Rezoning.	The submitter seeks to rezone the Kaiapoi Development Area for urban development.	Oppose.	Parts of Kaiapoi are within the Annual Average and Outer Envelope Updated Contours and the Operative Contour.	Reject the submission in so far as it enables residential development within the options for Proposed Plan Contours as shown in CIAL's submission.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
Martin Pinkham (184)	Rezoning.	The submitter seeks to rezone all of the Kaiapoi Urban Area to Medium Residential.	Oppose.	Parts of Kaiapoi are within the Annual Average and Outer Envelope Updated Contours and the Operative Contour.	Reject the submission in so far as it enables residential development within the options for Proposed Plan Contours as shown in CIAL's submission.
David Colin and Fergus Moore AND Momentum Land Limited (173)	Rezoning.	The submitter seeks to rezone the Kaiapoi Outline Development Plan area to Medium Density Residential.	Oppose.	Parts of Kaiapoi are within the Annual Average and Outer Envelope Updated Contours and the Operative Contour.	Reject the submission in so far as it enables residential development within the options for Proposed Plan Contours as shown in CIAL's submission.

Submitter name and submission point	Provision	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
Sarbaz Estates Limited (133.1)	RESZ	The submitter seeks to amend the planning maps to merge the General Residential Zones of Rangiora and Kaiapoi into the Medium Density Residential Zone.	Oppose.	Parts of Kaiapoi are within the 50dB Ldn Air Noise Contour. Residential development, particularly at medium density, is inappropriate within the 50dB Ldn Air Noise Contour.	Reject the submission in so far as it relates to land within the options for the 50dB Ldn Air Noise Contour as shown in CIAL's submission.

Proposed Plan 50dB Ldn Air Noise Contour for Christchurch International Airport



 Annual Average

 Outer Envelope

 Operative

**SUBMISSION ON PUBLICLY NOTIFIED PROPOSAL FOR POLICY STATEMENT OR
PLAN, CHANGE OR VARIATION**

Clause 6 of Schedule 1, Resource Management Act 1991

To Waimakariri District Council

Name of submitter: Christchurch International Airport Limited (CIAL)

- 1 This is a submission on Variation 1: Housing Intensification (Medium Density Residential Standards) to the Waimakariri District Plan (the **Proposed Variation**).
- 2 CIAL could not gain an advantage in trade competition through this submission.
- 3 The specific provisions of the Proposed Variation that CIAL's submission relates to and the reasons for CIAL's submission are set out in **Appendix A** and **Appendix B** below.
- 4 CIAL's submission relates to the whole variation. The general and specific reasons for CIAL's relief sought in **Appendix B** are set out in **Appendix A**.
- 5 CIAL seeks the following decision from the local authority:
 - 5.1 Grant the relief as set out in **Appendix A and B**;
 - 5.2 Grant any other similar relief that would deal with CIAL's concerns set out in this submission.
- 6 CIAL wishes to be heard in support of the submission.
- 7 If others make a similar submission, CIAL will consider presenting a joint case with them at a hearing.

Signed for and on behalf of Christchurch International Airport Limited by its solicitors and authorised agents Chapman Tripp



Jo Appleyard
Partner
9 September 2022

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APPENDIX A

OVERVIEW

- 1 CIAL welcomes the opportunity to submit on Waimakariri District Council's Variation 1: Housing Intensification (the *Proposed Variation*).
- 2 Christchurch International Airport (the *Airport / CIA*) is the largest airport in the South Island and the second-largest in the country.
- 3 The Airport connects Canterbury and the wider South Island to destinations in New Zealand, Australia, Asia and the Pacific, and accordingly has district, regional and national economic and social significance that should not be compromised by incompatible urban growth and intensification. The Airport is a key strategic infrastructure asset, as recognised in the Canterbury Regional Policy Statement (*CRPS*) and its continued safe and efficient operation must be appropriately recognised and provided for in the Waimakariri District Plan and Proposed Variation.
- 4 While the actual Airport infrastructure is not physically located in the Waimakariri District, land use activities in the district affect, and may be affected by, Airport operations, particularly noise. Avoiding new noise-sensitive land uses within the 50 dBA Ldn Air Noise Contour is a key concern for CIAL.
- 5 In summary:
 - 5.1 CIAL supports recognition of the 'Qualifying Matter Airport Noise', being the 50dBA Ldn Air Noise Contour, and seeks that it be retained in the Variation to limit inappropriate development within areas exposed to 50dBA Ldn or greater;
 - 5.2 However the spatial extent of the 'Qualifying Matter Airport Noise' requires definition and potential amendment to cover all areas potentially subject to levels of noise of 50dBA Ldn or greater based on the most recent technical information. The spatial extent of the 'Qualifying Matter Airport Noise' may potentially be larger than the area contained in the Proposed Variation, as shown by the various options for setting the location of the 50dBA Ldn Contour in **Appendix B(i)** to this submission;
 - 5.3 CIAL seeks that, within the 'Qualifying Matter Airport Noise' (however that spatial extent is defined), area residential density standards are limited to those provided for in the Operative Waimakariri District Plan.

About Christchurch International Airport

- 6 The activities at Christchurch International Airport make a significant contribution to the social and economic wellbeing of the communities and economies of Christchurch, Canterbury, the South Island and New Zealand.
- 7 Just under 7 million travelling passengers per year with a total of 109,307 aircraft movements and their associated 'meeters and greeters' pass through the Airport.¹

¹ Total in 2019 calendar year.

Combined Airport activities see between 25,000 and 30,000 people visiting the Airport every day. The Airport is home to several international Antarctic science programmes and their associated facilities. The Airport is also the primary air freight hub for the South Island, playing a strategic role in New Zealand's international trade as well as the movement of goods domestically. On that basis, the Airport is a significant physical and economic resource in national, regional and local terms.

- 8 CIAL's core business is to be an efficient airport operator, providing appropriate facilities for airport users, for the benefit of both commercial and non-commercial aviation users and to pursue commercial opportunities from wider complementary products, services and business solutions.
- 9 The Airport has a competitive point of difference over other airports in New Zealand, Australia and many other parts of the world. It operates uncurfewed and unrestricted as to the types of aircraft using it. This provides unique benefits to the Airport, and in turn the region, as the Airport can accommodate late arriving overseas flights and the US Antarctic Program, as well as associated fleet maintenance activities. The ability of the Airport to continue to operate 24 hours a day, 365 days of the year without restriction is integral to the future economic and social well-being of people in the three local authority districts in the region, the South Island and nationally.
- 10 The COVID-19 pandemic has significantly impacted the aviation sector, creating unprecedented disruption. Through the Government's International Air Freight Capacity (IAFC) scheme, funding has been provided to airlines for dedicated freight flights to ensure New Zealand's high value export products reach international markets. CIA has played a critical role in the IAFC scheme and in New Zealand's ability to respond to and recover from the economic impacts of COVID-19, enabling freight services which keep the South Island's economy connected to the rest of the world and providing some economic stability during a recession.
- 11 The IAFC Scheme continues to grow as demand requires. Further, the tourism industry expects that New Zealand will be in high demand as a destination through the COVID-19 recovery phase.

CIAL submission on Proposed Waimakariri District Plan

- 12 CIAL is an active submitter to the Proposed Waimakariri District Plan (*Proposed Plan*). In its submission, CIAL broadly sought:
 - 12.1 that objectives and policies highlighting the significance of strategic infrastructure (specifically identifying the Airport) and providing for its protection from incompatible land uses / reverse sensitivity effects are set in the Strategic Directions chapter of the Proposed Plan;
 - 12.2 that the Proposed Plan contain rules imposing land use constraints and addressing reverse sensitivity issues relating to noise sensitive activities within the 50dBA Ldn Air Noise Contour and that these are located in appropriate chapters in the Proposed Plan; and
 - 12.3 that those rules apply to areas within the updated (and potentially larger) 50dBA Ldn Air Noise Contour, as well as the existing 50dBA Air Noise Contour

as shown in the Operative Waimakariri District Plan and Canterbury Regional Statement.

- 13 For the Proposed Variation, as outlined in detail at **Appendix B**, CIAL similarly seek that the Strategic Directions recognise and enable important infrastructure (specifically Airport infrastructure) and require avoidance of adverse effects. It also seeks rules that impose constraints on residential density within areas which will be exposed to noise of 50dBA Ldn or greater in order to address reverse sensitivity issues.
- 14 CIAL's submission on the Proposed Plan is included as **Appendix C**; which must be read alongside this submission on the Proposed Variation.

RESOURCE MANAGEMENT (ENABLING HOUSING SUPPLY AND OTHER MATTERS) AMENDMENT ACT 2021

National Policy Statement on Urban Development

- 15 The National Policy Statement on Urban Development (NPS UD) directs that local authority decisions on urban development are to be integrated with infrastructure planning decisions,² and that planning decisions contribute to well-functioning urban environments.³
- 16 A well-functioning urban environment is one in which:
 - 16.1 infrastructure - particularly nationally significant infrastructure such as the Airport – is not adversely affected by incompatible activities; and
 - 16.2 urban growth is planned with infrastructure provisions in mind, recognising that the two run hand-in-hand.
- 17 While NPS UD Policy 3 directs councils to increase density and realise as much development capacity as possible in urban environments, Policy 4 allows district plans applying to tier 1 urban environments to modify the relevant building height or density requirements to the extent necessary to accommodate a qualifying matter.
- 18 Qualifying matters include, relevantly:

any matter required for the purpose of ensuring the safe or efficient operation of nationally significant infrastructure

- 19 Christchurch International Airport is nationally significant infrastructure.

The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021

- 20 The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (*Enabling Housing Act*) was introduced to speed up

² Objective 6.

³ Policy 1.

implementation of the NPS UD, whereby Councils were required to incorporate Medium Density Residential Standards (*MDRS*) into every relevant residential zone by 20 August 2022 provided that the MDRS should be less enabling of development where a qualifying matter applies.⁴

- 21 Consistent with the NPS UD definition above, this includes a matter required to ensure the safe or efficient operation of the Airport as nationally significant infrastructure.⁵
- 22 Where a qualifying matter is already provided for in an operative district plan, it is defined as an "existing qualifying matter".⁶ The Operative Waimakariri District Plan (*Operative Plan*) currently contains the 50dBA Air Noise Contour which covers residential areas in Waimakariri, and is recognised in district wide matters of the Operative Plan and recorded on the relevant planning maps. This includes policies to avoid land use which may affect the efficient use and development of the Airport.⁷
- 23 Accordingly, as identified by Waimakariri District Council (*WDC / Council*), the 50 dBA Air Noise Contour in the Operative Plan is an "existing qualifying matter" for the purposes of the Proposed Variation.

EXISTING QUALIFYING MATTERS

- 24 The Enabling Housing Act provides a specific process for considering existing qualifying matters.⁸ It is vital that the 'Qualifying Matter Airport Noise' (*Airport QM*) is appropriately represented and provided for in the Proposed Variation to safeguard Airport operations and protect the community from adverse amenity effects. The relevant statutory tests are as follows.

Section 77K(1)(a) – Identify by location where an existing qualifying matter applies

- 25 There is a significant body of existing case law and policy that confirms that the Airport QM applies to those areas of land which will be subjected to future noise levels of 50dBA Ldn or greater.
- 26 Council has identified the Airport QM on the planning maps as the Operative 50dBA Ldn Air Noise Contour.
- 27 CIAL supports recognition that 50dBA Ldn is the appropriate place to set land use constraints. However the spatial extent of the Airport QM as notified does not

⁴ Resource Management Act 1991 (*RMA*) 77G(1), s 80F(1)(a).

⁵ Resource Management Act 1991, s 77I(e): inserted by Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021, s9.

⁶ RMA s 77K(3).

⁷ Waimakariri District Plan Policies 11.1.1.8, 12.1.1.12 and 14.3.1.1. For example, Policy 12.1.1.12 states: "Avoid the noise effect from aircraft and avoid or mitigate the noise effect from road traffic in the receiving environment." The Explanation provides: "'Mitigation of the noise effect in the receiving environment involves consideration of the appropriateness of residential development in some areas, and the extent to which building design can reduce the noise, e.g. insulation, setbacks.'"

⁸ RMA s 77K(1)

necessarily accurately reflect where residents will experience levels of noise of 50dBA Ldn or greater.

27.1 First, the Airport QM applies to all residentially zoned land in Waimakariri, including Kaiapoi.

27.2 Second, there is currently a process underway to remodel the 50 dBA Air Noise Contour and that process has not finally confirmed what the Updated Noise Contours will look like for Canterbury. However, the remodelling work undertaken thus far is highly relevant to the Proposed Variation. It represents relevant information which Council must take into account.

28 Accordingly, the Airport QM and associated rule framework must apply to all residentially zoned land within the Operative and Updated 50dBA Ldn Remodelled Contours until the remodelling process is complete.

29 The potential range of options for the spatial extent of the Airport QM, taking into account the outcomes of the remodelling process underway, are set out in **Appendix B(i)**.

Canterbury Regional Policy Statement and the Kaiapoi exception

30 The efficient use and development of the Airport as a significant physical regional infrastructure resource is provided for in the Canterbury Regional Policy Statement (CRPS), in both Chapter 5 (Land use and Infrastructure) and Chapter 6 (Recovery and Rebuilding of Greater Christchurch).

31 Policy 6.3.5 in the CRPS provides for:

31.1 the continued safe, efficient and effective use of regionally significant infrastructure;⁹

31.2 the provision for efficient and effectively functioning infrastructure;¹⁰ and

31.3 seek to ensure that land use activities¹¹ and new development¹² are managed including avoiding activities that have the potential to limit the efficient and effective, 'provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs'.

32 The 'Principal reasons and explanation' for Policy 6.3.5 states: "*Strategic infrastructure represents an important regional and sometimes national asset that should not be compromised by urban growth and intensification... The operation of strategic infrastructure can affect the liveability of residential developments in their vicinity, despite the application of practicable mitigation measures to address effects... It is better to instead select development options where such reverse sensitivity constraints do not exist.*"

⁹ CRPS. Objective 5.2.1(2)(g). Definitions: Regionally Significant Infrastructure includes Christchurch International Airport.

¹⁰ CRPS. Policy 6.3.5(3).

¹¹ CRPS. Policy 6.3.5(5).

¹² CRPS. Policy 6.3.5(4).

- 33 Objective 5.2.1(f) requires that 'development is located so that it functions in a way that ... is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure'. Policy 6.3.9(5) requires that the location and design of rural residential development shall avoid noise sensitive activities occurring within the 50 dBA Ldn Air Noise Contour.

The Kaiapoi exception

- 34 The only relevant limited exception is where "...the activity is within an ... residential greenfield area identified for Kaiapoi, ...".¹³

- 35 The CRPS goes onto explain:¹⁴

"Within Kaiapoi land within the 50dBA Ldn airport noise contour has been provided to offset the displacement of residences as a result of the 2010/2011 earthquakes. This exception is unique to Kaiapoi and also allows for a contiguous and consolidated development of Kaiapoi."

- 36 The provision for residential development at Kaiapoi is a limited carve out to the CRPS policy. Firstly, it only applies to some land which was greenfields at the time the policy was introduced. It does not apply to existing residential zones to allow further intensification. Moreover the exception was explicitly introduced only for the creation of some new residential areas offsetting displaced residences as a result of the Canterbury earthquake sequence. These areas were identified by changes to the Operative Plan after the policy was introduced and which have been carried through into the Proposed Plan.

- 37 By way of example, in 2011 the Canterbury Earthquake Recovery Minister was granted powers under Section 27(1)(a) of the Canterbury Earthquake Recovery Act 2011 to amend RMA documents within Greater Christchurch by public notice. On 1 November 2011, the Minister exercised his powers to amend the Waimakariri District Plan to give effect to the Air Noise Contour around CIA and the CRPS exemption for Kaiapoi, and to zone residential land in the north east of Kaiapoi to be developed by Sovereign Palms. With respect to the Kaiapoi exception, the Notice states:¹⁵

"As a result of the Chapter 22 of the Canterbury Regional Policy Statement, Waimakariri District Council is required to give effect to the 50dBA Ldn noise contour for Christchurch International Airport and the exemption provided for Kaiapoi. This policy requires that noise sensitive activities be avoided while the explanations confirm, for defined areas of Kaiapoi, these restrictions do not apply for residential development. This exemption was specifically provided for due to the displacement of existing residences under the noise contour by the "residential red zone" classification resulting from the Canterbury earthquakes...."

- 38 The CRPS exception was for "defined areas" of Kaiapoi does not extend beyond residential land which has already "been provided" for by way of rezoning in the Operative Plan. This is stated plainly in the CRPS and is a matter of logic; aircraft noise effects within 50dBA Ldn are not experienced differently at Kaiapoi compared to elsewhere in the region.

¹³ CRPS. Policy 6.3.5(4).

¹⁴ Canterbury Regional Policy Statement; Policy 6.3.5 *Principal reasons and explanation*.

¹⁵ Public Notice: Kaiapoi Noise Contour and Sovereign Palms, published Tuesday 1 November 2011 in The Press.

- 39 This interpretation, that the wording of the CRPS is limited and clearly directed at the recovery of Kaiapoi, has been considered and confirmed by the Court of Appeal in *Canterbury Regional Council v Independent Fisheries*.¹⁶ The Canterbury Earthquake Recovery Authority advised the Minister for Earthquake Recovery that:¹⁷

"...Our assessment is that exempting either the north-eastern Kaiapoi or all of the Kaiapoi township can be justified on the basis of displacement of residential properties from the Red Zone. However, the larger the area exempted the greater the risk that the air noise contour will be undermined and others will also seek to be exempted from the restriction of noise sensitive activities under the contour".

- 40 The Court of Appeal then observed:¹⁸

"... the exception to the restrictions imposed by the noise level contour for residential development in Kaiapoi was clearly designed to assist the recovery of Kaiapoi...".

- 41 The CRPS exception for Kaiapoi is reflected in the Operative Plan. Policy 12.1.1.12 (concerning Health, Safety and Wellbeing) directs avoidance of noise effects from aircraft in the receiving environment. The Explanation states:

"For Christchurch International Airport the 50 dBA Ldn aircraft noise contour shows noise level boundaries encroaching onto land to the south west and north east of Kaiapoi (District Plan Map 138). Within Kaiapoi, as defined in Chapter 6 of the Canterbury Regional Council Regional Policy Statement, consideration is given to balancing the provision of areas for future growth in Kaiapoi and for rehousing people displaced as the result of earthquakes against the 50dBA Ldn aircraft noise contour constraint on subdivision and dwellinghouse development on areas below four hectares.

For these defined areas of Kaiapoi, under the 50 dBA Ldn aircraft noise contour, consideration is made for the provision of residential development, having regard for the form and function of Kaiapoi and to offset the displacement of households within the Kaiapoi Residential Red Zone which were already within the 50 dBA Ldn contour and which were displaced as a consequence of the 2010/2011 Canterbury earthquakes. It also provides, as part of greenfields residential development, for Kaiapoi's long term projected growth. Such development provides for the contiguous and consolidated urban development of Kaiapoi. In recognition of the potential adverse effects of aircraft noise over Kaiapoi in the future, information relating to the 50 dBA Ldn aircraft noise contour and the potential for increased aircraft noise will be placed on all Land Information Memoranda for properties within the 50 dBA Ldn aircraft noise contour for Christchurch International Airport."

- 42 The Operative Plan residential zones (and associated densities) reflect the full extent of the Kaiapoi exception provided for in the CRPS, and clearly applies only to a narrowly defined area of the then greenfield land and for the very limited purpose of offsetting displacement as a result of the Canterbury Earthquake sequence. The outer bounds of this exception are already provided for in the residential zonings (and associated densities) in the Operative Plan.

¹⁶ [2012] NZCA 601, [2013] NZLR 57

¹⁷ At [96].

¹⁸ At [99]

- 43 CIAL is not seeking to wind the clock back on residential development which was enabled in Kaiapoi to assist Christchurch recovery from the 2010/2011 earthquakes, and CIAL is not opposed to the continuation of pre-earthquake residential activity at densities currently provided for in the Operative Plan.
- 44 However, that exception applies to a narrowly defined area of land and for a very limited purpose of offsetting displacement as a result of the earthquakes. That limited exception does not allow for new and further intensification within the 50dBA Ldn Contour where occupants would be exposed to inappropriate levels of noise of 50dBA Ldn or greater. CIAL emphasises:
- 44.1 The 50dBA Ldn Air Noise Contour, wherever it is set on the planning maps (see paragraph 29 above) does not represent the noise which currently occurs. It is a planning tool which reflects the future anticipated noise environment from aircraft departing and arriving at the Airport.
- 44.2 CIAL's acoustic experts have advised that there is no strong correlation between complaints data and noise actually experienced by a community.¹⁹ It is not appropriate to rely on complaints data (or the lack of) when setting land use controls under the 50dBA Ldn Air Noise Contour.
- 45 Furthermore, the loss of land from the earthquakes has already been offset by residential subdivision and development at Kaiapoi, with housing stock now at levels which exceed pre-earthquake numbers.²⁰
- 46 The Kaiapoi exception plainly cannot be relied upon in the context of the Enabling Act. Consistent with the Independent Panel's direction and the Court of Appeal's analysis in *Canterbury Regional Council v Independent Fisheries*, WDC must revert to Policy 6.3.5 and evaluate whether the Proposed Variation should avoid or restrict further noise sensitive activities to achieve appropriate amenity outcomes for residents (as there is no evidence to suggest that residents living in different areas subject to 50dB Ldn experience noise effects differently) and to protect Christchurch Airport from reverse sensitivity effects.

Remodelling process

- 47 Policy 6.3.11(3) in the CRPS requires certain processes with respect to remodelling the Air Noise Contours (*Updated 50dBA Ldn Contour*). CIAL has completed the modelling work required as the first stage in this process and has provided Updated Contours to Environment Canterbury (*ECan*) for peer review by an independent expert panel (the *Independent Panel*).
- 48 As the Updated Contours are not yet confirmed, the 50dBA Ldn Air Noise Contour (*Operative 50 dBA Ldn Contour*) remain as shown on Map A in the CRPS. However, the Updated Contours supplied to ECan and being considered by the Independent Panel represent the most up to date information about where aircraft noise effects are expected to be felt in the District. It is important that the Proposed Variation and

¹⁹ Marshall Day Acoustics

²⁰ For example, there were approximately 700 land parcels in the Kaiapoi residential red zone. In May 2022, there were just over 800 land parcels in the post-earthquake Silverstream residential subdivision alone.

the Proposed Plan are prepared with this parallel contour remodelling process in mind.

- 49 Council have already received the Updated 50dBA Ldn Contours which have been provided to ECan, attached for reference to CIAL's submission on the Proposed Plan at **Appendix C**. There are two modelling approaches which have been provided to the Independent Panel for review – an updated contour which models the annual average noise levels and an updated contour which models an outer envelope of the average busiest 3 month period on each runway (this more closely mirrors the way in which the current noise contours in the CRPS were modelled). The remodelling process and consideration of the regional planning framework will determine which of these two overarching modelling approaches is most appropriate for Canterbury (airports across the country differ in their approach – some use an annual average and others use a busiest 3 months scenario). For transparency, CIAL has provided both contours in **Appendix B(i)**.
- 50 The most notable change between the Updated 50dBA Ldn Contour and the Operative dBA Ldn Contour shown on Map A CRPS is the shape. This is due to changes in aircraft flight paths – particularly departures. In the last decade there has been a once in a generation global shift change in aviation navigation, referred to as Performance Based Navigation (*PBN*). These advances change aircraft arrival and departure paths. The PBN procedures result in improved safety, reduced carbon emissions, and direct flight paths for departures away from existing urban areas. The result of the introduction of PBN procedures is that both versions of the Updated 50dBA Ldn Contour extend further west than the current Operative 50dBA Ldn Contour in Map A. The annual average 50dBA Ldn Contour is smaller over residential areas of Kaiapoi than the Operative 50dBA Ldn Contour in Map A.
- 51 The Proposed Variation gives effect to the Operative 50dB Ldn Air Noise Contour as shown on Map A CRPS. That is entirely appropriate. WDC must give effect to the higher order planning framework.
- 52 However, there is a substantial body of relevant information prepared by independent experts through the remodelling process that exists at present and indicates that the areas where people experience levels of noise of 50dBA Ldn or greater will change. Council must also take the Updated 50dBA Ldn Contour into account for the purposes of the Proposed Variation and in particular in deciding the area covered by the Airport QM. It would be inappropriate to allow residential development to intensify on land which may fall within the Updated 50dBA Ldn Contour (either based on the annual average or outer envelope contour).
- 53 Accordingly, the Airport QM consists of the Operative 50dBA Ldn Contour and the two options for the Updated 50dBA Ldn Contour (annual average and outer envelope as shown in **Appendix B(i)**). This approach of preserving options for the location of the 50dBA Ldn contour is an interim approach which is necessary to avoid enabling potentially inappropriate development prior to the Independent Panel's recommendation. The alternative effectively allows the horse to bolt – rendering the application of the Airport QM ineffective and potentially compromising community amenity and Airport operations.

Section 77K(1)(b) – Specify the alternative density standards

Residential density within the Air Noise Contours

54 Residential density is the key tool used in avoiding reverse sensitivity effects on the Airport and to address adverse amenity effects for communities living in areas exposed to aircraft noise.

55 The 'Principal reasons and explanation' for Policy 6.3.5 of the CRPS states:
"Strategic infrastructure represents an important regional and sometimes national asset that should not be compromised by urban growth and intensification... The operation of strategic infrastructure can affect the liveability of residential developments in their vicinity, despite the application of practicable mitigation measures to address effects... It is better to instead select development options where such reverse sensitivity constraints do not exist."

56 In Christchurch District, the Independent Hearings Panel was required to interpret these CRPS policies and determined that, although there is no absolute direction in the CRPS to avoid any further noise sensitive activities in existing residentially zoned land within the operative Air Noise Contour, there is still a need to evaluate whether we should avoid or restrict such activities so as to give proper effect to Policy 6.3.5 and related CRPS objectives and policies.²¹ The Panel recognised the need for an ongoing capacity to assess relevant reverse sensitivity and noise mitigation matters for residential intensification above a certain scale.²²

57 While the Panel's decision was decided in the context of Christchurch District, the principles underlying their findings apply equally to all residential land within the 50dBA Ldn Air Noise Contour (i.e. including land in Waimakariri and Selwyn). The need to evaluate whether noise sensitive activities should be avoided or restricted, so as to give proper effect to the CRPS, is equally applicable across Greater Christchurch. The decision reinforces the position that density (amongst other things) was, and is, a key matter to address.

Operative and Proposed Waimakariri District Plan

58 The Operative Plan contains a suite of provisions which aim to strike a balance between facilitating development and protecting the operations of Christchurch Airport as nationally significant infrastructure.

59 The Proposed Plan similarly aims to balance residential activities and the protection of Christchurch Airport as significant infrastructure. However, density standards in the Proposed Plan are an inappropriate increase in density within the area covered by the 50dBA Ldn Contour. CIAL opposed these increased standards in its submission (see **Appendix C**), seeking that the Operative Plan density standards be carried over.

CIAL relief on density standards in the Proposed Variation

60 The Proposed Variation applies density standards as notified in the Proposed Plan to land within the Airport QM area. Consistent with its submission to the Proposed Plan,

²¹ Decision 10 Residential (Part), Independent Hearings Panel, 10 December 2015, at [195].

²² Ibid, at [235].

CIAL considers density standards currently provided for in the Operative Plan are most appropriate:

- 60.1 Within the existing Kaiapoi residential area, density should be retained at one unit per 300m² or 600m² according to areas identified on the planning maps;
- 60.2 For all other residential land, density should be retained at one unit per 600m².
- 61 The Operative Plan densities are the most effective to ensure appropriate amenity outcomes for residents within the 50dBA Ldn Air Noise Contour and to ensure the effective and efficient operation of the Airport. This will enable a level of development on sites which have historically been zoned for residential land use, but will ensure that residential density is not increased in these locations.
- 62 The planning maps ought to show the two proposed density areas beneath the Airport QM to assist plan users. This is illustrated on the map attached as **Appendix B(i)** and should apply within the Operative 50dBA Ldn Contour and both options for the Updated 50dBA Ldn Contours (annual average and outer envelope).
- 63 Given the importance of the Airport QM, CIAL also consider that the appropriate densities should be specified upfront in the Strategic Directions Chapter. It is also appropriate to include a new policy in the residential chapter to emphasise the importance of protecting infrastructure (such as the Airport) from reverse sensitivity effects caused by incompatible land use. It is essential that there is clear policy guidance for plan users and to support the rules. **Appendix B** outlines CIAL's requested relief in detail.

Section 77K(1)(c) – Identify why a qualifying matter applies to the areas identified under (a)

- 64 The use of "noise boundaries" is prescribed by New Zealand Standard NZS 6805:1992 "Airport Noise Management and Land Use Planning" (*the Standard*) and this concept is implemented across the country.
- 65 The 50dBA Ldn Air Noise Contour is the outer control boundary (*OCB*) used for Greater Christchurch and reflects the point at which land use controls are necessary to manage the establishment of noise sensitive activities in proximity to the Airport. This is required in order to:
 - 65.1 ensure people are protected from establishing sensitive land uses in areas that are exposed to higher levels of aircraft noise which might disturb them or adversely affect their amenity and quality of life; and
 - 65.2 protect the Airport from reverse sensitivity effects, enabling Airport operations to continue to support and benefit the South Island and Canterbury communities.
- 66 The Courts to date have repeatedly confirmed the importance of ensuring that the 50dBA Ldn Air Noise Contour is properly included in the planning framework to support good planning decisions in limiting density and to continue to protect the safe and efficient operations of the Airport. The case law is based on a substantial

body of expert evidence, which explains that the 50dBA Ldn Air Noise Contour remains the point at which to set the point at which density constraints are required to protect Christchurch International Airport.

- 67 The fundamental rationale in support of setting the point at which density constraints are required at the 50dBA Ldn Air Noise Contour has not changed since that case law. A proportion of the community will be highly annoyed by being exposed to aircraft noise at levels of 50dBA Ldn and above. In fact, the latest acoustics research²³ indicates that levels of annoyance in communities are increasing.
- 68 As case law has confirmed, the 50dBA Air Noise Contour represents an undesirable noise environment within which residents will be subject to adverse amenity effects and where new greenfield development and further intensification should be avoided. Furthermore, the Standard clearly recommends that, first and foremost, new noise sensitive activities should be avoided.²⁴
- 69 Residential zones potentially subject to future noise levels of 50dBA Ldn must be subject to the Airport QM to protect the amenity of residents, and to minimise reverse sensitivity effects and risks to Airport operations.

Section 77K(d) – Describe in general terms for a typical site in those areas identified under (a) the level of development that would be prevented by accommodating the qualifying matter, in comparison with the level of development that would have been permitted by the MDRS and policy 3

- 70 CIAL is cognisant that some development capacity is theoretically prevented by accommodating the Airport QM. However, it is not realistic to assume that every residentially zoned site exposed to the area which is determined to be the Airport QM (see paragraph 29 for options) would take up the opportunity to develop to MDRS. Furthermore, a significant portion of this land contains additional practical constraints (such as flood hazards) which limit the ability to take up MDRS regardless.
- 71 On the other hand, less enabling density standards are necessary to protect Airport operations and avoid unreasonable amenity outcomes. Allowing intensification to MDRS within the Airport QM would expose a greater number of residents to aircraft noise, impacting their health and amenity and ultimately compromising the viability of Airport operations.
- 72 There are existing residential areas, and the potential for new residential areas, outside of the Airport QM with development capacity in a more appropriate location. CIAL's acousticians have consistently advised that, where there is land available, it

²³ As shown by the more recent studies reviewed by Marshall Day Acoustics in 'Community Annoyance Survey Literature Review'.

²⁴ Section 1.1.4 recommends a minimum level of protection, but explicitly notes that local authorities may adopt stricter controls than the minimum specified; Section 1.4.2.1 recommends that, between the Outer Control Boundary and the Air Noise Boundary there should be no incompatible land uses; and Table 2 recommends that new noise sensitive activities are prohibited within the Air Noise Boundary.

is preferable for residential development (and intensification) to take place outside the areas exposed to 50dBA Ldn or greater.

- 73 The Enabling Act specifically provides for qualifying matters and recognises that there will be circumstances where the development potential of MDRS cannot and ought not to be realised to its fullest extent. This is true for the Airport QM.
- 74 In reality, the level of development prevented by accommodating the Airport QM is minimal when compared to the effects it is designed to address.

CONCLUSION

- 75 Council has appropriately notified the 'Qualifying Matter Airport Noise' as the 50dBA Ldn Air Noise Contour in accordance with the Enabling Act. For reasons set out in this submission, CIAL consider further definition of the location of the Airport QM and associated planning framework is required. **Appendix B and B(i)** outlines CIAL's requested relief with respect to the Proposed Variation in full.

APPENDIX B

The drafting suggested in this annexure reflects the key changes CIAL seeks. Consequential amendment may also be necessary to other parts of the proposed provisions.

CIAL proposes drafting below and seeks that this drafting, or drafting with materially similar effect, be adopted by the Council.

Suggested amendments and alternative drafting is shown in track change – CIAL’s requested deletions are shown using ~~red strikethrough~~ and requested insertions shown using red underline.

Planning Maps and Part 1 Introduction and General Provisions

Sub #	Provision	Position	Relief requested	Explanation
1.	Planning Maps “Qualifying Matter Airport Noise”	Support in part	Amend the qualifying matter on the planning map to show two residential density areas beneath the 50dBA Ldn Air Noise Annual Average, Outer Envelope and Operative Contours, as illustrated on the Plan attached as Appendix B(i).	The planning maps currently show the spatial extent of the qualifying matter. An amendment is required, however, to provide for two density areas beneath the contour; being Area A (600m ²) and Area B (300m ²), and to recognise the remodelled Annual Average and Outer Envelope contours and the existing operative contour. The densities proposed reflect the density standards of the operative District Plan and are required to ensure appropriate amenity outcomes for residents below the contour and to ensure the effective and efficient operation of the Airport.

Sub #	Provision	Position	Relief requested	Explanation
			Amend the qualifying matter name so that it is correctly identified on the planning maps as follows: Qualifying Matter Airport Noise <u>Christchurch International Airport 50 dBA L_{dn} Air Noise Contour</u> Consequential amendments to rules will be required where the qualifying matter is referenced.	It is important that the qualifying matter is included on the planning maps with the technically correct label and spatial extent.
2.	Part 1 Introduction and general provisions. Relationships between spatial layers. Resource Management Amendment Act. Qualifying matters Table RSL-1	Support in part	Retain the “Airport noise” qualifying matter in Table RSL-1. Amend the description and reasoning as follows: Qualifying Matter and Area: Airport noise — Christchurch International Airport <u>50 dBA L_{dn} Air Noise Contour</u> <i>Properties within the Medium Residential Zone of Kaiapoi and within the Christchurch International Airport noise contour.</i> Reasoning: A spatial overlay within Kaiapoi, reducing development within the Christchurch <u>International Airport 50 dBA L_{dn} Air Noise Contour</u> airport noise contour to <u>avoid adverse amenity effects on residents</u>, reduce reverse sensitivity effects <u>on Christchurch Airport</u>, and to <u>ensure the efficient operation of nationally significant infrastructure</u>.	Amendments to the technical description is necessary as per submission point 1 above. Expansion of the reasons are required to fully explain the need for the qualifying matter.

Sub #	Provision	Position	Relief requested	Explanation

Part 2 District Wide Matters

Sub #	Provision	Position	Relief requested	Explanation
3.	Strategic Directions SD-034 Energy and Infrastructure	Support in part	Amend as follows: Across the District: 1. 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; 2. <u>the social, economic and environmental and cultural benefits of</u> infrastructure, including strategic infrastructure, critical infrastructure, and regionally significant infrastructure: a. <u>is recognised and provided for, and its safe, efficient and effective development, upgrading, maintenance and operation is enabled</u> is able to operate efficiently and effectively; and b. is enabled, while: i. managing adverse effects on the surrounding environment, having regard	CIAL supports a strategic objective related to infrastructure. This is a key resource management issue for the district and it is essential that direction is given in this chapter to direct all other objectives and policies in other chapters. However, CIAL seeks that this strategic objective be amended to better recognise and enable important infrastructure and to explicitly require avoidance of adverse effects on important infrastructure. CIAL has sought specific recognition of issues related to the Airport. It may also be appropriate to insert similar matters relevant to other strategic infrastructure. This submission mirrors the CIAL submission on the notified proposed

Sub #	Provision	Position	Relief requested	Explanation
			to the social, cultural and economic benefit, functional need and operational need of the infrastructure; and ii. managing the adverse effects of other activities on infrastructure, including managing reverse sensitivity; <u>b. strategic infrastructure, critical infrastructure and regionally significant infrastructure is protected by avoiding adverse effects from incompatible development and activities, including reverse sensitivity effects. This includes:</u> i. <u>avoiding noise sensitive activities within the Christchurch International Airport 50 dBA Ldn Air Noise Contour, except within the existing Kaiapoi residential area where density is to be retained at one unit per 300m² or 600m² in the areas identified on the planning maps; and</u> ii. <u>managing the risk of birdstrike to aircraft using Christchurch International Airport;</u> 3. <u>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> 4. <u>the ...</u>	District Plan, but amendments have been made to density description in clause b.i. to clarify the outcomes sought in the objective and to reflect the relief sought in submission point 1 above.

Sub #	Provision	Position	Relief requested	Explanation
4.	Urban Form and Development UFD-P10 Managing reverse sensitivity effects from new development	Support in part	Amend as follows: Within Residential Zones and new development areas in Rangiora and Kaiapoi: 1. avoid residential activity that has—the potential to limit <u>adverse effects on, or is incompatible with,</u> the efficient and effective operation and upgrade of critical infrastructure, strategic infrastructure, and regionally significant infrastructure, including avoiding noise sensitive activities within the Christchurch International Airport <u>50 dBA L_{dn} Air</u> Noise Contour, unless within an existing <u>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>	CIAL supports this policy, particularly the requirement to avoid noise sensitive activities within the Air Noise Contour. CIAL considers the drafting could be further expanded and clarified. And CIAL considers that within existing residentially zoned areas in Kaiapoi, further intensification should be avoided, beyond that which is already permitted. CIAL seeks that the residential density in this area within the 50dB L_{dn} Air Noise Contour is not increased compared to what is presently allowed. This submission mirrors the CIAL submission on the notified proposed District Plan, but amendments have been made to density description in clause 1 to clarify the outcomes sought in the policy and to reflect the relief sought in submission point 1 above.

Part 2 District Wide Matters - Subdivision

Sub #	Provision	Position	Relief requested	Explanation
5.	SUB-R2 Medium Density Zone Activity status: CON Where: 2. SUB-S1 to SUB-18 are met... Notification: An application for a controlled activity under this rule is precluded from being publicly or limited notified	Support	Retain the provision	CIAL supports this provision
6.	SUB-S1 Allotment size and dimensions All allotments created shall comply with Table SUB-1 Activity status when compliance not achieved: 1. In the Medium Density Residential Zone ... DIS	Support in part	Amend rule SUB-S1.1.1 as follows: Activity status when compliance not achieved: 1. In the Medium Density Residential Zone <u>(except as provided for in 3. below)</u> ... DIS 2. ... 3. <u>within the Christchurch International Airport 50 dBA L_{dn} Air Noise Contour: NC</u>	CIAL support the rule insofar as it specifies minimum allotment standards in Table SUB-1. Amendments are required, however, to: 1. the activity status when compliance with the minimum allotment standards within the MRZ subject to the Airport qualifying matters; and 2. the allotment standards applicable to subdivision within the MRZ subject to the Airport

Sub #	Provision	Position	Relief requested		Explanation
					qualifying matters (see submission point 7 below). These changes are required for the reasons outlined in submission point 1 above.
7.	Table SUB-1: Minimum allotments sizes and dimensions	Support in part	Zone Medium Density Residential Zone (with qualifying matter airport noise)	Minimum allotment area 200m ² (except if subject to qualifying matter – natural hazards) <u>Within the Christchurch International Airport 50 dBA L_{dn} Air Noise Contour as shown on the planning maps:</u> <u>Kaiapoi Area A 600m²</u> <u>Kaiapoi Area B 300m²</u>	These changes are required for the reasons outlined in submission point 1 above.

Part 3 – Area Specific Matters – Residential Introduction, Objectives and Policies

Sub #	Provision	Position	Relief requested	Explanation
8.	RESZ-Introduction	Support in part	Amend as follows ... <u>Within the Christchurch International Airport 50 dBA L_{dn} Air Noise Contour residential density is also controlled in order to avoid adverse reverse sensitivity effects on Christchurch International the Airport and to avoid adverse amenity effects on residents.</u>	CIAL seeks recognition in the Introduction that density controls are important to avoid adverse reverse sensitivity effects on the Airport. This submission mirrors the CIAL submission on the notified proposed District Plan, but with a minor amendment to align the description of the contour with others used in this submission.
9.	RESZ-P15 Medium Density Residential Standards	Support in part	Apply the Medium Density Residential Standards across all relevant residential zones in the district except in circumstances where a qualifying matter is relevant (including matters of significance such as: <u>1. historic heritage and the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga); and</u> <u>2. the avoidance of adverse impacts on the effective and efficient operation of the Christchurch International Airport</u>	The CIAL supports the policy as proposed in the Variation as it recognises circumstances where the MDRS should not apply. A minor amendment is required for the reasons outlined above for submission point 1.
10.	CIAL New Residential Policy	Insert new policy	Insert a new policy as follows or, if CIAL's primary relief is rejected, cross-reference directly and explicitly to relevant policies in other parts of the Plan:	A policy emphasising the importance of protecting infrastructure from reverse sensitivity effects caused by

Sub #	Provision	Position	Relief requested	Explanation
			<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> 1. <u>within the Christchurch International Airport 50 dBA L_{dn} Air Noise Contour for Christchurch International Airport, avoiding residential units on sites under 300m² or 600m² in the areas identified on the planning maps; and</u> ... [insert specifics that may be relevant to other strategic infrastructure]	incompatible land use is important and is a matter relevant to the use, development and protection of resources in the zone. If this relief is rejected CIAL seeks that, at a minimum, provisions cross-reference clearly to policies in other parts of the Plan requiring avoidance of adverse reverse sensitivity effects so that it is clear the policy is relevant to activities in the Residential Zones. This submission mirrors the CIAL submission on the notified proposed District Plan, but amendments have been made to density description in clause 1 to clarify the outcomes sought in the policy and to reflect the relief sought in submission point 1 above.

Part 3 – Area Specific Matters – Medium Density Residential Zone Objectives, Policies and Rules

Sub #	Provision	Position	Relief requested	Explanation
11.	MRZ-P1 Housing types	Support in part	Enable a variety of housing types with a mix of densities within the zone, including 3-storey attached and detached dwellings, and low-rise	The CIAL supports the policy. A minor amendment is required, however, to align with General Residential Policy P15 (Submission Point 9 above).

Sub #	Provision	Position	Relief requested	Explanation
			apartments, <u>except in circumstances where a qualifying matter is relevant.</u>	
12.	MRZ-R2 Residential unit Activity status: Per Where: 1. the activity complies with MRZ-BFS1. This rule will have immediate legal effect if there is no qualifying matter affecting an individual property. Activity status when compliance not achieved: as set out in the relevant built form standards	Support in part	Amend the provision by inserting new clause 1 as follows: Where: 1. <u>Within the Christchurch International Airport 50 dBA L_{dn} 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> 2. ... Activity status when compliance not achieved: 1. <u>Within the Christchurch International Airport Air Noise Contour – RDIS; with the Matters of discretion restricted to RES-MD15 Effects from qualifying matters – airport noise</u> 2. as set out in the relevant built form standards <u>Notification:</u> <u>An application for a residential unit that does not comply with MRZ-R2 clause 1 shall be limited notified at least to Christchurch International Airport (absent its written approval)</u>	This submission mirrors the CIAL submission on the notified proposed District Plan, but amendments have been made to density description in clause 1 to clarify the outcomes sought in the policy and to reflect the relief sought in submission point 1 above.
13.	MRZ-R18 Multi-unit residential development Activity status: RDIS	Support in part	Amend the provision as follows: Activity status: RDIS	CIAL supports RDIS status for this activity and seeks an additional matter of discretion for proposals

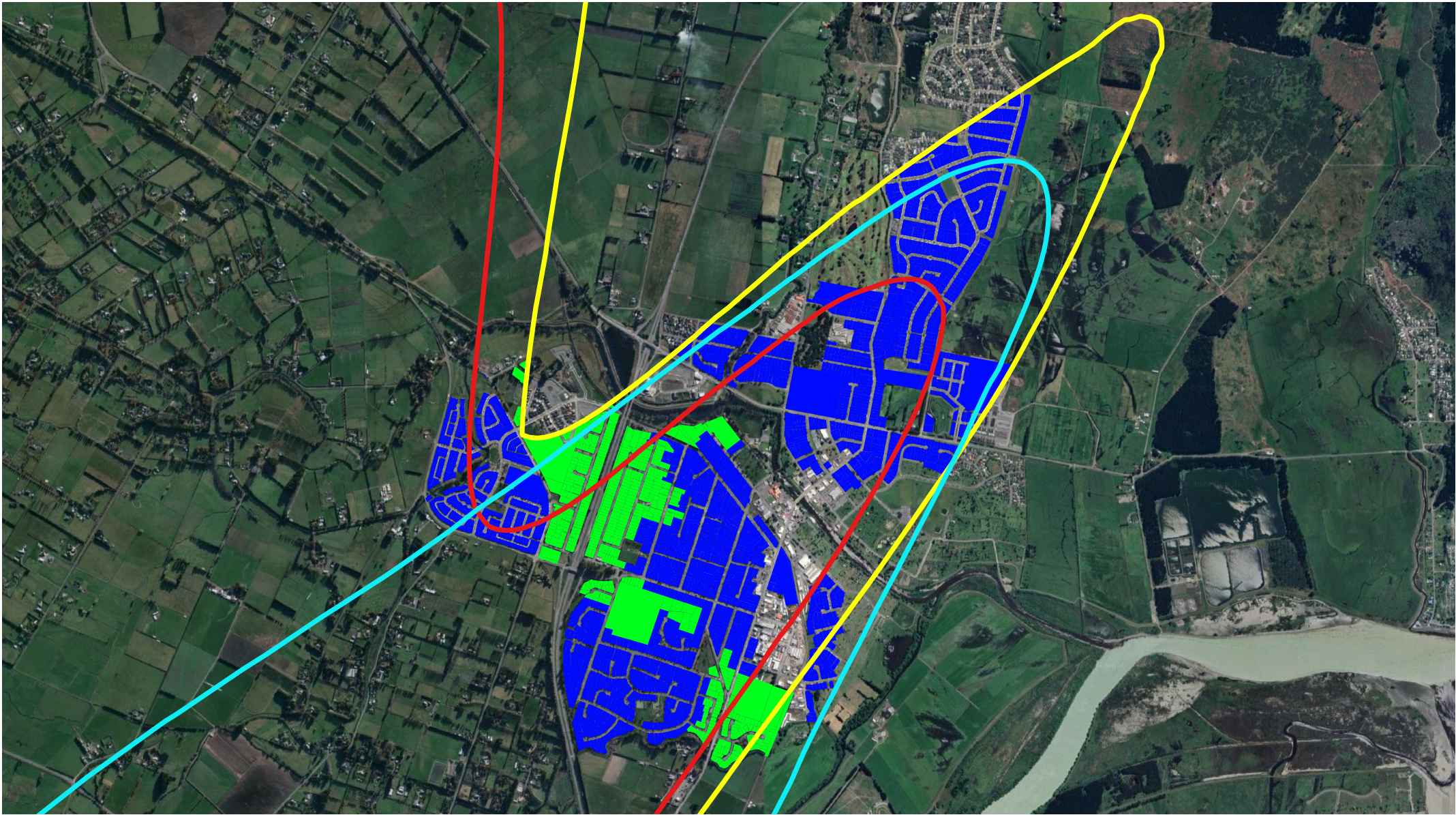
Sub #	Provision	Position	Relief requested	Explanation
	Where: a design statement shall be provided with the application Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage Notification: An application for a restricted discretionary activity under this rule is precluded from being publicly notified or limited notified Activity status when compliance not achieved: DIS		Where: - a design statement shall be provided with the application; <u>or</u> <u>where the site is located within the Christchurch International Airport 50 dBA L_{dn} Air Noise Contour</u> Matters of discretion are restricted to: ... <u>RES-MD15 – Effects from qualifying matters - airport noise</u> Notification: An application for a restricted discretionary activity under this rule is precluded from being publicly notified or limited notified, <u>except where:</u> <u>the application site is located with the Christchurch International Airport 50 dBA L_{dn} Air Noise Contour, in which case any application shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	that are located within the 50dBA L _{dn} Air Noise Contour.
14.	MRZ-BFS1 Number of residential units per site - There shall be no more than 3 residential units per site, except where: - Within the qualifying matters ... airport	Support in part	Amend the notification provision as follows: <u>An application for the construction of residential units that does not comply with MRZ-BFS1 clause 1.a. shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	The CIAL supports restricted discretionary activity status for applications that do not meet the qualifying restriction under clause 1 of MRZ-BFS1. Given the significance of the resource management issues, and the potential impact on Airport

Sub #	Provision	Position	Relief requested	Explanation
	noise, there must be no more than 1 residential unit per site Notification An application for the construction and use of 1, 2 or 3 residential units that does not comply with 1 or more of MRZ-BFS2 to MRZ-BFS12 is precluded from being publicly notified. Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: ... RES-MD15 – Effects from qualifying matters – airport noise			operations and on the amenity of residential activities beneath the noise contour, it is essential that notification of such applications be provided to the Airport. An amendment to the notification provision is required.
15.	MRZ-BFS2 Building coverage 1. Building coverage shall be a maximum of 50% of the net site area...	Support in part	Amend the matters of discretion as follows: Matters of discretion are restricted to: RES-MD17 – Building coverage <u>RES-MD15 – Effects from qualifying matters – airport noise</u>	The CIAL supports restricted discretionary activity status for applications that do not meet the building coverage requirement of MRZ-BFS2 Given the significance of the resource management issues,

Sub #	Provision	Position	Relief requested	Explanation
	Activity status when compliance not achieved: RDIS		Amend the notification provision as follows: Notification Refer to notification status in MRZ-BFS1, <u>except where an application for residential units does not comply with MRZ-BFS2 clause 1 shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	and the potential impact on Airport operations, it is essential that notification of such applications be provided to the Airport.
16.	RES-MD15 Matters of Discretion Effects from qualifying matters – airport noise 1. The extent to which effects, as a result of the sensitivity of activities to current and future noise generation from aircraft, are proposed to be managed, including avoidance of any effect that may limit the operation, maintenance or upgrade of Christchurch International Airport.	Support	Retain the provision	CIAL supports RES-MD15

**APPENDIX B(1): CHRISTCHURCH AIRPORT QUALIFYING MATTER
– RESIDENTIAL DENSITY AREAS A AND B**

Christchurch Airport Qualifying Matter – Residential Density Areas A and B



Area A

Annual Average

Operative

Area B

Outer Envelope

**APPENDIX C: CHRISTCHURCH INTERNATIONAL AIRPORT
LIMITED SUBMISSION ON PROPOSED WAIMAKARIRI DISTRICT
PLAN**

**SUBMISSION ON PUBLICLY NOTIFIED PROPOSAL FOR POLICY STATEMENT OR
PLAN, CHANGE OR VARIATION**

Clause 6 of Schedule 1, Resource Management Act 1991

To Waimakariri District Council

Name of submitter: Christchurch International Airport Limited (CIAL)

- 1 This is a submission on the Proposed Waimakariri District Plan (the **Proposed Plan** or **the proposal**).
- 2 CIAL could not gain an advantage in trade competition through this submission.
- 3 The specific provisions of the proposal that CIAL's submission relates to and the reasons for CIAL's submission are set out in **Appendix A** and **Appendix B** below.
- 4 CIAL's submission relates to the whole proposal. The general and specific reasons for CIAL's relief sought in **Appendix B** are set out in **Appendix A**.
- 5 CIAL seeks the following decision from the local authority:
 - 5.1 Grant the relief as set out in **Appendix A and B**;
 - 5.2 Grant any other similar relief that would deal with CIAL's concerns set out in this submission.
- 6 CIAL wishes to be heard in support of the submission.
- 7 If others make a similar submission, CIAL will consider presenting a joint case with them at a hearing.

Signed for and on behalf of Christchurch International Airport Limited by its solicitors and authorised agents Chapman Tripp



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Partner

26 November 2021

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APPENDIX A

Overview

- 1 CIAL welcomes the opportunity to submit on the Proposed Waimakariri District Plan.
- 2 Christchurch International Airport (*The Airport / CIA*) is the largest airport in the South Island and the second-largest in the country.
- 3 The Airport connects Canterbury and the wider South Island to destinations in New Zealand, Australia, Asia and the Pacific, and accordingly has district, regional and national economic and social significance that should not be compromised by incompatible urban growth and intensification. The Airport is a key strategic infrastructure asset, as recognised in the Canterbury Regional Policy Statement (*CRPS*) and its continued safe and efficient operation must be appropriately recognised and provided for in the Proposed Plan.
- 4 While the actual Airport infrastructure is not physically located in the Waimakariri District, land use activities in the district affect, and may be affected by, Airport operations. Avoiding noise-sensitive land uses within the 50 dBAL_{dn} Air Noise Contour and ensuring the risk of bird strike is addressed appropriately in the Plan are key concerns for CIAL.
- 5 Overall, CIAL seeks:
 - 5.1 that objectives and policies highlighting the significance of strategic infrastructure (specifically identifying the Airport) and providing for its protection from incompatible land uses / reverse sensitivity effects are set in the Strategic Directions chapter in the proposed Plan;
 - 5.2 that objectives and policies providing for Airport operations and protection from reverse sensitivity are located in appropriate parts of the plan to guide relevant rules;
 - 5.3 rules imposing land use constraints and addressing reverse sensitivity issues relating to noise sensitive activities within the 50dBA L_{dn} Air Noise Contour, and avoidance of bird strike risk, are located in appropriate chapters in the Plan so that plan users can identify the rules easily.

About Christchurch International Airport

- 6 The activities at Christchurch International Airport make a significant contribution to the social and economic wellbeing of the communities and economies of Christchurch, Canterbury, the South Island and New Zealand.
- 7 Just under 7 million travelling passengers per year with a total of 109,307 aircraft movements and their associated 'meeters and greeters' pass through the Airport.¹ Combined Airport activities see between 25,000 and 30,000 people visiting the

¹ Total in 2019 calendar year.

Airport every day. The Airport is home to several international Antarctic science programmes and their associated facilities. The Airport is also the primary air freight hub for the South Island, playing a strategic role in New Zealand's international trade as well as the movement of goods domestically. On that basis, the Airport is a significant physical and economic resource in national, regional and local terms.

- 8 CIAL's core business is to be an efficient airport operator, providing appropriate facilities for airport users, for the benefit of both commercial and non-commercial aviation users and to pursue commercial opportunities from wider complementary products, services and business solutions.
- 9 The Airport has a competitive point of difference over other airports in New Zealand, Australia and many other parts of the world. It operates uncurfewed and unrestricted as to the types of aircraft using it. This provides unique benefits to the Airport, and in turn the region, as the Airport can accommodate late arriving overseas flights and the US Antarctic Program, as well as associated fleet maintenance activities. The ability of the Airport to continue to operate 24 hours a day, 365 days of the year without restriction is integral to the future economic and social well-being of people in the three local authority districts in the region, the South Island and nationally.

Covid-19

- 10 The COVID-19 pandemic has significantly impacted the aviation sector, creating unprecedented disruption. It has resulted in a steep decline in international passenger numbers and has disrupted New Zealand's export of goods via airfreight.
- 11 Prior to the emergence of COVID-19 about 90% of New Zealand's airfreight was carried in passenger aircraft. Through the Government's International Air Freight Capacity (*IAFC*) scheme, funding has been provided to airlines for dedicated freight flights to ensure New Zealand's high value export products reach international markets.
- 12 CIA has played a critical role in New Zealand's ability to respond to and recover from the economic impacts of COVID -19 through the IAFC scheme. This scheme enabled up to 30 dedicated freight services a week to operate out of Christchurch, flying to multiple international destinations and utilising different carriers. These special freight services play a critical role in keeping the South Island's economy connected to the rest of the world, providing some economic stability during a recession. The IAFC continues to grow as demand requires.
- 13 International tourists continue to view New Zealand as natural, clean and green and as a consequence of the New Zealand Government response to COVID-19, it is also viewed as safe in terms of trusted public health measures. The tourism industry expects that New Zealand will be in high demand as a destination once COVID-19 restrictions are lifted.

National Policy Statement on Urban Development

- 14 The NPS Urban Development (*NPS UD*) directs that local authority decisions on urban development are to be integrated with infrastructure planning decisions,² and that planning decisions contribute to well-functioning urban environments.³
- 15 A well-functioning urban environment is one in which:
- 15.1 infrastructure – particularly nationally significant infrastructure such as the Airport – is not adversely affected by incompatible activities; and
- 15.2 urban growth is planned with infrastructure provisions in mind, recognising that the two run hand-in-hand.
- 16 While NPS UD Policy 3 directs councils to increase density and realise as much development capacity as possible in urban environments, Policy 4 allows district plans applying to tier 1 urban environments to modify the relevant building height or density requirements to the extent necessary to accommodate a qualifying matter.
- 17 Qualifying matters include, relevantly:
- any matter required for the purpose of ensuring the safe or efficient operation of nationally significant infrastructure*
- 18 The Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill also includes this qualifying matter.
- 19 As the second-largest airport in the country, and the largest in the South Island, (and as defined in the NPS UD) the Airport is nationally significant infrastructure. In order to provide for its continued safe and efficient operation, the District Plan should direct urban growth and intensification away from areas within the 50dB L_{dn} Air Noise Contour so that adverse reverse sensitivity effects on Airport operations are avoided, and to avoid enabling growth in an area where occupants will experience amenity effects from aircraft noise. Particularly when there is available land elsewhere in the District to accommodate high density growth.

Canterbury Regional Policy Statement

- 20 The efficient use and development of the Airport as a significant physical regional infrastructure resource is provided for in the Canterbury Regional Policy Statement (*CRPS*), in both Chapter 5 (Land use and Infrastructure) and Chapter 6 (Recovery and Rebuilding of Greater Christchurch).
- 21 Policy 6.3.5 in the CRPS provides for:

² Objective 6.

³ Policy 1.

- 21.1 the continued safe, efficient and effective use of regionally significant infrastructure;⁴
 - 21.2 the provision for efficient and effectively functioning infrastructure;⁵ and
 - 21.3 seek to ensure that land use activities⁶ and new development⁷ are managed including avoiding activities that have the potential to limit the efficient and effective, 'provision, operation, maintenance or upgrade or strategic infrastructure and freight hubs'.
- 22 Objective 5.2.1(f) requires that '*development is located so that it functions in a way that ... is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure*'. Policy 6.3.9(5) requires that the location and design of rural residential development shall avoid noise sensitive activities occurring within the 50 dBA L_{dn} Air Noise Contour.

Aircraft Noise

- 23 CIAL supports the inclusion of provisions in the proposed Plan to avoid noise sensitive activities within the 50dBA L_{dn} Air Noise Contour and to insulate new buildings within the 55dBA L_{dn} Air Noise Contour. CIAL considers that further amendment to the notified provisions is required to appropriately for these matters. This is discussed in **Appendix B**.
- 24 The use of "noise boundaries" is prescribed by New Zealand Standard NZS 6805:1992 "Airport Noise Management and Land Use Planning" and this concept is implemented across the country.
- 25 The 50dBA L_{dn} Air Noise Contour is the outer control boundary used for Greater Christchurch and reflects the point at which land use controls are necessary to manage the establishment of noise sensitive activities in proximity to the Airport. This is required in order to:
- 25.1 reduce the number of occupants subjected to higher noise levels, and associated amenity effects, associated with aircraft taking off and landing at the Airport; and
 - 25.2 avoid reverse sensitivity effects on the Airport.
- 26 The 55dBA L_{dn} Air Noise Contour marks the point at which additional land use controls are necessary to ensure that new buildings or extensions to existing buildings are insulated sufficiently to mitigate the effects of aircraft noise on occupants.

⁴ CRPS. Objective 5.2.1(2)(g). Definitions: Regionally Significant Infrastructure includes Christchurch International Airport.

⁵ CRPS. Policy 6.3.5(3).

⁶ CRPS. Policy 6.3.5(5).

⁷ CRPS. Policy 6.3.5(4).

Air Noise Contour Remodelling

- 27 Policy 6.3.11(3) in the CRPS requires certain processes with respect to remodelling the Air Noise Contours. CIAL has completed the modelling work required as the first stage in this process and has provided updated contours to ECan for peer review by an independent expert panel.
- 28 As the updated contours are not yet confirmed, the current Air Noise Contours remain as shown on Map A in the CRPS. However, the modelled updated contours supplied to ECan provide relevant up to date information about where aircraft noise effects are felt in the district. It is important for the Waimakariri District Plan to be prepared with this parallel contour remodelling process in mind.
- 29 Attached to this submission as **Appendix C** are the remodelled contours which have been submitted for peer review. There are two modelling approaches which are with the Panel for consideration – a contour which models the annual average noise levels, and a contour which models an outer envelope of the average busiest 3 month period on each runway (this more closely mirrors the way in which the current noise contours in the CRPS were modelled). It is for the expert panel to determine which of these two overarching modelling approaches it considers most appropriate (airports across the country differ in their approach – some use an annual average and others use a busiest 3 months scenario). For transparency, CIAL has provided both contours in this submission.
- 30 The most notable change between the updated Air Noise Contours and the contours in Map A CRPS is the shape. This is due to changes in aircraft flight paths – particularly departures. In the last decade there has been a once in a generation global shift change in aviation navigation, referred to as Performance Based Navigation (*PBN*). These advances changed aircraft arrival and departure paths. The PBN procedures result in improved safety, reduced carbon emissions, and direct flight paths for departures away from existing urban areas. The result of the introduction of PBN procedures is that the updated Air Noise Contours extend further west than the current contours in Map A.
- 31 CIAL supports the predominantly rural zoning notified on land to the West of Kaiapoi and in the vicinity of Ohoka. Until the updated Air Noise Contours are confirmed by the independent peer review panel and integrated into the region's planning documents, they are not formally part of the higher order planning framework. But the updated contours provide relevant and important up to date information about aircraft noise in the district. It would be inappropriate to alter the proposed rural zoning of the land which may fall within updated Air Noise Contours. Similarly, existing residential or semi-urban zoning (such as Large Lot Residential or Settlement zoning) in areas that are likely to fall within the updated Air Noise Contours should not be expanded nor intensified.

Bird strike

- 32 Bird strike risk is a key threat to the safe operation of Christchurch International Airport. CIAL takes the potential bird strike risk around the Airport very seriously.

Even if the risk of strike in a statistical sense is relatively low, it is beyond dispute that a single strike could have significant adverse effects.⁸

- 33 CIAL has a responsibility to provide a safe operating airport environment and therefore actively works to minimise the threat and incidence of bird strike at the Airport. Activities off-airport which can increase the risk of bird strike, such as the creation of water bodies, landfills, composting facilities, sewage treatment and disposal, and agricultural activities, will impact CIAL's ability to provide this safe environment unless they are properly managed. CIAL is heavily involved in bird monitoring and management and is also a regular participant in planning processes in order to manage this risk.
- 34 The Waimakariri River is a significant breeding site for bird strike risk species, and also provides substantial habitat for birds. In this context, other activities in the district which provide sources of food and habitat for bird strike risk species within 13km of the airport runways should be managed so that they do not result in an overall increase in bird populations and a corresponding increase in the risk of a bird strike at the Airport. This can be a result of the cumulative effects of many activities (in conjunction with the existing natural features and existing activities in the district), or could arise from a single activity which is highly attractive to birds.
- 35 CIAL accordingly seeks amendments and additional provisions in the proposed District Plan to ensure that there are appropriate rules to manage activities which may increase the risk of bird strike at the Airport.
- 36 The management of activities that constitute a bird strike risk is a matter that needs to be applied consistently across all zones in the proposed District Plan. Provisions relating to bird strike are similar to provisions relating to aircraft noise in that they are difficult to place within the Plan. CIAL suggests the same approach as that suggested for airport noise above should be taken. That is, rules relating to land use for bird strike management should be located within the relevant zones.

Notification to the Airport

- 37 CIAL seeks that generally, where activities are known to generate adverse reverse sensitivity effects, or be otherwise incompatible with airport activities, a clause be inserted into the relevant rules providing that CIAL will be notified of any application arising from those rules.

Plan structure and National Planning Standards

- 38 Provisions relating to land use constraints to manage effects associated with aircraft noise and bird strike do not fall easily into the National Planning Standards framework because while they relate to noise and infrastructure, they manage the use, development and protection of resources in specific zones – the zones falling with the 50dBA L_{dn} Air Noise Contour or within the radius from the runways where activities that create bird strike risk require management. Controls related to the 50dBA L_{dn} Air Noise Contour also arise in the management of subdivision. There are

⁸ Resource Management Act 1991. Section 3(f).

therefore several places where these rules could validly be incorporated into the plan.

- 39 CIAL's principal concern is to ensure that rules managing land use within the 50dBA and 55dBA L_{dn} Air Noise Contours and managing bird strike risk activities are located in the part of the plan where they will be most visible and clear to landowners, Council planning and enforcement staff.
- 40 Landowners are most likely to be checking the applicable zone rules to find the controls which apply to their property and which might impact land use, rather than the 'Energy, Infrastructure and Transport' chapter or 'Noise' chapter.
- 41 It is essential that, wherever these rules are located, clear cross-references are inserted to other parts of the plan. The proposed Plan as notified does not contain appropriate cross references and CIAL seeks that this is rectified and clear, thorough cross-references are inserted.

CONCLUSION

- 42 Overall, CIAL considers that the relief set out in this submission is the more appropriate way to achieve the purposes of the Act and give effect to higher order planning documents.
- 43 CIAL seeks that the relief as set out in **Appendix B** is granted, or alternatively that the Panel grant any other similar relief that would deal with CIAL's concerns set out in this submission.

APPENDIX B

The drafting suggested in this annexure reflects the key changes CIAL seeks. Consequential amendment may also be necessary to other parts of the proposed provisions.

CIAL proposes drafting below and seeks that this drafting, or drafting with materially similar effect, be adopted by the Council.

Suggested amendments and alternative drafting is shown in track change – CIAL's requested deletions are shown using ~~red strikethrough~~ and requested insertions shown using red underline.

PART 1 – INTRODUCTION AND GENERAL PROVISIONS

How the Plan Works

Provision	Position	Relief requested	Explanation
HPW – Cross Boundary Matters	Support in part	Amend as follows: ... Cross boundary issues may arise where: 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;	CIAL considers this drafting should be expanded and clarified to recognise that Christchurch International Airport is not located in the District but nevertheless is an infrastructure asset which serves the District, and that Airport operations may be affected by land use in the district (such as noise sensitive activities within the Air Noise Contours or activities which may increase the risk of bird strike). This will ensure appropriate consultation between Councils and

Provision	Position	Relief requested	Explanation
		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. <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> ...	CIAL, and encourage a consistent approach to protecting the CIA from reverse sensitivity effects and potentially incompatible activities which could increase the risk of bird strike at the Airport.
HPW25 – Relationships between spatial layers	Support in part	Retain the 50 dBA L _{dn} Air Noise Contour and 55 dBA L _{dn} Air Noise Contour as overlays in the plan and on the planning maps.	It is important that the 50dBA L _{dn} and 55dBA L _{dn} Air Noise Contours are included in the planning maps with their technically correct labels.

Provision	Position	Relief requested			Explanation
And planning maps		Amend the overlay name and descriptions so that the Air Noise Contours are properly identified on the planning maps. The technically correct labelling is: <u>Christchurch International Airport 50 dBA L_{dn} Air Noise Contour.</u> <u>Christchurch International Airport 55 dBA L_{dn} Air Noise Contour.</u> Amend the table as follows			CIAL considers it would be helpful to plan users to include a specific description of the Air Noise Contours in the 'Relationships between Spatial Layers' table. The 55 dBA L _{dn} Air Noise Contour applies as an additional layer over the 50 dBA L _{dn} Air Noise Contour. For the avoidance of doubt, any property lying within the 55 dBA L _{dn} Air Noise Contour is also subject to the rules applicable to the 50 dBA L _{dn} Air Noise Contour. This should be clear in the rules and planning maps.
		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	
		<u>Christchurch International Airport 50 dBA L_{dn} Air Noise Contour</u>	<u>The 50 dBA L_{dn} 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 high as to require</u>	District wide matters chapters; <u>and</u> <u>in the relevant</u>	

Provision	Position	Relief requested			Explanation
			<u>avoidance of noise sensitive activities to avoid adverse noise effects and reverse sensitivity issues.</u>	<u>zone chapters</u>	
		<u>Christchurch International Airport 55 dBA L_{dn} Air Noise Contour</u>	<u>The 55 dBA L_{dn} 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>	<u>District wide matters chapters; and in the relevant zone chapters</u>	

Interpretation

Provision	Position	Relief requested	Explanation
New Definitions – “bird strike” and “bird strike risk activity”	Insert new definition	See the relief sought at the end of this Appendix related to bird strike matters	See below.
Critical infrastructure	Support	Retain	CIAL supports this definition. In order to give effect to the CRPS, it is essential that Christchurch International Airport is identified as infrastructure of greater importance than local importance, strategic importance, and regional significance.
Infrastructure	Support	Retain	CIAL supports use of the definition in s2 RMA.
Ldn	Support	Retain	CIAL supports this definition, noting it is required by the National Planning Standards. CIAL notes that in the national standards superscript is used (as in “L _{dn} ”) and it should accordingly be used throughout the Plan.

Provision	Position	Relief requested	Explanation
Lifeline Utility	Support	Retain	CIAL supports reference to the Civil Defence Emergency Management Act 2002 for this definition.
Noise Sensitive Activity	Support in part	Retain	CIAL supports this definition of “noise sensitive activity” and considers it gives effect to the corresponding definition in the RPS. All activities that are potentially sensitive to aircraft noise should be included in the definition of ‘noise sensitive activity’. Should any additional rules applicable to noise sensitive activities which are not already covered in any of these broad categories be included in the plan as a result of submissions, CIAL seeks that activity is also added to the list in this definition.
Non critical infrastructure	Support	Retain	CIAL supports the exclusion of critical infrastructure, strategic infrastructure and regionally significant infrastructure from this definition.

Provision	Position	Relief requested	Explanation
Regionally significant infrastructure	Support	Retain	CIAL supports this definition.
Reverse sensitivity	Support in part	Amend as follows 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 which may be sensitive to the actual, potential or perceived adverse environmental effects generated by an existing activity.	CIAL supports inclusion of this definition of 'reverse sensitivity' in the Plan. CIAL considers that "intensification" should also be included alongside "establishment or alteration" as another potential driver of reverse sensitivity effects – as is the case when residential intensification occurs within the 50 dBA L _{dn} Air Noise Contour.
Sensitive activity	Support	Retain	CIAL supports this definition.
Strategic infrastructure	Support	Retain	CIAL supports this definition, particularly the specific recognition and identification of Christchurch International Airport in the definition.
Strategic transport network	Support	Retain	CIAL supports this definition, and in particular supports the express reference to Christchurch

Provision	Position	Relief requested	Explanation
			International Airport as a significant regional transport hub.
Transport system	Support	Retain	CIAL supports this definition and seeks that it be retained, noting that CIAL is part of the strategic transport network in the district.

PART 2 – DISTRICT-WIDE MATTERS

Strategic Directions

Provision	Position	Relief requested	Explanation
SD-02	Support in part	Amend as follows: Urban development and infrastructure that: 1. is consolidated and integrated with the urban environment; 2. <u>does not affect the efficient operation, use, development, appropriate upgrading and safety of strategic infrastructure, critical infrastructure, and regionally significant infrastructure;</u> 3. ...	CIAL strongly supports the approach that urban development and infrastructure is consolidated and integrated with the urban environment. CIAL also seeks that this objective direct that urban development does not result in adverse effects on important infrastructure.

Provision	Position	Relief requested	Explanation
SD-03 Energy and infrastructure	Support in part	Amend as follows: Across the District: <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: a. <u>is recognised and provided for, and its safe, efficient and effective development, upgrading, maintenance and operation is enabled</u> is able to operate efficiently and effectively; and b. is enabled, while: i. 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	CIAL supports a strategic objective related to infrastructure. This is a key resource management issue for the district and it is essential that direction is given in this chapter to direct all other objectives and policies in other chapters. However, CIAL seeks that this strategic objective be amended to better recognise and enable important infrastructure and to explicitly require avoidance of adverse effects on important infrastructure. CIAL has sought specific recognition of issues related to the Airport. It may also be appropriate to insert similar matters relevant to other strategic infrastructure.

Provision	Position	Relief requested	Explanation
		ii. managing the adverse effects of other activities on infrastructure, including managing reverse sensitivity; €. <u>strategic infrastructure, critical infrastructure and regionally significant infrastructure is protected by avoiding adverse effects from incompatible development and activities, including reverse sensitivity effects. This includes:</u> <u>i. avoiding noise sensitive activities within the Christchurch International Airport 50 dBA L_{dn} Air Noise Contour, except within the existing Kaiapoi residential area (where density is to be retained at one unit per 600m²); and</u> <u>ii. managing the risk of birdstrike to aircraft using Christchurch International Airport;</u> <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> <u>4. the nature, timing, and sequencing of new development and new infrastructure is integrated and coordinated; and</u>	

Provision	Position	Relief requested	Explanation
		<u>5.</u> encourage more sustainable outcomes as part of subdivision and development, including through the use of energy efficient buildings, green infrastructure and renewable energy generation.	
SD-04 Rural land	Support in part	Amend as follows: Outside of identified residential development areas and the Special Purpose Zone (Kāinga Nohoanga), rural land is managed to ensure that: <u>1.</u> it remains available for productive rural activities by: <u>a.</u> providing for rural production activities, activities that directly support rural production activities and activities reliant on the natural resource of Rural Zones and limit other activities; and <u>b.</u> ensuring that within rural areas the establishment and operation of rural production activities are not limited by new incompatible sensitive activities-; <u>and</u> <u>2. development and land use does not adversely affect the efficient operation, use and development of strategic infrastructure.</u>	CIAL seeks that this objective is amended to direct that development and land use does not result in adverse effects on strategic infrastructure.

Provision	Position	Relief requested	Explanation
UFD-P1 Density of residential development	Support in part	Amend as follows: In relation to the density of residential development: 1. provide for intensification in urban environments 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 purpose of the zone; 2. locate any Medium Density Residential Zone so it: a. supports, and has ready access to, existing Commercial and Mixed Use Zone, schools, public transport and open space; b. supports well connected walkable communities; c. avoids or mitigates natural hazard risk in any high hazard area within existing urban areas; and d. located away from any Heavy Industrial Zone. 3. <u>avoid residential development that is incompatible with, or adversely effects, the efficient operation, use and development of strategic infrastructure.</u>	If not located in appropriate areas, residential intensification can be incompatible with the operation of strategic infrastructure and can cause reverse sensitivity effects, and in turn can result in occupants being exposed to adverse effects from the operation of strategic infrastructure. Intensification of residential development may not be appropriate where it would result in those outcomes.

Provision	Position	Relief requested	Explanation
UFD-P2 Identification/location of new Residential Development Areas	Support in part	In relation to the identification/location of residential development areas: 1. residential development in the new Residential Development Areas at Kaiapoi, North East Rangiora, South East Rangiora and West Rangiora is located to implement the urban form identified in the Future Development Strategy; 2. for new Residential Development Areas, other than those identified by (1) above, avoid residential development unless located so that they<u>it</u>: a. occur in a form that concentrates, or are attached to, an existing urban environment and promotes a coordinated pattern of development; b. occur in a manner that makes use of existing and planned transport and three waters infrastructure, or where such infrastructure is not available, upgrades, funds and builds infrastructure as required; c. have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport;	CIAL supports policy direction which sets appropriate parameters for urban growth and form. However, CIAL is opposed to any new residential development within the 50 dBA L_{dn} Air Noise Contour, for the reasons explained above. While there is an exception enabling residential development within the Air Noise Contours in Kaiapoi, that exception applies to a limited area of land and was provided in order to support earthquake recovery. The exception in CRPS Policy 6.3.5(4) is for residential activities: "<i>within an existing [at the time that this policy was made operative] residentially zoned urban area, residential greenfield area identified for Kaiapoi, or residential greenfield priority area identified in Map A</i>". The

Provision	Position	Relief requested	Explanation
		d. concentrate higher density residential housing in locations focusing on activity nodes such as key activity centres, schools, public transport routes and open space; e. take into account the need to provide for intensification of residential development while maintaining appropriate levels of amenity values on surrounding sites and streetscapes; f. are informed through the development of an ODP; g. supports reductions in greenhouse gas emissions; and h. are resilient to natural hazards and the likely current and future effects of climate change as identified in SD-06. i. <u>avoids adverse reverse sensitivity effects the efficient operation, use and development of strategic infrastructure.</u>	Future Development Areas in Kaiapoi are provided to accommodate urban development pursuant to the NPS UD. It is most appropriate, and consistent with the CRPS Policy 6.3.5(4), if the part of the Future Development Area within the 50dB L_{dn} Air Noise Contour are reserved for non-sensitive urban development such as business or industrial land use, rather than residential intensification. CIAL seeks amendment to the planning approach for the part of the Future Development Area within the Air Noise Contours at Kaiapoi to locate residential development outside of the contours.
UFD-P3 Identification/location and extension of	Support in part	Amend as follows: In relation to the identification/location of Large Lot Residential Zone areas:	CIAL supports policy direction which sets appropriate parameters for development

Provision	Position	Relief requested	Explanation
Large Lot Residential Zone areas		1. new Large Lot Residential development is located in the Future Large Lot Residential Zone Overlay which adjoins an existing Large Lot Residential Zone as identified in the RRDS and is informed through the development of an ODP; 2. new Large Lot Residential development, other than addressed by (1) above, is located so that it: a. occurs in a form that is attached to an existing Large Lot Residential Zone or Small Settlement Zone and promotes a coordinated pattern of development; b. is not located within an identified Development Area of the District's main towns of Rangiora, Kaiapoi and Woodend identified in the Future Development Strategy; c. is not on the direct edges of the District's main towns of Rangiora, Kaiapoi and Woodend, nor on the direct edges of these towns' identified new development areas as identified in the Future Development Strategy; d. occurs in a manner that makes use of existing and planned transport infrastructure and the wastewater system, or where such infrastructure	of Large Lot Residential Zone areas. CIAL is opposed to any intensification of noise sensitive activities within the 50 dBA L_{dn} Air Noise Contour which would expose occupants to undesirable levels of aircraft noise, while exposing CIAL to adverse reverse sensitivity effects. It is important that strategic infrastructure is protected from reverse sensitivity effects arising from new residential development areas.

Provision	Position	Relief requested	Explanation
		is not available, upgrades, funds and builds infrastructure as required, to an acceptable standard; and e. is informed through the development of an ODP; and. f. <u>avoids reverse sensitivity effects the efficient operation, use and development of strategic infrastructure.</u>	
UFD-P10 Managing reserve sensitivity effects from new development	Support in part	Amend as follows: Within Residential Zones and new development areas in Rangiora and Kaiapoi: 1. avoid residential activity that has the potential to limit adverse effects on, or is incompatible with, the efficient and effective operation and upgrade of critical infrastructure, strategic infrastructure, and regionally significant infrastructure, including avoiding noise sensitive activities within the Christchurch International Airport <u>50 dBA L_{dn} Air Noise Contour</u>, unless within an existing Residential Zone <u>in Kaiapoi which was in existence at the time this plan was made operative, where density is to be retained at one unit per 600m²;</u> 2. minimise reverse sensitivity effects on primary production from activities within new development areas through	CIAL supports this policy, particularly the requirement to avoid noise sensitive activities within the Air Noise Contour. CIAL considers the drafting could be further expanded and clarified. And CIAL considers that within existing residentially zoned areas in Kaiapoi, further intensification should be avoided, beyond that which is already permitted. CIAL seeks that the residential density in this area within the 50dB Ldn Air Noise Contour is

Provision	Position	Relief requested	Explanation
		setbacks and screening, without compromising the efficient delivery of new development areas.	not increased compared to what is presently allowed.

Energy, Infrastructure and Transport

Provision	Position	Relief requested	Explanation
EI - Overview	Support in part	Amend as follows: The term 'infrastructure' is defined in section 2 of the RMA. The RPS defines the terms 'critical infrastructure', 'strategic infrastructure', and 'regionally significant infrastructure'. There is considerable overlap in the types of infrastructure covered by these terms. Infrastructure may be provided by network utilities, or by entities other than network utilities, including the private provision of and connection to infrastructure. <u>Critical, strategic, and regionally significant infrastructure and network utilities are recognised through provisions which acknowledge their important function and service to the community.</u> ...	CIAL supports the references to the Regional Policy Statement definitions of critical and regionally significant infrastructure. CIAL considers this drafting could be expanded and clarified in places to confirm the importance of provisions that provide for the important function and service of important infrastructure and network utilities. CIAL is supportive of the cross-referencing to other plan chapters that may also be relevant. However, cross-referencing should also be

Provision	Position	Relief requested	Explanation
			incorporated throughout chapters where relevant, so that relevant provisions in other chapters are clearly identified for plan users.
EI-01	Support in part	Retain	CIAL supports this objective and seeks that it is retained.
EI-02	Support in part	Amend as follows Adverse effects of energy and infrastructure on the qualities and characteristics of surrounding environments and community well-being are avoided, remedied or mitigated, <u>while having regard to the practical, technical and operational requirements of important infrastructure.</u>	This objective must recognise that there are practical, operational and technical constraints which important infrastructure must work within and which must be accommodated in the plan.
EI-03	Support	Amend as follows: The safe, efficient and effective operation, maintenance, repair, renewal, upgrading and development of energy and infrastructure is not constrained or compromised by <u>incompatible</u> activities and development, including by reverse sensitivity effects.	CIAL supports this objective but seeks that it be amended to refer to 'incompatible activities' to provide greater clarity.

Provision	Position	Relief requested	Explanation
EI-P1	Support in part	Amend as follows: Recognise the local, regional or national benefits of energy and infrastructure through: 1. enabling the <u>use</u>, operation, maintenance, repair, renewal, <u>development</u>, and removal 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; ...	CIAL supports this policy direction and seeks it is retained, with minor amendment.
EI-P5	Support in part	Amend as follows: Manage adverse effects of energy and infrastructure, <u>whilst having regard to the practical, technical and operational requirements of infrastructure</u>, including by the following: 1. enabling or providing for the ongoing operation, maintenance, repair, renewal, removal and minor upgrade of existing energy and infrastructure;	CIAL seeks, as a general point, that any policy related to management of adverse effects of strategic infrastructure reflects the operational and technical constraints which may require that infrastructure to be operating in a particular manner or located in a

Provision	Position	Relief requested	Explanation
		2. avoiding, remedying or mitigating adverse effects of more than minor upgrades to existing energy and infrastructure, including effects on: a. natural and physical resources; b. amenity values; c. sensitive activity; d. the safe and efficient operation of other infrastructure; e. the health, safety and well-being of people and communities; ...	particular place. It will not always be possible or reasonable to avoid, remedy or mitigate adverse effects.
EI-P6	Support in part	Amend as follows: Manage <u>Avoid</u> adverse effects of other incompatible activities <u>(including adverse reverse sensitivity effects) on -and development of energy and</u> infrastructure, including by the following: 1. 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	CIAL seeks that this policy direction is strengthened by requiring avoidance rather than management of adverse effects. CIAL also suggests the policy could specify in more detail particular issues arising in the district, such as those related

Provision	Position	Relief requested	Explanation
		2. avoiding the establishment of noise sensitive activities within the 50 dBA L_{dn} Air Noise Contour; 3. managing the risk of bird strike to aircraft using Christchurch International Airport; 4. ...	to noise sensitive activities and bird strike risk, which arise with respect to CIAL's operations. There may be additional matters relevant to other strategic infrastructure which should also be listed.
TRAN-Overview	Support in part	Amend as follows: This chapter contains transport provisions generally applicable to all activities that occur throughout the District (unless otherwise specified). The application of the transport provisions is discussed further below in the transport rules. A functioning transport system and transport modes are essential facilities and services that assist in meeting the social and economic well-being of people and communities and promote the efficient functioning of the District. The transport system therefore forms an important component of the physical resources of the District. Land use and subdivision is managed to protect Waimakariri District's land transport corridors and infrastructure from incompatible activities that could undermine the provision of an integrated, safe, responsive, and sustainable land-based transport system, which includes the Strategic Transport Network and relevant infrastructure.	CIAL considers the importance of protecting the Strategic Transport Network and relevant important infrastructure from incompatible activities should be referred to in the overview.

Provision	Position	Relief requested	Explanation
		The provisions in this chapter are consistent with the matters in Part 2 - District Wide Matters - Strategic Directions and give effect to matters in Part 2 - District Wide Matters - Urban Form and Development. ...	
TRAN-01	Support	Retain	CIAL supports the retention of Objective 01 given the importance of efficient land transport modes as associated with land based freight distribution and logistics connected by the strategic transport network to CIA.
TRAN-03	Support in part	Retain	CIAL is a part of the strategic transport network. CIAL supports recognition and provision for transportation needs.
TRAN-04	Support in part	Amend as follows: Effects of activities on the transport system	CIAL is a part of the strategic transport network in the district. CIAL supports recognition and protection of the function of the network. It is important for this objective

Provision	Position	Relief requested	Explanation
		Adverse effects on the District's transport system <u>is protected</u> from <u>incompatible</u> activities <u>and adverse effects</u> , including reverse sensitivity <u>effects, are avoided, remedied or mitigated</u> .	to seek that the transport system be protected from incompatible activities and adverse effects.
TRAN-P15	Support in part	Amend as follows: Effects of activities on the transport system Ensure, to the extent considered reasonably practicable, that other activities do not compromise the safe, <u>effective</u> and efficient operation, maintenance, repair, upgrading or development of the transport system, including through: 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	CIAL supports recognition and protection of the function of the transport network. It is important for this policy to direct that adverse effects from activities on land transport corridors are 'avoided', rather than 'remedied' or 'mitigated'.

Provision	Position	Relief requested	Explanation
		3. providing for ease of access for service and emergency service vehicles.	

Natural Features and Landscapes

Provision	Position	Relief requested	Explanation
NFL-R8 (Centre pivot and travelling irrigators), NFL-R10 (woodlots and shelterbelts), NFL-R11 (planting restricted tree species), NFL-R12 (mining and quarrying),	Support	Retain	CIAL supports restrictions on these activities in the Waimakariri River ONF. While CIAL is aware these rules are in place primarily to protect natural features and landscapes, CIAL notes that the activities managed through these rules also have the potential to increase risk of bird strike, particularly where they take place so close to the Waimakariri River.

Natural character of freshwater bodies

Provision	Position	Relief requested	Explanation
Rules and activity standards	Support	Insert additional matter of discretion related to management of bird strike risk.	Planting has the potential to increase habitat for bird strike risk species (such as Black

Provision	Position	Relief requested	Explanation
relating to planting vegetation within freshwater body setbacks			backed gulls or Canada Geese), particularly in and around the Waimakariri River. CIAL seeks that thought is given to this potential when planting is carried out in this environment. CIAL will be able to advise on types of plant species that may be compatible with planting programmes while minimising any potential increase in bird strike risk.

Subdivision

Provision	Position	Relief requested	Explanation
SUB-O1	Support in part	Amend as follows Subdivision design achieves an integrated pattern of land use, development, and urban form that: 1. provides for anticipated land use and density that achieve the identified future character, form or function of zones;	Subdivision is closely related to residential density and development. Density must be set appropriately to manage development outcomes. Residential density is a fundamental aspect of ensuring that appropriate levels of development are maintained within the higher noise

Provision	Position	Relief requested	Explanation
		- consolidates urban development and maintains rural character except where required for, and identified by, the District Council for urban development; - supports protection of cultural and heritage values, conservation values; and - supports community resilience to climate change and risk from natural hazards; and <u>does not give rise to adverse effects on strategic infrastructure.</u>	environment in the 50 dBA L_{dn} Air Noise Contour. It is important that subdivision does not give rise to adverse effects on strategic infrastructure, such as CIA. CIAL supports the approach to consolidate urban development and maintain rural character.
SUB-P1	Support in part	Amend as follows Enable subdivision that: - within Residential Zones, incorporates best practice urban design, access to open space and CPTED principles; - minimises reverse sensitivity effects on infrastructure including through the use of setbacks; - avoids subdivision that restricts the operation, maintenance, upgrading and development of the National Grid; <u>avoids noise sensitive activities establishing within the 50 dBAL_{dn} Air Noise Contour so as not to compromise the</u>	Subdivision is closely related to residential density and development. Lot sizes must be set appropriately to manage development outcomes. This is particularly important within the 50 dBAL_{dn} Air Noise Contour where controls on lot size and residential density are a fundamental aspect of ensuring that appropriate levels of development are maintained within the higher noise environment in the contours.

Provision	Position	Relief requested	Explanation
		<u>efficient operation of Christchurch International Airport or the health, well-being and amenity of people;</u> 5. recognises and provides for the expression of cultural values of mana whenua and their connections in subdivision design; and 6. supports the character, amenity values, form and function for the relevant zone.	
SUB-P2	Support in part	Retain	CIAL supports this policy, provided lot sizes are no smaller than lot sizes currently allowed within the 50 dBA L_{dn} Air Noise Contour. It is important that minimum lot sizes are set appropriately to enable development in appropriate locations, and that subdivision occurs in appropriate areas which avoid reverse sensitivity effects on strategic infrastructure.
SUB-P5	Support	Retain	CIAL supports this policy. Lot sizes must be set appropriately to manage development

Provision	Position	Relief requested	Explanation
			outcomes, and lot sizes should not be smaller than the minimum specified for the zone.
SUB-P6	Support in part	Amend as follows Ensure that new Residential Development Areas, new Large Lot Residential Zones, new Commercial and Mixed use Zones and new Industrial Zones shall not be subdivided until an ODP for that areas has been included in the District Plan and each ODP shall: ... 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 mitigated, <u>recognising the functional need for infrastructure to be located in particular places, and the fact that this infrastructure pre-dates the residential development in the area.</u> j. <u>show how more than minor adverse effects on existing or designated strategic infrastructure (including requirements for designations, or planned infrastructure) will be avoided, and other minor or less than minor effects will be managed;</u>	CIAL supports the inclusion of criteria for Outline Development Plans. CIAL considers that adverse effects <i>on</i> strategic infrastructure should be treated differently to adverse effects <i>from</i> strategic infrastructure. It will not always be possible or reasonable for existing strategic infrastructure to avoid, remedy or mitigate adverse effects on a new development area. Infrastructure operates within a variety of locational or functional constraints which may mean that avoidance of adverse effects is not possible. The reference to "nearby" should be removed to avoid any doubt that this policy also

Provision	Position	Relief requested	Explanation
		...	applies to Christchurch International Airport – which may not be considered ‘nearby’ but which may nevertheless be impacted by effects arising from development in these zones.
SUB-R1 All zones	Support	Retain	CIAL supports the conditions which must be met in order for a boundary adjustment to be consented as a controlled activity.
SUB-R2 All zones	Support	Retain	CIAL supports this rule restricting controlled activity subdivision, noting that there is a specific rule relating to subdivision within the 50 dBAL_{dn} Air Noise Contour. Although that specific rule is contained in SUB-R2(1)(d), CIAL considers it would be helpful for plan users if an advice note were included to advise plan users that there

Provision	Position	Relief requested	Explanation
			are more specific rules for subdivision that could result in a different activity status.
SUB-R10	Support	Retain	CIAL supports a non-complying activity status for subdivision in the GRUZ that creates an allotment area less than 20ha.
SUB-R11 50 dB L _{dn} Air Noise Contour for Christchurch International Airport	Support in part	Amend as follows: Subdivision resulting in an allotment that is less than 4ha <u>the minimum allotment size for the zone</u> within the 50dBA L _{dn} noise contour for Christchurch International Airport <u>Rural lifestyle All zones</u> Activity status: NC Activity status when compliance not achieved: N/A <u>Any application arising from this rule will be limited notified to Christchurch International Airport Limited.</u>	CIAL seeks that subdivision within the 50 dBA L _{dn} Air Noise Contour which creates an undersized lot be non-complying, regardless of the zone.
SUB-S1	Support in part	Amend as follows	CIAL is concerned to ensure that the existing residential density is retained within the

Provision	Position	Relief requested		Explanation
Allotment size and dimensions		SUB-S1 Allotment size and dimensions		50 dBA L _{dn} Air Noise Contour and that any further intensification in residential zones within the Contour beyond what is permitted in the operative plan is prevented. CIAL seeks that all other minimum allotment sizes are retained.
		1. All allotments created shall comply with Table SUB-1.	Activity status when compliance not achieved: 1. In the Medium Density Residential Zone, any Industrial Zone and Special Purpose Zone (Kaiapoi Regeneration): DIS 2. In any other zones: NC 3. <u>Within the 50dBA L_{dn} Air Noise Contour: NC</u>	
		Table SUB-1: Minimum allotment sizes and dimensions The following shall apply: For unit title or cross-lease allotments, the allotment area shall be calculated per allotment over the area of the parent site.		

Provision	Position	Relief requested		Explanation
		Minimum areas and dimensions of allotments in Table SUB-1 for Commercial and Mixed Use Zones, Industrial Zones and Residential Zones shall be the net site area. Allotments for unstaffed infrastructure, excluding for any balance area, are exempt from the minimum site sizes in Table SUB-1.		
		Zone	Minimum allotment area	
		<u>Residential zones</u>		
		Large Lot Residential Zone	2,500m ² with a minimum average of 5,000m ² for allotments within the subdivision	
		General Residential Zone	500m ² <u>600m² where the site is within the 50dBA L_{dn} Air Noise Contour</u>	
		Medium Density Residential Zone	200m ² <u>300m² where the site is within the 50dBA L_{dn} Air Noise Contour</u> No minimum for multi-unit residential development where	

Provision	Position	Relief requested		Explanation
			the design statement and land use consent have been submitted and approved	
		Settlement Zone	600m²	
		<u>Rural zones</u>		
		General Rural Zone	20ha	
		Rural Lifestyle Zone	4ha	
		Bonus allotment	1ha	
		...		
		<u>Special Purpose Zones</u>		
		Special Purpose Zone (Kāinga Nohoanga) Māori land including within the Tuahiwi Precinct and the Large Lot Residential Precinct	No minimum	

Provision	Position	Relief requested		Explanation
		- Other land outside the Tuahiwi Precinct and the Large Lot Residential Precinct - Other land within the Tuahiwi Precinct - Other land within the Large Lot Residential Precinct	4ha 600m2 2,500m ² with a minimum average of 5,000m ² for allotments within the subdivision	
		Special Purpose Zone (Kaiapoi Regeneration)	500m ² <u>600m² where the site is within the 50dBA Ldn noise contour for Christchurch International Airport</u>	
SUB-S3 Residential yield	Support	Amend as follows SUB-S3 Residential yield 1. Residential subdivision of any area subject to an ODP, except in the Large Lot Residential Yield <u>or where</u>		CIAL is neutral as to the application of this standard in areas outside of the 50 dBA L _{dn} Air Noise Contour. However, within the Contour, it will not necessarily be appropriate to require a <i>minimum</i> density of 15 households per hectare (or
			Activity status when compliance not achieved: NC	

Provision	Position	Relief requested		Explanation
		<u>located within the 50dBA Ldn Air Noise Contour</u>, shall provide for a minimum net density of 15 households per ha, unless there are demonstrated constraints then no less than 12 households per ha.		12 households per hectare). Intensification of residential activity within the Contour will result in amenity effects on occupants in areas where aircraft noise is 50dBA Ldn or above, and this can lead to adverse reverse sensitivity effects on the Airport, which must be avoided as per RPS Policy 6.3.5 (which exempts existing residentially zoned urban area, and residential greenfield area identified for Kaiapoi, but does not otherwise provide an exemption from the strict “avoid” policy direction).
SUB-MCD9 Airport and aircraft noise	Support	Retain, and ensure this matter of control and discretion is referenced in all rules which may apply to activities and land within the 50dBA L_{dn} Air Noise Contour.		CIAL strongly supports a matter of control and discretion addressing reverse sensitivity effects on Christchurch International Airport. However, this matter of control and discretion is not referenced in any rules. CIAL seeks that it is inserted into all rules which will, or may, apply to land

Provision	Position	Relief requested	Explanation
			within the 50dBA L _{dn} Air Noise Contour.

General District Wide Matters

Provision	Position	Relief requested	Explanation
Noise			
Noise - Introduction	Support in part	Amend as follows: 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. This chapter does not control noise from aircraft in flight^{7.1}. However, aircraft noise contours are used to control land uses where they may be subject to noise from aircraft using Christchurch International Airport and Rangiora Airfield <u>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 L_{dn} Air Noise Contour (which is the outer control boundary for aircraft noise in Greater</u>	CIAL supports the reference to the air noise contours but seeks amendment to correct and clarify this discussion. Air noise contours do not control noise sensitive land uses. They identify where aircraft noise occurs, and at what level it occurs. This then informs planning rules. CIAL supports the reference to other potentially relevant District Plan chapters in this Introduction. It is important that thorough and explicit cross references are included to ensure plan users are

Provision	Position	Relief requested	Explanation
		<u>Christchurch), and, within the 55dBA L_{dn} Air Noise Contour, additional acoustic mitigation requirements on top of the requirements applicable to the 50dBA L_{dn} Air Noise Contour.</u> Noise from main transport routes can adversely affect residential amenity for people living nearby. Acoustic design for residential development near identified main roads and rail corridors is required to ensure noise levels within residential units do not adversely affect the health and wellbeing of occupants. ...	directed to the relevant provisions in other chapters.
NOISE-O2	Support	Retain	CIAL strongly supports this objective and seeks it is retained.
NOISE-O3	Support in part	Amend as follows: The avoidance of noise sensitive activities within the 65dBA and 55dBA L_{dn} Noise Contours for Rangiora Airfield <u>and within the 50dBA L_{dn} Air Noise Contour for Christchurch International Airport.</u>	CIAL supports this objective and seeks that it makes reference to Christchurch International Airport as well as Rangiora Airfield.
NOISE-P1	Support	Retain	CIAL supports this general policy, noting that there is also a more specific policy

Provision	Position	Relief requested	Explanation
			related to the Air Noise Contour (P4). The specific policy applicable to aircraft noise should override this general policy, to the extent that there is any inconsistency.
NOISE-P4	Support in part	Amend as follows: Protect Christchurch International Airport from reverse sensitivity effects by: 1. avoiding Noise Sensitive Activities within the 50 dBAL_{dn} Air Noise Contour by limiting the density of any residential unit or minor residential unit to a maximum of 1 residential unit or minor residential unit per 4ha, except within existing Kaiapoi Residential Zones, <u>or the residential greenfield priority areas for Kaiapoi</u> identified in Chapter 6 – Map A of the RPS (gazetted 6 December 2013) or any residential Development Area; and 2. requiring noise insulation <u>for new buildings and additions to existing buildings</u> within the 50dBA Ldn and 55 dBA Ldn <u>Air</u> Noise Contour for Christchurch International Airport.	CIAL supports this specific policy addressing reverse sensitivity effects associated with aircraft noise. However, CIAL opposes any exemption for new residential Development Areas within the 50 dBA L_{dn} Air Noise Contour. The exemption in RPS Policy 6.3.5 applied to existing (at that time – i.e. when Chapter 6 was made operative) residential land and greenfield priority land in Kaiapoi. This exemption was provided to offset the displacement of residences as a result of the 2010/2011

Provision	Position	Relief requested	Explanation
			earthquakes. This exception is unique to Kaiapoi and is expressly stated in the RPS. There is no similar rationale to support an exemption for the Future Development Area in northern Kaiapoi. As the rules relating to land use within the 50 dBA L_{dn} Air Noise Contour apply to various zones, CIAL seeks that this objective is either replicated in each relevant zone chapter or that thorough and explicit cross references are made in the relevant zone chapters. CIAL seeks amendment to the second part of this policy to reflect the fact that first and foremost, noise sensitive activities must be avoided within the 50 dBA L_{dn} Air Noise Contour. There is an additional layer of planning regulation at the 55 dBA L_{dn} Air Noise Contour which

Provision	Position	Relief requested		Explanation
				applies to all new buildings or additions (whether or not they are occupied by noise sensitive activities).
NOISE-R14 55 dBA Ldn Noise Contour for Christchurch International Airport	Support in part	Retain with amendment:		CIAL supports inclusion of this rule and noise mitigation standards in the Plan, and proposes further amendments to align with the most up to date recommendations of its expert acoustic consultants. However, CIAL seeks that this rule is moved to the Zone chapters where it will be more accessible and visible to plan users. If that relief is rejected, CIAL seeks that thorough and explicit cross references are made in the Zone chapters to ensure plan users are directed to this provision.
		NOISE-R14	Buildings in the 55 dBA L_{dn} Air Noise Contour for Christchurch International Airport Activity status: PER Where: - any new building or any addition to an existing building for an activity listed in Table NOISE-1 within the 55 dBA L_{dn} <u>Air</u> Noise Contour for Christchurch International Airport, shown on the planning map, shall be insulated from aircraft noise to ensure indoor sounds 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 noise levels specified in Table NOISE-1, an</u> Activity status when compliance not achieved: NC	

Provision	Position	Relief requested			Explanation
			<u>alternative ventilation system shall be provided which satisfies clause G4 of the New Zealand Building Code and provides satisfactory internal thermal conditions.</u> a. noise insulation calculations and verification shall be as follows: i. building consent applications shall be accompanied by a report detailing calculations that show how the required sound insulation and construction methods have been determined; b. 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;		

Provision	Position	Relief requested			Explanation				
			c. 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.						
NOISE-TABLE1 Noise Contour Indoor Design Levels	Support	Amend as follows NOISE-TABLE1 Noise Contour Indoor Design Levels <table><tr><th>Building Type and Activity</th><th>Indoor Design and Sound Level</th></tr><tr><td colspan="2">Residential units or Minor Residential units</td></tr></table>			Building Type and Activity	Indoor Design and Sound Level	Residential units or Minor Residential units		CIAL supports inclusion of indoor design and sound level requirements for building in the 55 dBAL_{dn} Air Noise Contour for Christchurch International Airport. CIAL considers the advice note proposed for the rule below is
Building Type and Activity	Indoor Design and Sound Level								
Residential units or Minor Residential units									

Provision	Position	Relief requested		Explanation
		Bedrooms	65 dBAL _{AE} / 40 dBAL _{dn}	more appropriately located alongside this table.
		Other habitable room	75 dBAL _{AE} / 50 dBAL _{dn}	
		Visitor Accommodation		
		Bedrooms, living rooms	65 dBAL _{AE} / 40 dBAL _{dn}	
		Conference meeting rooms	65 dBAL _{AE} / 40 dBAL _{dn}	
		Service Activities	75 dBAL _{AE} / 60 dBAL _{dn}	
		Educational Facilities		
		Libraries, study areas, teaching areas, assembly areas	65 dBAL _{AE} / 40 dBAL _{dn}	
		Workshops, gymnasiums	85 dBAL _{AE} / 60 dBAL _{dn}	
		Retail activities, Retail Services and Offices		
		Conference rooms	65 dBAL _{AE} / 40 dBAL _{dn}	
		Private offices	70 dBAL _{AE} / 45 dBAL _{dn}	
		Open plan offices, exhibition spaces	75 dBAL _{AE} / 50 dBAL _{dn}	

Provision	Position	Relief requested		Explanation
		Data processing	80 dBAL _{AE} / 55 dBAL _{dn}	
		Shops, supermarkets, showrooms	85 dBAL _{AE} / 55 dBAL _{dn}	
		<u>Advisory Note</u> • <u>Noise insulation calculations and verification shall be as follows:</u> ○ <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 levels for a site shall be determined by application of the air noise contours L_{dn} and L_{AE}. Where a site falls within the contours the calculations shall be determined by linear interpolation between the contours.</u> ▪ <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</u>		

Provision	Position	Relief requested	Explanation				
		<u>Council’s Manager, Planning and Regulation.</u> <u>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 50dBA Ldn Noise Contour for Christchurch International Airport	Support in part	Amend as follows <table><tr><th colspan="2">Noise sensitive activities</th></tr><tr><td>Activity status: PER Where: 1. the activity is <u>a residential activity</u> located within <u>a Residential Zones</u> <u>and complies with the relevant density rules for that zone</u>; or 2. any activity meets the indoor sounds levels stated in Table NOISE 1, when windows and doors are closed. </td><td>Activity status when compliance not achieved: <u>1.</u> <u>For residential activities: RDIS</u> Matters of discretion are restricted to: NOISE-MD2 - Management of noise effects NOISE-MD3 - Acoustic insulation <u>For all other noise sensitive activities: NC</u></td></tr></table>	Noise sensitive activities		Activity status: PER Where: 1. the activity is <u>a residential activity</u> located within <u>a Residential Zones</u> <u>and complies with the relevant density rules for that zone</u>; or 2. any activity meets the indoor sounds levels stated in Table NOISE 1, when windows and doors are closed.	Activity status when compliance not achieved: <u>1.</u> <u>For residential activities: RDIS</u> Matters of discretion are restricted to: NOISE-MD2 - Management of noise effects NOISE-MD3 - Acoustic insulation <u>For all other noise sensitive activities: NC</u>	CIAL supports inclusion of this rule, with amendments as shown. It is not appropriate, nor consistent with the RPS Policy, to have a permitted activity rule within the 50 dBA L_{dn} Air Noise Contour for noise sensitive activities which meet indoor sound design levels when windows and doors are closed. The most effective way to avoid adverse effects is to avoid noise sensitive activities establishing in the first place. Noise sensitive land uses often involve use of outdoor areas, which cannot be insulated from noise.
Noise sensitive activities							
Activity status: PER Where: 1. the activity is <u>a residential activity</u> located within <u>a Residential Zones</u> <u>and complies with the relevant density rules for that zone</u>; or 2. any activity meets the indoor sounds levels stated in Table NOISE 1, when windows and doors are closed.	Activity status when compliance not achieved: <u>1.</u> <u>For residential activities: RDIS</u> Matters of discretion are restricted to: NOISE-MD2 - Management of noise effects NOISE-MD3 - Acoustic insulation <u>For all other noise sensitive activities: NC</u>						

Provision	Position	Relief requested		Explanation
			Notification 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.	CIAL seeks that non-compliance with this rule be a non-complying activity, except within existing Kaiapoi Residential Zones, greenfield priority areas identified in Chapter 6 – Map A of the RMS (gazetted 6 December 2013). This gives effect to policy 6.3.5(4) of the CRPS.
		Advisory Note ● Noise insulation calculations and verification shall be as follows: ○ 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.		As the rules relating to land use within the 50 dBAL _{dn} Air Noise Contour apply to various zones, CIAL seeks that this rule is either relocated to each relevant zone chapter or that thorough and explicit cross references are made in the relevant zone chapters to ensure plan users are directed to this rule. CIAL considers the proposed advisory note would assist plan users in understanding the application of the 50 and

Provision	Position	Relief requested	Explanation
		*—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 L_{dn} Air Noise Contour applies as an additional layer over the 50 dBA L_{dn} Air Noise Contour. For the avoidance of doubt, any property lying within the 55 dBA L_{dn} Air Noise Contour is also subject to the rules applicable to the 50 dBA L_{dn} Air Noise Contour.</u>	55 dBA L _{dn} Air Noise Contours.
NOISE-MD2	Support	Amend as follows: Management of noise effects 1. The extent to which effects, as a result of the sensitivity of activities to current and future noise generation from aircraft, are proposed to be managed, including avoidance of any effect that may limit the operation, maintenance or upgrade of Christchurch International Airport.	CIAL largely supports these matters of discretion relating to the management of noise effects and seek that they be retained. However, CIAL does not consider a no complaints covenant to be an

Provision	Position	Relief requested	Explanation
		2. The extent and effectiveness of any indoor noise insulation. 3. The extent to which a reduced level of acoustic insulation may be acceptable due to mitigation of adverse noise effects through other means, e.g. screening by other structures, or distance from noise sources. 4. The ability to meet acoustic insulation requirements through alternative technologies or materials. 5. The extent to which the provision of a report from an acoustic specialist provides evidence that the level of acoustic insulation ensures the amenity values, health and safety of present and future residents and occupiers. 6. The reasonableness and effectiveness of any legal instrument to be registered against the title that is binding on the owner and owner's succession in title, containing a 'no complaint' clause relating to the noise of aircraft using Christchurch International Airport.	appropriate mechanism for managing noise effects as they do not avoid noise effects from occurring (which should be the goal), they just restrict occupants from complaining.
NOISE-MD3	Support	Retain Acoustic insulation 1. The extent to which a reduced level of acoustic insulation may be acceptable due to mitigation of adverse noise effects through other means.	CIAL considers these matters for discretion are appropriate and seeks that they be retained.

Provision	Position	Relief requested	Explanation		
		2. The ability to provide effective acoustic insulation through alternative technologies or materials. 3. The extent to which the provision of a report from an acoustic specialist which provides evidence that the level of acoustic insulation ensures the amenity values, health and safety of present and future residents and occupiers. 4. Any potential reverse sensitivity effects on other activities that may arise from residential accommodation or other noise sensitive activities that do not meet acoustic insulation requirements necessary to mitigate any adverse effects of noise. 5. The location of any nearby business or infrastructure activities and the degree to which any sensitive activities may be adversely affected.			
Temporary Activities					
TEMP-R4 Filming	Support in part	Amend as follows <table><tr><td>TEMP-R4</td><td>Filming</td></tr></table>	TEMP-R4	Filming	CIAL supports the limit of 31 consecutive days duration for filming and seeks further that a requirement is inserted requiring that this activity does not occur within the 50
TEMP-R4	Filming				

Provision	Position	Relief requested			Explanation
		All zones	Activity status: PER	Activity status when compliance not achieved: RDIS	dBA L _{dn} Air Noise Contour unless compliance with indoor sound design requirements is shown.
			Where: 1. the maximum duration of the activity is 31 consecutive days at any one site within a 12 month period; 2. site preparation is a maximum of seven days before the activity; 3. site restoration is a maximum of seven days following the completion of the activity; 4. all temporary structures and equipment is removed from the site within seven days	Matters of discretion are restricted to: TEMP-MD1 – character and amenity values TEMP-MD2 – Transport TEMP-MD3 – Site alteration, disturbance and remediation TEMP-MD4 – Public safety and security Notification: <u>Any application arising from TEMP-R4 (6) shall be</u>	Filming requires sound stages and other facilities which need a quiet environment in which to operate. It is important that any application for filming within the Noise Contour is notified to CIAL in order to manage any potential effects arising from such a location.

Provision	Position	Relief requested			Explanation									
			following completion of the activity; and 5. there is a total maximum of 250 vehicle movements per day 6.	limited notified at least to Christchurch International Airport (absent its written approval).										
TEMP-R7	Neutral	Amend as follows <table><tr><td>TEMP-R7</td><td colspan="2">Any temporary building or structure ancillary to construction work</td></tr><tr><td>All zones</td><td>Activity status: PER</td><td>Activity status when compliance not achieved: RDIS</td></tr><tr><td></td><td> Where: 1. every temporary building or structure is </td><td> Matters of discretion are restricted to: TEMP-MD1 - Character and amenity values </td></tr></table>			TEMP-R7	Any temporary building or structure ancillary to construction work		All zones	Activity status: PER	Activity status when compliance not achieved: RDIS		Where: 1. every temporary building or structure is	Matters of discretion are restricted to: TEMP-MD1 - Character and amenity values	CIAL is neutral in regard to this rule, provided it does not enable temporary accommodation within the 50 dBA L_{dn} Air Noise Contour. In that case, it is important that the 31 day limitation is retained. CIAL seeks that this rule is amended to ensure that temporary accommodation is not permitted as of right within the 50 dBA L_{dn}
TEMP-R7	Any temporary building or structure ancillary to construction work													
All zones	Activity status: PER	Activity status when compliance not achieved: RDIS												
	Where: 1. every temporary building or structure is	Matters of discretion are restricted to: TEMP-MD1 - Character and amenity values												

Provision	Position	Relief requested			Explanation
			removed from the site within 31 days of completion of the building or construction works or after the Code of Compliance Certificate for the subject building or construction works has been issued, whichever occurs first-; 2. <u>no temporary accommodation shall be located within the 50 dBAL_{dn} Air Noise Contour.</u>	TEMP-MD2 - Transport TEMP-MD3 - Site alteration, disturbance and remediation TEMP-MD4 - Public safety and security Notification: <u>Any application involving a breach of TEMP-R7 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	Christchurch International Air Noise Contour. It is important that any application for temporary accommodation within the Noise Contour is notified to CIAL.

PART 3 – AREA SPECIFIC MATTERS

RESZ- General objectives and policies for all Residential Zones

Provision	Position	Relief requested	Explanation
RESZ- Introduction	Support in part	Amend as follows ... <u>Within the 50 dBAL_{dn} Air Noise Contour residential density is also controlled in order to avoid adverse reverse sensitivity effects on Christchurch International Airport.</u>	CIAL seeks recognition in the Introduction that density controls are important to avoid adverse reverse sensitivity effects on the Airport.
RESZ-01	Support in part	Amend as follows Residential growth, location and timing Sustainable residential growth that: 1. provides more housing in appropriate locations in a timely manner according to growth needs; 2. is responsive to community and district needs; and 3. enables new development, as well as redevelopment or existing Residential Zones; ; <u>and</u>	Residential growth must be done in a manner that avoids adverse reverse sensitivity effects on critical infrastructure, regionally significant infrastructure, and strategic infrastructure.

Provision	Position	Relief requested	Explanation
		4. <u>allows critical infrastructure, regionally significant infrastructure, and strategic infrastructure to operate without being compromised by reverse sensitivity.</u>	
RESZ-02	Support	Retain	CIAL supports direction to locate residential land in appropriate locations.
RESZ-03	Support in part	Amend as follows Residential form, scale, design and amenity values A form, scale and design of development that: 1. achieves a good quality residential environment that is attractive and functional; 2. supports community health, safety and well-being; 3. maintains differences between zones; and 4. manages adverse effects on the surrounding environment-i <u>and</u> 5. <u>avoids adverse effects on critical infrastructure, regionally significant infrastructure, and strategic infrastructure.</u>	Residential development must be done in a manner that avoids adverse reverse sensitivity effects on critical infrastructure, regionally significant infrastructure, and strategic infrastructure.

Provision	Position	Relief requested	Explanation
New Policy	Insert new policy	Insert a new policy as follows or, if CIAL's primary relief is rejected, cross-reference directly and explicitly to relevant policies in other parts of the Plan: <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> <u>1. within the 50 dBAL_{dn} Air Noise Contour for Christchurch International Airport, avoiding residential units on sites under 600m²; and</u> <u>2. ...</u>[insert specifics that may be relevant to other strategic infrastructure]	A policy emphasising the importance of protecting infrastructure from reverse sensitivity effects caused by incompatible land use is important and is a matter relevant to the use, development and protection of resources in the zone. If this relief is rejected CIAL seeks that, at a minimum, provisions cross-reference clearly to policies in other parts of the Plan requiring avoidance of adverse reverse sensitivity effects so that it is clear the policy is relevant to activities in the Residential Zones.

GRZ-General Residential Zone

Provision	Position	Relief requested	Explanation
New rule	Insert new rule	Insert new rule as follows or, amend existing rules where appropriate to give effect to the below relief	CIAL is concerned to avoid further intensification of noise sensitive land uses within the

Provision	Position	Relief requested		Explanation
		<u>GRZ-R[xx] Noise sensitive activities within Christchurch International Airport 50 dBA L_{dn} Air Noise Contour</u> <u>Activity status: RDIS</u> <u>Where:</u> <u>Any new residential activity or residential unit proposed on a site within the 50 dBA_{L_{dn}} Air Noise Contour that does not meet the minimum allotment size of 600m² or which does not meet built form standard GRZ-BFS2;</u> <u>any other noise sensitive activity within the 50 dBA_{L_{dn}} Air Noise Contour.</u> <u>Activity status when compliance not achieved: N/A</u> <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u>		50 dBA L_{dn} Air Noise Contour. This is necessary to avoid exposure of occupants to heightened levels of noise and protect the Airport operations from reverse sensitivity effects. While the strict “avoid” policy in RPS Policy 6.3.5(4) does not apply to existing residential zones, it is still appropriate to insert some controls on development of noise sensitive activities within the 50dBA L_{dn} Air Noise Contour.
GRZ-R7	Support in part	Amend as follows GRZ-R7 Boarding house		CIAL supports limitations on larger scale boarding house activities. Where a proposal for a boarding house for more than eight people is lodged for a site

Provision	Position	Relief requested		Explanation
		Activity status: PER Where: a maximum of eight people shall be accommodated per site, including any on site managers.	Activity status when compliance not achieved: DIS <u>Notification:</u> <u>Any application involving a site within the 50dBA L_{dn} Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	under the 50 dBA L _{dn} Air Noise Contour, issues of reverse sensitivity and amenity impacts of aircraft noise will be relevant considerations. CIAL should be notified in such cases.
GRZ-R8	Support in part	Amend as follows		Care facilities are noise sensitivity activities. As such, further scrutiny is required if they are to be located within the 50 dBA L _{dn} Air Noise Contour. This kind of noise sensitive activity within residential areas in the contour should still be subject to scrutiny so that effects on occupants and airport operations can be considered.
		GRZ-R8 Residential disability care or care facility	Activity status: PER <u>Where:</u> <u>the site is not within the 50 dBA L_{dn} Air Noise Contour.</u>	
			Activity status when compliance not achieved: N/A RDIS <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u>	

Provision	Position	Relief requested		Explanation
			<u>Any application involving a breach of GRZ-R8 shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	
GRZ-R9	Support in part	Amend as follows GRZ-R9 Visitor accommodation Activity status: PER Where: 1. a maximum of eight people shall be accommodated per site. Activity status when compliance not achieved: DIS <u>Notification:</u> <u>Any application involving a site within the 50dBA L_{dn} Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>		Visitor accommodation is a noise sensitive activity unless it is designed, operated and constructed to a standards which mitigates the effects of aircraft noise on occupants. CIAL supports Discretionary status for visitor accommodation for more than eight people. Accommodation at that scale may require increased scrutiny for a variety of reasons, including where it is proposed to be located within the 50dBA L_{dn} Air Noise Contour.
GRZ-R12	Support in part	Amend as follows GRZ-R12 Educational facility		Education facilities are noise sensitive activities. This kind of activity within residential areas

Provision	Position	Relief requested		Explanation
		Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road; 2. The maximum GFA of building occupied by the educational facility shall be 200m²; 3. The hours of operation when the site is open to visitors, students, clients, and deliveries shall be between the hours of 7:00am-9:00pm Monday to Friday; 4. The facility shall not result in more than two non-residential activities	Activity status when compliance <u>with GRZ-R12(1)-(5)</u> is not achieved: DIS Activity status when compliance <u>with GRZ-R12(6)</u> is not achieved: RDIS <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u> <u>Any application involving a breach of GRZ-R12 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	in the contour should still be subject to scrutiny so that effects on occupants and airport operations can be considered.

Provision	Position	Relief requested		Explanation
		within a residential block frontage; and 5. The facility shall not include the parking or storage of more than one heavy vehicle on the site of the activity. 6. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u>		
GRZ-R13	Support in part	Amend as follows		Childcare facilities are noise sensitive activities. This kind of activity should still be subject to scrutiny so that effects on occupants and airport operations can be considered.
		GRZ-R13 Childcare facility		
		Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road;	Activity status when compliance <u>with GRZ-R13(1)-(5)</u> is not achieved: DIS Activity status when compliance <u>with GRZ-R13(6)</u> is not achieved: <u>RDIS</u>	

Provision	Position	Relief requested		Explanation
		2. The maximum GFA of building occupied by the educational facility shall be 200m²; 3. The hours of operation when the site is open to visitors, students, clients, and deliveries shall be between the hours of 7:00am-9:00pm Monday to Friday; 4. The facility shall not result in more than two non-residential activities within a residential block frontage; and 5. The facility shall not include the parking or storage of more than one heavy vehicle on the site of the activity.	<u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u> <u>Any application involving a breach of GRZ-R13 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	

Provision	Position	Relief requested		Explanation	
		6. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u>			
GRZ-R15	Support in part	Amend as follows		Health care facilities are noise sensitive activities. This kind of activity within residential areas in the contour should still be subject to scrutiny so that effects on occupants and airport operations can be considered.	
		<table><tr><th colspan="2">GRZ-R15 Health care facility</th></tr><tr><td>Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road; 2. The maximum GFA of building occupied by the educational facility shall be 200m2; 3. The hours of operation when the site is open to</td><td>Activity status when compliance <u>with GRZ-R15(1)-(5)</u> is not achieved: DIS Activity status when compliance <u>with GRZ-R15(6)</u> is not achieved: RDIS <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u></td></tr></table>			GRZ-R15 Health care facility
GRZ-R15 Health care facility					
Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road; 2. The maximum GFA of building occupied by the educational facility shall be 200m2; 3. The hours of operation when the site is open to	Activity status when compliance <u>with GRZ-R15(1)-(5)</u> is not achieved: DIS Activity status when compliance <u>with GRZ-R15(6)</u> is not achieved: RDIS <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u>				

Provision	Position	Relief requested		Explanation
		visitors, students, clients, and deliveries shall be between the hours of 7:00am-6:00pm Monday to Friday; 4. The facility shall not result in more than two non-residential activities within a residential block frontage; and 5. The facility shall not include the parking or storage of more than one heavy vehicle on the site of the activity. 6. <u>the site is not within the 50 dBA_{Ldn} Air Noise Contour.</u>	<u>Any application involving a breach of GRZ-R15 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	
GRZ-R19	Support in part	Amend as follows GRZ-R19 Multi-unit residential development		Multi-unit residential developments should be restricted within the 50 dBA L _{dn} Air Noise Contour as they

Provision	Position	Relief requested		Explanation
		Activity status: RDIS Where: 1. any residential unit fronting a road or public open space shall have a habitable room located at the ground level; 2. at least 50% of all residential units within a development shall have a habitable space located at ground level; and 3. a design statement shall be provided with the application. Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage	Activity status when compliance not achieved: DIS	represent potentially significant residential development and intensification which would be inappropriate in this area and would potentially expose a larger number of occupants to undesirable levels of aircraft noise, while exposing CIAL to adverse reverse sensitivity effects. CIAL supports RDIS status for this activity and seeks an additional matter of discretion for proposals that are located within the 50dBA L_{dn} Air Noise Contour.

Provision	Position	Relief requested		Explanation				
		<u>Where the site is within the 50 dBA L_{dn} Air Noise Contour: RES-MD[xx] – Christchurch International Airport</u> Notification: An application for a restricted discretionary activity under this rule is precluded from being publicly notified or limited notified–, <u>except that any application within the 50dBA L_{dn} Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>						
GRZ-R20	Support in part	Amend as follows <table><tr><th colspan="2">GRZ-R20 Retirement village</th></tr><tr><td> Activity status: RDIS Where: </td><td> Activity status when compliance not achieved: DIS </td></tr></table>		GRZ-R20 Retirement village		Activity status: RDIS Where:	Activity status when compliance not achieved: DIS	Retirement villages are noise sensitive activities. CIAL supports RDIS status for this activity and seeks an additional matter of discretion for proposals that are located within the 50dBA L_{dn} Air Noise Contour.
GRZ-R20 Retirement village								
Activity status: RDIS Where:	Activity status when compliance not achieved: DIS							

Provision	Position	Relief requested		Explanation
		1. a design statement is provided with the application. Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage <u>Where the site is within the 50 dBA L_{dn} Air Noise Contour: RES-MD[xx] – Christchurch International Airport</u> Notification: An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified. <u>Any application within the 50dBA L_{dn} Air Noise Contour shall be limited notified at least to Christchurch</u>		

Provision	Position	Relief requested		Explanation				
		<u>International Airport (absent its written approval).</u>						
GRZ-R23	Support in part	Amend as follows <table><tr><th colspan="2">GRZ-R23 Camping grounds</th></tr><tr><td>Activity status: DIS <u>Where:</u> 1. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour</u></td><td>Activity status when compliance not achieved: <u>N/A-NC</u> <u>Notification:</u> <u>Any application involving a breach of GRZ-R23 (1) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u></td></tr></table>		GRZ-R23 Camping grounds		Activity status: DIS <u>Where:</u> 1. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour</u>	Activity status when compliance not achieved: <u>N/A-NC</u> <u>Notification:</u> <u>Any application involving a breach of GRZ-R23 (1) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	Campgrounds are noise sensitive activities and should not be located within the 50 dBA L _{dn} Air Noise Contour. It is not possible to insulate a tent or caravan such that adverse noise effects can be mitigated. As such, it is particularly important that these activities are not enabled.
GRZ-R23 Camping grounds								
Activity status: DIS <u>Where:</u> 1. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour</u>	Activity status when compliance not achieved: <u>N/A-NC</u> <u>Notification:</u> <u>Any application involving a breach of GRZ-R23 (1) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>							
GRZ-BFS1	Support in part	Amend as follows:		CIAL seeks that the current residential densities in the				

Provision	Position	Relief requested		Explanation
Site density		GRZ-BFS1 Site density		operative District Plan are retained within the 50 dB AL_{dn} Air Noise Contour. While there was an exemption to the strict “avoid” policy in the RPS provided for existing residential areas and greenfield priority areas in Kaiapoi, that does not mean it will be appropriate to continue to intensify development in these locations. Enabling lower site densities than currently permitted will expose additional occupants to aircraft noise at levels known to cause amenity effects, and will in turn result in adverse reverse sensitivity effects on Airport operations. Where there is other land outside the Contours available for urban development, those areas should be preferred.
		<u>outside of the 50 dBAL_{dn} 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 50 dBAL_{dn} Air Noise Contour</u>, site density shall be a maximum of one residential unit per 600m² of net site area - 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.	Activity status when compliance not achieved: NC	

MRZ-Medium Density Residential Zone

Provision	Position	Relief requested	Explanation
New rule	Insert new rule	Insert new rule as follows <u>MRZ-R[xx] Noise sensitive activities within Christchurch International Airport 50 dBAL_{dn} Air Noise Contour</u> <u>Activity status: RDIS</u> <u>Where:</u> 1. <u>Any new residential activity or residential unit proposed on a site within the 50 dBA L_{dn} Air Noise Contour that does not meet the minimum allotment size of 300m² or which does not meet built form standard GRZ-BFS2;</u> 2. <u>any other noise sensitive activity within the 50 dBAL_{dn} Air Noise Contour.</u> <u>Activity status when compliance not achieved: N/A</u> <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u>	CIAL is concerned to avoid further intensification of land within the 50 dBAL_{dn} Air Noise Contour. This is necessary to avoid exposure of occupants to heightened levels of noise and protect the Airport from reverse sensitivity effects. CIAL seeks that the densities for the zone which are contained in the operative district plan be retained within the 50 dBA L_{dn} Air Noise Contour.

MRZ-R7	Support in part	Amend as follows <table><tr><th colspan="2">MRZ-R7 Boarding house</th></tr><tr><td>Activity status: PER Where: 1. a maximum of eight people shall be accommodated per site, including any on site managers.</td><td>Activity status when compliance not achieved: DIS <u>Notification:</u> <u>Any application involving a site within the 50 dBAL_{dn} Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval).</u></td></tr></table>	MRZ-R7 Boarding house		Activity status: PER Where: 1. a maximum of eight people shall be accommodated per site, including any on site managers.	Activity status when compliance not achieved: DIS <u>Notification:</u> <u>Any application involving a site within the 50 dBAL_{dn} Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	CIAL supports limitations on larger scale boarding house activities. Where a proposal for a boarding house for more than eight people is lodged for a site under the 50 dBA L _{dn} Air Noise Contour, issues of reverse sensitivity and amenity impacts of aircraft noise will be relevant considerations. CIAL should be notified in such cases.
MRZ-R7 Boarding house							
Activity status: PER Where: 1. a maximum of eight people shall be accommodated per site, including any on site managers.	Activity status when compliance not achieved: DIS <u>Notification:</u> <u>Any application involving a site within the 50 dBAL_{dn} Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>						
MRZ-R8	Support in part	Amend as follows <table><tr><th colspan="2">MRZ-R8 Residential disability care or care facility</th></tr><tr><td>Activity status: PER <u>Where:</u> 1. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u></td><td>Activity status when compliance not achieved: N/A RDIS <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u></td></tr></table>	MRZ-R8 Residential disability care or care facility		Activity status: PER <u>Where:</u> 1. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u>	Activity status when compliance not achieved: N/A RDIS <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u>	Care facilities are noise sensitivity activities. Any noise sensitive activity within the contour should be subject to scrutiny where proposed to ensure that it is established in an appropriate location and will be designed and operated appropriately.
MRZ-R8 Residential disability care or care facility							
Activity status: PER <u>Where:</u> 1. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u>	Activity status when compliance not achieved: N/A RDIS <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u>						

			<u>Notification:</u> <u>Any application involving a breach of MRZ-R8 shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	
MRZ-R9	Support in part	Amend as follows MRZ-R9 Visitor accommodation <i>This rule does not apply to any camping ground provided for under MRZ-R28.</i> Activity status: PER Where: 1. a maximum of eight people shall be accommodated per site. Activity status when compliance not achieved: DIS <td>CIAL supports this rule for the same reasons as outlined above with respect to rule GRZ-R9.</td>		CIAL supports this rule for the same reasons as outlined above with respect to rule GRZ-R9.
MRZ-R12	Support in part	Amend as follows MRZ-R12 Educational facility Activity status: PER Activity status when compliance with MRZ- <td>Education facilities are noise sensitive activities. Any noise sensitive activity within the contour should be subject to scrutiny where proposed to ensure that it is established in</td>		Education facilities are noise sensitive activities. Any noise sensitive activity within the contour should be subject to scrutiny where proposed to ensure that it is established in

		Where: 1. the activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road; 2. the maximum GFA of building occupied by the educational facility shall be 200m²; 3. the hours of operation when the site is open to visitors, students, clients, and deliveries shall be between the hours of 7:00am-9:00pm Monday to Friday; 4. the facility shall not result in more than two non-residential activities within a residential block frontage, except in the Residential Commercial Precinct where there	<u>R12(1)-(5) is not achieved: DIS</u> Activity status when compliance <u>with MRZ-R12(6)</u> is not achieved: <u>RDIS</u> <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u> <u>Any application involving a breach of MRZ-R12 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	an appropriate location and will be designed and operated appropriately.
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		shall be no limit to the number of non-residential activities within a block; and 5. the facility shall not include the parking or storage of more than one heavy vehicle on the site of the activity. 6. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u>					
MRZ-R13	Support in part	Amend as follows <table><tr><td colspan="2">MRZ-R13 Childcare facility</td></tr><tr><td> Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a </td><td> Activity status when compliance <u>with MRZ-R13 (1)-(5) is not achieved: DIS</u> Activity status when compliance <u>with MRZ-R13 (6) is not achieved: RDIS</u> </td></tr></table>	MRZ-R13 Childcare facility		Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a	Activity status when compliance <u>with MRZ-R13 (1)-(5) is not achieved: DIS</u> Activity status when compliance <u>with MRZ-R13 (6) is not achieved: RDIS</u>	Childcare facilities are noise sensitive activities. Any noise sensitive activity within the contour should be subject to scrutiny where proposed to ensure that it is established in an appropriate location and will be designed and operated appropriately.
MRZ-R13 Childcare facility							
Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a	Activity status when compliance <u>with MRZ-R13 (1)-(5) is not achieved: DIS</u> Activity status when compliance <u>with MRZ-R13 (6) is not achieved: RDIS</u>						

		strategic road, arterial road or collector road; 2. The maximum GFA of building occupied by the educational facility shall be 200m²; 3. The hours of operation when the site is open to visitors, students, clients, and deliveries shall be between the hours of 7:00am-9:00pm Monday to Friday; 4. The facility shall not result in more than two non-residential activities within a residential block frontage, except in the Residential Commercial Precinct where there shall be no limit to the number of non-residential activities within a block; and	<u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u> <u>Any application involving a breach of MRZ-R13 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	
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		5. The facility shall not include the parking or storage of more than one heavy vehicle on the site of the activity. 6. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u>						
MRZ-R15	Support in part	Amend as follows <table><tr><th colspan="2">MRZ-R15 Health care facility</th></tr><tr><td> Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road; 2. The maximum GFA of building occupied by the </td><td> Activity status when compliance <u>with MRZ-R15(1)-(5)</u> is not achieved: DIS Activity status when compliance <u>with MRZ-R15(6)</u> is not achieved: <u>RDIS</u> <u>Matters of discretion are limited to:</u> </td></tr></table>		MRZ-R15 Health care facility		Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road; 2. The maximum GFA of building occupied by the	Activity status when compliance <u>with MRZ-R15(1)-(5)</u> is not achieved: DIS Activity status when compliance <u>with MRZ-R15(6)</u> is not achieved: <u>RDIS</u> <u>Matters of discretion are limited to:</u>	Health care facilities are noise sensitive activities. Any noise sensitive activity within the contour should be subject to scrutiny where proposed to ensure that it is established in an appropriate location and will be designed and operated appropriately.
MRZ-R15 Health care facility								
Activity status: PER Where: 1. The activity shall only be located on sites with frontage and the primary entrance to a strategic road, arterial road or collector road; 2. The maximum GFA of building occupied by the	Activity status when compliance <u>with MRZ-R15(1)-(5)</u> is not achieved: DIS Activity status when compliance <u>with MRZ-R15(6)</u> is not achieved: <u>RDIS</u> <u>Matters of discretion are limited to:</u>							

		educational facility shall be 200m²; 3. The hours of operation when the site is open to visitors, students, clients, and deliveries shall be between the hours of 7:00am-6:00pm Monday to Friday; 4. The facility shall not result in more than two non-residential activities within a residential block frontage, except in the Residential Commercial Precinct where there shall be no limit to the number of non-residential activities within a block; and 5. The facility shall not include the parking or storage of more than one heavy vehicle on the site of the activity.	<u>RES-MD[xx] – Christchurch International Airport</u> <u>Notification:</u> <u>Any application involving a breach of MRZ-R15 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	
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		6. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u>						
MRZ-R18	Support in part	<table><tr><th colspan="2">MRZ-R18 Multi-unit residential development</th></tr><tr><td>Activity status: RDIS Where: 1. any residential unit fronting a road or public open space shall have a habitable room located at the ground level; 2. at least 50% of all residential units within a development shall have a habitable space located at ground level; and</td><td>Activity status when compliance not achieved: DIS</td></tr></table>		MRZ-R18 Multi-unit residential development		Activity status: RDIS Where: 1. any residential unit fronting a road or public open space shall have a habitable room located at the ground level; 2. at least 50% of all residential units within a development shall have a habitable space located at ground level; and	Activity status when compliance not achieved: DIS	CIAL supports RDIS status for this activity and seeks an additional matter of discretion for proposals that are located within the 50dBA L _{dn} Air Noise Contour.
MRZ-R18 Multi-unit residential development								
Activity status: RDIS Where: 1. any residential unit fronting a road or public open space shall have a habitable room located at the ground level; 2. at least 50% of all residential units within a development shall have a habitable space located at ground level; and	Activity status when compliance not achieved: DIS							

		3. a design statement shall be provided with the application-; <u>and</u> 4. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u> Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage <u>RES-MD[xx] – Christchurch International Airport</u> Notification: An application for a restricted discretionary activity under this rule is precluded from being publicly notified or limited notified-; <u>except that any application involving a breach of MRZ-R18(4) shall be limited notified at least to Christchurch International</u>		
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		<u>Airport (absent its written approval).</u>							
MRZ-R19	Support in part	Amend as follows <table><tr><th colspan="2">MRZ-R19 Retirement village</th></tr><tr><td>Activity status: RDIS Where: 1. a design statement shall be provided with the application-; <u>and</u> 2. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u> Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage</td><td>Activity status when compliance not achieved: DIS</td></tr></table>			MRZ-R19 Retirement village		Activity status: RDIS Where: 1. a design statement shall be provided with the application-; <u>and</u> 2. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u> Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage	Activity status when compliance not achieved: DIS	CIAL supports RDIS status for this activity and seeks an additional matter of discretion for proposals that are located within the 50dBA L _{dn} Air Noise Contour.
MRZ-R19 Retirement village									
Activity status: RDIS Where: 1. a design statement shall be provided with the application-; <u>and</u> 2. <u>the site is not within the 50 dBAL_{dn} Air Noise Contour.</u> Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage	Activity status when compliance not achieved: DIS								

		<u>Where the site is within the 50 dBA L_{dn} Air Noise Contour:</u> <u>RES-MD[xx] – Christchurch International Airport</u> Notification: An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified. <u>Any application involving a breach of MRZ-R19 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>		
MRZ-BFS1 Site density	Support in part	Amend as follows		CIAL seeks that residential densities in the operative District Plan are retained to avoid further intensification of land within the 50 dBA L _{dn} Air Noise Contour.

		<table><tr><th colspan="2">MRZ-BFS1 Site density</th></tr><tr><td> 1. <u>Outside of the 50 dBAL_{dn} Air Noise Contour</u>, site density shall be a maximum of one residential unit per 200m² of net site area, which can be calculated over multiple adjacent sites. 2. <u>within the 50 dBAL_{dn} Air Noise Contour, site density shall be a maximum of one residential unit per 300m² of net site area</u> 3. Where a site is less than 500m², one residential unit is allowed. 4. This rule does not apply to any minor residential unit, or residential unit in a requirement village. </td><td> Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: RES-MD2 – Residential design principles Notification An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified. </td></tr></table>	MRZ-BFS1 Site density		1. <u>Outside of the 50 dBAL_{dn} Air Noise Contour</u>, site density shall be a maximum of one residential unit per 200m² of net site area, which can be calculated over multiple adjacent sites. 2. <u>within the 50 dBAL_{dn} Air Noise Contour, site density shall be a maximum of one residential unit per 300m² of net site area</u> 3. Where a site is less than 500m², one residential unit is allowed. 4. This rule does not apply to any minor residential unit, or residential unit in a requirement village.	Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: RES-MD2 – Residential design principles Notification An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.	
MRZ-BFS1 Site density							
1. <u>Outside of the 50 dBAL_{dn} Air Noise Contour</u>, site density shall be a maximum of one residential unit per 200m² of net site area, which can be calculated over multiple adjacent sites. 2. <u>within the 50 dBAL_{dn} Air Noise Contour, site density shall be a maximum of one residential unit per 300m² of net site area</u> 3. Where a site is less than 500m², one residential unit is allowed. 4. This rule does not apply to any minor residential unit, or residential unit in a requirement village.	Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: RES-MD2 – Residential design principles Notification An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.						

SETZ-Settlement Zone

Provision	Position	Relief requested	Explanation

RESZ – Matters of discretion for all Residential Zones

Provision	Position	Relief requested	Explanation
RES-MD[xx] Insert new matter of discretion	Insert new matter of discretion	Insert new matter of discretion as follows <u>Christchurch International Airport</u> <u>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>whether reverse sensitivity effects that may limit the operation, maintenance or upgrade of Christchurch International Airport are avoided.</u>	CIAL seeks that a new matter of discretion be inserted to ensure that any proposed noise sensitive activity within the contour be subject to scrutiny to ensure that it is established in an appropriate location and will be designed and operated appropriately.

RURZ – General Objectives and Policies for all Rural Zones

Provision	Position	Relief requested	Explanation
RURZ – introduction	Support in part	Amend as follows ... <u>Within the 50 dBA L_{dn} Air Noise Contour residential density is also restricted in order to avoid the location of sensitive activities where they will experience adverse amenity effects, and to avoid adverse reverse sensitivity effects on Christchurch International Airport.</u>	Density controls are important to avoid adverse reverse sensitivity effects on the Airport. This should be recorded in the introduction.
RURZ-01 Rural environment	Support in part	Amend as follows: An environment with a predominant land use character comprising primary production activities and natural environment values, where rural openness dominates over built form, while recognising: 1. the east of the District has a predominant character of small rural sites with a pattern of built form of residential units and structures at more regular intervals at a low density compared to urban environments; and 2. the remainder of the District, while having a range in the size of rural sites, has a predominant character of larger rural sites with a corresponding density of residential units and built form.	CIAL supports policy direction to retain rural openness over built form. The need to support the operation of critical infrastructure, regionally significant infrastructure, and strategic infrastructure is also submitted to be an important outcome to recognise.

		3. <u>the importance of allowing critical infrastructure, regionally significant infrastructure, and strategic infrastructure to develop and operate without being compromised by reverse sensitivity or incompatible activities.</u>	
RURZ-P5 Minor residential units	Support in part	Amend as follows Provide for a minor residential unit on a site, which includes a tiny home, while: 1. ensuring that any minor residential unit is subservient to any residential unit on the site; <u>and</u> 2. <u>ensuring minor residential units within the 50 dBA L_{dn} Air Noise Contour are only able to be occupied by family member/s who are dependent in some way on the household living within the primary residential unit.</u>	CIAL seeks that minor residential units within the 50 dBA L _{dn} Air Noise Contour are limited to family flats (consistent with the approach in the Christchurch District Plan) to protect the Airport from reverse sensitivity effects and to avoid exposure of occupants to heightened levels of noise.
RURZ-P8	Support in part	Amend as follows: Minimise the potential for reverse sensitivity effects by: 1. avoiding the establishment of any new sensitive activity near existing intensive indoor primary production activities, intensive outdoor primary production activities, waste management facilities, quarrying activities, mining activities, and rural industry in circumstances where the new sensitive activity may compromise the operation of the existing activities;	A policy emphasising the importance of protecting strategic infrastructure from reverse sensitivity effects caused by incompatible land use is important. Either amend this policy as proposed or cross-reference clearly to policy requiring avoidance of adverse reverse sensitivity effects in the Noise, Subdivision, or

		2. <u>managing adverse effects on strategic infrastructure, including through:</u> a. <u>avoiding noise sensitive activities within the 50 dBAL_{dn} Air Noise Contour and ensuring that, in this location, the density of residential units is kept to a maximum of 1 residential unit per 4 hectares in the Residential Lifestyle Zone and 1 residential unit per 20ha in the General Rural Zone;</u> b. <u>managing the risk of birdstrike to aircraft using Christchurch International Airport;</u> c. <u>[any additional matters that may be relevant to other infrastructure]</u> 3. managing the establishment of new sensitive activities near other primary production activities; 4. ensuring adequate separation distances between existing sensitive activities and new intensive indoor primary production activities, intensive outdoor primary production activities, waste management facilities, quarrying activities, mining activities, and rural industry; and 5. avoiding quarry, landfill, cleanfill area, mining activities adjacent to urban environments where the amenity values of urban environments would be diminished.	Energy and Infrastructure chapters.
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GRUZ-General Rural Zone

Provision	Position	Relief requested	Explanation
GRUZ-P2 Limiting fragmentation of land	Support in part	Amend as follows: Maintain opportunities for land to be used for primary production activities within the zone by limiting further fragmentation of land in a manner that avoids sites being created, or residential units being erected, on sites that are less than 20ha, unless: 1. associated with the development of infrastructure which reduces the size of the balance lot or site to below 20ha; 2. associated with the establishment of a bonus residential unit or creation of a bonus allotment; 3. the erection of a residential unit is protected by a legacy provision in this Plan; and 4. is the establishment of a minor residential unit, where the site containing a residential unit is 20ha or greater, or is protected by a legacy provision in this Plan; <u>provided the development is not on land within the 50 dBA L_{dn} Air Noise Contour.</u>	CIAL supports policy direction to avoid fragmentation of land and to avoid sites being created in the General Rural Zone that are less than 20ha. However, CIAL does not consider the exceptions provided for would be appropriate within the 50 dBA L_{dn} Air Noise Contour, and seeks that they are not applicable to land within the contours.
New rule	Insert new rule	Insert new rule as follows	Noise sensitive activities must be avoided within the 50 dBA L _{dn} Air Noise Contour in rural

		<u>GRUZ-R[xx] Noise sensitive activities within Christchurch International Airport 50 dBAL_{dn} Air Noise Contour</u> <u>Activity status: PER</u> <u>Where:</u> 1. <u>there is no more than one residential unit on a lot with a minimum net site area of 20ha</u> <u>Activity status: NC</u> <u>All other noise sensitive activities</u> <u>Activity status when compliance with GRUZ-R[xx](1) not achieved: NC</u>	zones. This policy direction requires a non-complying activity status for such activities. There are a variety of rules applicable to noise sensitive activities in the GRUZ (R5, R7, R16, R25, R26, R34, and R39). CIAL considers a single rule applicable to noise sensitive activities within the 50dBA Ldn Air Noise Contour is the most simple and appropriate way to apply the direction CRPS Policy 6.3.5(4). In the alternative, specific clauses or standards could be added to each of the rules which relate to noise sensitive activities, to the same effect as the rule sought in this submission.
GRUZ-R3 Residential unit	Support in part	Amend as follows GRUZ-R3 Residential unit	CIAL seeks that any noise sensitive activity located within the 50 dBA L_{dn} Air Noise Contour that does not meet the minimum net site area of 20ha per residential unit be non-

		<i>This rule does not apply to any minor residential unit provided for under GRUZ-R4; or bonus residential unit provided for under GRUZ-R16.</i>	complying. CIAL does not consider the exceptions proposed would be appropriate within the 50 dBA L_{dn} Air Noise Contour.
		Activity status: PER Where: 1. a residential unit shall be located on a site with a minimum net site area of 20ha per residential unit except where-provided for in (3), (4), (5), (6) and (7) below. <u>These exceptions do not apply to land within the 50 dBAL_{dn} Air Noise Contour;</u> 2. ... [etc]	Activity status when compliance with GRUZ-R3 (2)(b) or GRUZ-R3 (2)(c) not achieved: DIS Activity status when compliance with GRUZ-R3 (1), GRUZ-R3 (2)(a), GRUZ-R3 (3), GRUZ-R3 (4), GRUZ-R3 (5), GRUZ-R3 (6), or GRUZ-R3 (7) not achieved: NC
GRUZ-R4 Minor residential unit	Support in part	Amend as follows GRUZ-R4 Minor residential unit	Minor residential units should be restricted within the 50 dBA L_{dn} Air Noise Contour in the same way that occurs in rural zones in Christchurch District – where they are limited to use for family flats.

		Activity status: PER Where: 1. the maximum GFA of the minor residential unit shall be 90m² (excluding any area required for a single car vehicle garage or carport up to a maximum of 40m²); 2. there shall be only one minor residential unit per site; or 3. there shall be only one minor residential unit per delineated area within a site; or 4. for any site where there is a residential unit and a bonus residential unit there shall be a maximum of two minor residential units per site; and	Activity status when compliance not achieved: NC	
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		5. a minor residential unit shall only be erected on a site less than 4ha where the site exists and is a site or allotment that was created by subdivision and was on a subdivision consent between 1 October 1991 and 24 February 2001 (inclusive of both dates)-; <u>and</u> 6. <u>for any site within the 50 dBAL_{dn} Air Noise Contour, a minor residential unit shall occupied by family member/s who are dependent in some way on the household living within that residential unit.</u>		
GRUZ-R12 Farm quarry	Support in part	Amend as follows GRUZ-R12 Farm quarry		Quarrying activities can present a bird strike risk if not carefully managed. CIAL seeks that a farm quarry be restricted discretionary where located

		Activity status: PER Where: 1. any farm quarry shall be set back a minimum of: a. 300m from the building footprint or any residential unit or minor residential unit on a site under different ownership; b. 100m from any site boundary of a site under different ownership; c. 100m from a road boundary of a public road; and d. 100m from any SNA.	Activity status when compliance <u>with GRUZ-R12(1) is not achieved</u>: DIS Activity status when compliance <u>with GRUZ-R12(2) is not achieved</u>: RDIS <u>Matters of discretion are limited to:</u> <u>RURZ-MD[xx] – Bird strike risk</u> <u>Notification:</u> <u>Any application involving a breach of GRUZ-R12 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	within a 13km radius of the Christchurch International Airport runway. Any bird strike risk activity should be subject to scrutiny where proposed to ensure that it is designed, managed and operated to avoid attracting bird species which constitute a hazard to aircraft.
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		2. <u>The site is not within 13km of the thresholds of the runways at Christchurch International Airport runway (as shown on planning maps).</u>		
GRUZ-R30 Quarrying activities	Support in part	Amend as follows GRUZ-R30 Quarrying activities <i>This rule does not apply to any farm quarry provided for under GRUZ-R12</i> Activity status: DIS Where: - The quarry shall be set back a minimum of 1000m from a Residential Zone. <u>Activity status: RDIS</u> <u>The site is within 13km from the thresholds of</u>		Quarrying activities can present a bird strike risk if not carefully managed. CIAL seeks that a quarry be restricted discretionary where located within a 13km radius of the Christchurch International Airport runway. Any bird strike risk activity should be subject to scrutiny where proposed to ensure that it is designed, managed and operated to avoid attracting bird species which constitute a hazard to aircraft. Alternatively, CIAL seeks that discretionary activity status is retained, but that any application within 13km of the

		<u>the runways at Christchurch International Airport runway (as shown on planning maps).</u> <u>With respect to GRUZ-R30(2), matters of discretion are limited to:</u> <u>RURZ-MD[xx] – Bird strike risk</u>		thresholds of the runways at Christchurch International Airport be limited notified at least to Christchurch International Airport (absent its written approval).
GRUZ-R31 Waste management facility	Support in part	Insert new non-complying activity rule which is applicable to waste management facilities within 13km radius of Christchurch International Airport runways. Insert clause indicating that notification of any application arising from this requested new rule will be made at least to CIAL.		Depending on the type of waste being handled, waste management facilities may present a bird strike risk activity. In particular, a putrescible waste facility poses a high bird hazard risk up to 13km from the runway ends. As such, waste management facilities should be non-complying within 13km radius of the Airport runways in Waimakariri District.

GRUZ-32 Composting facility	Support	Retain this rule. Insert advice note which states that composting facilities within 13km radius of Christchurch International Airport runways have the potential to increase bird strike risk, and this issue must be considered in respect of an application for a composting facility in that area. Insert a note on notification stating that any application within 13km of the thresholds of the runways at Christchurch International Airport be limited notified at least to Christchurch International Airport (absent its written approval).	CIAL supports the discretionary activity status proposed for new composting facilities. Composting facilities can increase bird strike risk at the Airport. As such, they should be managed within 13km radius of the Airport runways.						
GRUZ-R40 Multi-unit residential development	Support	<table><tr><td colspan="2">Retain</td></tr><tr><td colspan="2">GRUZ-R40 Multi-unit residential development</td></tr><tr><td>Activity status: NC</td><td>Activity status when compliance not achieved: N/A</td></tr></table>	Retain		GRUZ-R40 Multi-unit residential development		Activity status: NC	Activity status when compliance not achieved: N/A	CIAL supports non-complying activity status for multi-unit residential development in this zone and seeks that it be retained. This type of development is not appropriate in rural areas.
Retain									
GRUZ-R40 Multi-unit residential development									
Activity status: NC	Activity status when compliance not achieved: N/A								
GRUZ-R41 Residential unit	Support	Retain	CIAL supports non-complying activity status for residential units located on a site with a net site area of less than 20ha. CIAL seeks that this rule be retained, and that none of the						

			exceptions apply to land within the 50 dBA L _{dn} Air Noise Contour.
GRUZ-R42 Minor residential unit in General Rural Zone	Support	Retain.	CIAL supports non-complying activity status for minor residential units located on a site with a net site area of less than 20ha. CIAL seeks that this rule be retained, and that none of the exceptions apply to land within the 50 dBA L _{dn} Air Noise Contour.

RLZ-Rural Lifestyle Zone

Provision	Position	Relief requested	Explanation
RLZ-P2	Support in part	Amend as follows Activities in the Rural Lifestyle Zone Retain opportunities for land within the zone to be used for primary production activities while maintaining the predominant character of small rural lots by avoiding new sites being created, or residential units being erected on sites, that are less than 4ha, unless: 1. associated with the development of infrastructure which reduces the size of the balance lot or site to below 4ha;	CIAL supports policy direction to avoid development of residential units on sites that are less than 4ha. However, CIAL does not consider the exceptions provided for would be appropriate within the 50 dBA L _{dn} Air Noise Contour, and seeks a carve out for the land within the contours.

		<u>All other noise sensitive activities</u>	the most simple and appropriate way to apply the direction CRPS Policy 6.3.5(4). In the alternative, specific clauses or standards could be added to each of the rules which relate to noise sensitive activities, to the same effect as the rule sought in this submission. Either insert this rule into the zone chapter or cross-reference clearly to NOISE-R17 requiring avoidance of noise sensitive activities within the 50 dBA L_{dn} Air Noise Contour (provided the relief sought in relation to NOISE-17 is granted).
RLZ-R3 Residential unit	Support in part	Amend as follows GRUZ-R3 Residential unit <i>This rule does not apply to any minor residential unit provided for under GRUZ-R4; or bonus residential unit provided for under GRUZ-R16.</i>	CIAL seeks that any noise sensitive activity located within the 50 dBA L_{dn} Air Noise Contour that does not meet the minimum net site area of 4ha per residential unit be non-complying. CIAL does not consider the exceptions proposed would be appropriate

		Activity status: PER Where: 1. a residential unit shall be located on a site with a minimum net site area of 4ha per residential unit except where-provided for in (3), (4), (5), (6) and (7) below. <u>These exceptions do not apply to land within the 50 dBAL_{dn} Air Noise Contour</u>; 2. ... [etc]	Activity status when compliance with GRUZ-R3 (2)(b) or GRUZ-R3 (2)(c) not achieved: DIS Activity status when compliance with GRUZ-R3 (1), GRUZ-R3 (2)(a), GRUZ-R3 (3), GRUZ-R3 (4), GRUZ-R3 (5), GRUZ-R3 (6), or GRUZ-R3 (7) not achieved: NC	within the 50 dBA L_{dn} Air Noise Contour.				
RLZ-R4 Minor residential unit	Support in part	Amend as follows <table><tr><th colspan="2">RLZ-R4 Minor residential unit</th></tr><tr><td> Activity status: PER Where: 1. the maximum GFA of the minor residential unit shall be 90m² </td><td> Activity status when compliance not achieved: NC </td></tr></table>		RLZ-R4 Minor residential unit		Activity status: PER Where: 1. the maximum GFA of the minor residential unit shall be 90m²	Activity status when compliance not achieved: NC	Minor residential units should be restricted within the 50 dBA L_{dn} Air Noise Contour in the same way that occurs in rural zones in Christchurch District – where they are limited to use for family flats only.
RLZ-R4 Minor residential unit								
Activity status: PER Where: 1. the maximum GFA of the minor residential unit shall be 90m²	Activity status when compliance not achieved: NC							

		(excluding any area required for a single car vehicle garage or carport up to a maximum of 40m²); 2. there shall be only one minor residential unit per site; or 3. there shall be only one minor residential unit per delineated area within a site; or 4. For any site where there is a residential unit and a bonus residential unit there shall be a maximum of two minor residential units per site; and 5. a minor residential unit shall only be erected on a site less than 4ha where the site exists and is a site or allotment that was created by subdivision and was on a		
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		subdivision consent between 1 October 1991 and 24 February 2001 (inclusive of both dates)); and 6. <u>for any site within the 50 dBAL_{dn} Air Noise Contour, a minor residential unit shall occupied by family member/s who are dependent in some way on the household living within that residential unit.</u>						
RLZ-R12 Farm quarry	Support in part	Amend as follows <table><tr><th colspan="2">RLZ-R12 Farm quarry</th></tr><tr><td> Activity status: PER Where: 1. Any farm quarry shall be set back a minimum of: a. 300m from the building footprint or any residential </td><td> Activity status when compliance <u>with RLZ-R12(1)</u> is not achieved: DIS Activity status when compliance <u>with RLZ-R12(2)</u> is not achieved: <u>RDIS</u> <u>Matters of discretion are limited to:</u> </td></tr></table>		RLZ-R12 Farm quarry		Activity status: PER Where: 1. Any farm quarry shall be set back a minimum of: a. 300m from the building footprint or any residential	Activity status when compliance <u>with RLZ-R12(1)</u> is not achieved: DIS Activity status when compliance <u>with RLZ-R12(2)</u> is not achieved: <u>RDIS</u> <u>Matters of discretion are limited to:</u>	Quarrying activities can present a bird strike risk if not carefully managed. CIAL seeks that a farm quarry be restricted discretionary where located within a 13km radius of the Christchurch International Airport runway. Any bird strike risk activity should be subject to scrutiny where proposed to ensure that it is designed, managed and operated to avoid attracting bird species
RLZ-R12 Farm quarry								
Activity status: PER Where: 1. Any farm quarry shall be set back a minimum of: a. 300m from the building footprint or any residential	Activity status when compliance <u>with RLZ-R12(1)</u> is not achieved: DIS Activity status when compliance <u>with RLZ-R12(2)</u> is not achieved: <u>RDIS</u> <u>Matters of discretion are limited to:</u>							

		unit or minor residential unit on a site under different ownership; b. 100m from any site boundary of a site under different ownership; c. 100m from a road boundary of a public road; and d. 100m from any SNA. 2. <u>The site is 13km from the thresholds of the runways at Christchurch International Airport runway (as shown on planning maps).</u> Advisory note Additional activity standards applying to	<u>RURZ-MD[xx] – Bird strike risk</u> <u>Notification:</u> <u>Any application involving a breach of RLZ-R12 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>	which constitute a hazard to aircraft.
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		this activity are located within the Earthworks Chapter (See EW-R11).		
RLZ-R31 Quarrying activities	Support in part	Amend as follows RLZ-R31 Quarrying activities <i>This rule does not apply to any farm quarry provided for under RLZ-R12</i> Activity status: DIS Where: - The quarry shall be set back a minimum of 1000m from a Residential Zone. <u>Activity status: RDIS</u> <u>The site is 13km from the thresholds of the runways at Christchurch International Airport runway (as shown on planning maps).</u>		Quarrying activities can present a bird strike risk if not carefully managed. CIAL seeks that a quarry be restricted discretionary where located within a 13km radius of the Christchurch International Airport runway. Any bird strike risk activity should be subject to scrutiny where proposed to ensure that it is designed, managed and operated to avoid attracting bird species which constitute a hazard to aircraft. Alternatively, CIAL seeks that discretionary activity status for all quarries is retained, but that any application within 13km of the thresholds of the runways at Christchurch International Airport be limited notified at least to Christchurch International Airport (absent its written approval).

		<u>With respect to GRUZ-R30(2), matters of discretion are limited to:</u> <u>RURZ-MD[xx] – Bird strike risk</u>		
RLZ-32 Waste management facility	Support in part	Insert new non-complying activity rule which is applicable to waste management facilities in this zone within 13km radius of Christchurch International Airport runways. Insert clause indicating that notification of any application arising from this requested new rule will be made at least to CIAL.		Depending on the type of waste being handled, waste management facilities may present a bird strike risk activity. In particular, a putrescible waste facility poses a high bird hazard risk up to 13km from the runway ends. As such, waste management facilities should be non-complying within 13km radius of the Airport runways in Waimakariri District.
RLZ-33 Composting facility	Support	Retain this rule. Insert advice note which states that composting facilities within 13km radius of Christchurch International Airport runways have the potential to increase bird strike risk, and this issue must be		CIAL supports the discretionary activity status proposed for new composting facilities.

		considered in respect of an application for a composting facility in that area. Insert clause indicating that notification of any application arising from this requested new rule will be made at least to CIAL.	Composting facilities can increase bird strike risk at the Airport. As such, they should be managed within 13km radius of the Airport runways.						
RLZ-35 Camping ground	Support in part	<table><tr><td colspan="2">Amend as follows</td></tr><tr><td colspan="2">RLZ-R35 Camping ground</td></tr><tr><td>Activity status: DIS <u>Where:</u> <u>It is not located within the 50 dBA L_{dn} Air Noise Contour.</u></td><td>Activity status when compliance not achieved: N/A-NC</td></tr></table>	Amend as follows		RLZ-R35 Camping ground		Activity status: DIS <u>Where:</u> <u>It is not located within the 50 dBA L_{dn} Air Noise Contour.</u>	Activity status when compliance not achieved: N/A-NC	Campgrounds are noise sensitive activities and should not be enabled within the 50 dBA L _{dn} Air Noise Contour.
Amend as follows									
RLZ-R35 Camping ground									
Activity status: DIS <u>Where:</u> <u>It is not located within the 50 dBA L_{dn} Air Noise Contour.</u>	Activity status when compliance not achieved: N/A-NC								
RLZ-R40 Retirement village	Support	<table><tr><td colspan="2">Retain</td></tr><tr><td colspan="2">RLZ-R40 Retirement village</td></tr><tr><td>Activity status: NC</td><td>Activity status when compliance not achieved: N/A</td></tr></table>	Retain		RLZ-R40 Retirement village		Activity status: NC	Activity status when compliance not achieved: N/A	CIAL supports non-complying activity status for retirement villages within the Residential Lifestyle zone.
Retain									
RLZ-R40 Retirement village									
Activity status: NC	Activity status when compliance not achieved: N/A								

RLZ-R41 Multi-unit residential development	Support	Retain RLZ-R41 Multi-unit residential development Activity status: NC Activity status when compliance not achieved: N/A	CIAL supports non-complying activity status for multi-unit residential developments in this zone.
RURZ-MD[xx] Insert new matter of discretion	Insert new matter of discretion	Insert new matter of discretion as follows <u>RURZ-MD[xx] – Bird strike risk</u> 1. <u>The extent to which the proposed activity will be designed, operated and managed to avoid attracting bird species which constitute a hazard to aircraft.</u>	CIAL seeks the insertion of a matter of discretion related to bird strike risk on aircraft. This matter of discretion should apply to any bird strike risk activities which are provided for as restricted discretionary activities in the Plan. As set out elsewhere in this submission, CIAL seeks a more comprehensive management regime is included in the Plan to manage bird strike risk activities.

CMUZ-Commercial and Mixed Use Zones

Provision	Position	Relief requested	Explanation				
CMUZ All commercial and mixed use zones and rules	Insert new rule	Insert new rule applying to each commercial and mixed use zone as follows: <table><tr><td colspan="2"><u>CMUZ-R[xx] Noise sensitive activities within 50 dBAL_{dn} Air Noise Contour</u></td></tr><tr><td><u>Activity status: NC</u> <u>Where:</u> 1. <u>any noise sensitive activity within the 50 dBAL_{dn} Air Noise Contour.</u></td><td><u>Activity status when compliance not achieved: N/A</u></td></tr></table>	<u>CMUZ-R[xx] Noise sensitive activities within 50 dBAL_{dn} Air Noise Contour</u>		<u>Activity status: NC</u> <u>Where:</u> 1. <u>any noise sensitive activity within the 50 dBAL_{dn} Air Noise Contour.</u>	<u>Activity status when compliance not achieved: N/A</u>	CIAL seeks that the rules relating to the 50 dBAL _{dn} Air Noise Contour be relocated to each relevant chapter or that thorough and explicit cross references are made in the relevant zone chapters to ensure plan users are directed to the additional rules applying to land within the 50 dBA L _{dn} Air Noise Contour.
<u>CMUZ-R[xx] Noise sensitive activities within 50 dBAL_{dn} Air Noise Contour</u>							
<u>Activity status: NC</u> <u>Where:</u> 1. <u>any noise sensitive activity within the 50 dBAL_{dn} Air Noise Contour.</u>	<u>Activity status when compliance not achieved: N/A</u>						

GIZ-General Industrial Zone

Provision	Position	Relief requested	Explanation
Insert new rule	Support in part	Insert new rule applying to each industrial zone as follows:	CIAL seeks that the rules relating to the 50 dBAL _{dn} Air

		<u>GIZ-R[xx] Noise sensitive activities within 50 dBAL_{dn} Air Noise Contour</u>		Noise Contour be relocated to each relevant chapter or that thorough and explicit cross references are made in the relevant zone chapters to ensure plan users are directed to the additional rules applying to land within the 50 dBA L _{dn} Air Noise Contour.
		<u>Activity status: NC</u> <u>Where:</u> 1. <u>any noise sensitive activity within the 50 dBAL_{dn} Air Noise Contour.</u>	<u>Activity status when compliance not achieved: N/A</u>	

Existing Development Areas

Provision	Position	Relief requested	Explanation
WKP West Kaiapoi Development Area	Support	Retain.	West Kaiapoi Development Area covers the Silverstream development which was enabled following the Canterbury Earthquakes. A part of this Development Area is inside the 50dBA L_{dn} Air Noise Contour. This land is subject to exceptions from CRPS Policy 6.3.5(4) requiring that noise sensitive activities be avoided.

			CIAL supports this Development Area provided that there are no amendments to the provisions applicable to the land within the Air Noise Contour which would enable more intensification than allowed under the Operative District Plan.
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New Development Areas

Provision	Position	Relief requested	Explanation
K – Kaiapoi Development Area	Oppose in part	CIAL seeks that that the FDAs proposed on land falling within the 50dBA Ldn Air Noise Contour be limited to development for non-sensitive activities only and do not enable further residential development within the 50dBA Ldn Air Noise Contour, which would be inconsistent with RPS Policy 6.3.5(4). The RPS provides a limited exception for developing land in Kaiapoi within the 50dBA Ldn Air Noise Contour – related to earthquake recovery. While the Greenfield Priority Areas are provided for earthquake recovery, the Future Development Area is not. Hence, further urban development in this area within the 50dBA Ldn Air Noise Contour should not be for noise sensitive activities.	Part of this New Development Area lies within the 50 dBA L_{dn} Air Noise Contour. CIAL is opposed to the identification of New Development Areas within the 50dBA L_{dn} Air Noise Contour in Kaiapoi. Enabling residential development in the New Development Area within the 50dBA L_{dn} Air Noise Contour is contrary to Policy 6.3.5(4) and Policy 6.3.9(5) CRPS. This change would result in new noise sensitive activities (such

			as residential activities) being able to establish underneath the 50dBA L_{dn} Air Noise Contours. CIAL seeks that, if this FDA land within the Contour is confirmed, it is provided for business or commercial development, not residential development or other noise sensitive activities.
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Special Purpose Zones

Provision	Position	Relief requested	Explanation
Specific Purpose Zone Kaiapoi Regeneration (SPZ KR)		Where land with this zoning lies within the 50 dBAL _{dn} Air Noise Contour, include rules consistent with the relief sought above to avoid noise sensitive activities.	For the reasons outlined above, CIAL seeks that noise sensitive activities are avoided within the 50 dBA L _{dn} Air Noise Contour, in order to give effect to the CRPS. CIAL is not opposed to the continuation of pre-earthquake residential activities but seeks that otherwise, noise sensitive activities are located outside of the Contours in this zone.

			CIAL seeks that the relief discussed above with respect to rule NOISE-R17 either be relocated to each relevant chapter or that thorough and explicit cross references are made in the relevant zone chapters to ensure plan users are directed to the additional rules applying to land within the 50 dBA L_{dn} Air Noise Contour.
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BIRD STRIKE – INSERT NEW PROVISIONS

Provision	Position	Relief requested	Explanation
New Definition	Insert new definition	Insert new definition of “bird strike” as follows: <u>Bird Strike means:</u> <u>When a bird or flock of birds collide with an aircraft</u>	For the reasons set out in Appendix A and below, CIAL seeks a new definition of ‘bird strike’ is inserted into the Plan.

New Definition	Insert new definition	CIAL seeks a new definition as follows <u>Bird Strike Risk Activity</u> <u>means:</u> <u>a. permanent artificial water body;</u> <u>b. excavation works, including quarrying, which result in ponding exceeding 100m2 or more of open water, for more than a continuous 48 hour period; and</u> <u>c. commercial pig farming, or cattle feed lots;</u> <u>d. fruit tree farms;</u> <u>e. fish and commercial food processing activities with external food storage or waste areas accessible to birds;</u> <u>f. sewage treatment and disposal facilities;</u> <u>g. wildlife refuges or conservation areas;</u> <u>h. recreational areas or golf courses exceeding 2ha;</u> <u>i. waste management facilities and composting facilities;</u> <u>j. abattoirs and freezing works.</u>	Bird strike presents a serious risk to public safety and to the safe and efficient operations at Christchurch International Airport. There are a number of activities which are known to increase the risk of bird strike if they are allowed to take place in the vicinity of the flight paths for aircrafts approaching or departing from the Airport. Those activities should be identified and included within a definition of 'bird strike risk activity' with a corresponding suite of provisions controlling these activities within 13km of the Christchurch International Airport runways. This distance reflects the extent in which birds and aircraft are present in the same airspace and thus is the area in which bird strike is at risk of occurring if land use is not managed to mitigate this risk.
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New Rule	Insert new rule	Insert provisions managing activities that present a bird strike risk on Christchurch International Airport into all relevant zone chapters covering land within 13km radius of the Airport as follows:			CIAL seeks that either the drafting proposed, or provisions that will achieve the same outcome of providing appropriate regulation for bird strike risk activities within 8km and 13km of the airport runways, is inserted.
		<u>All Zones</u>	<u>Activity status: PER</u> <u>Where:</u> <u>any Bird Strike Risk Activity is proposed between an 8km and 13km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps), a birdstrike management plan prepared in consultation with CIAL has been provided to the Waimakariri District Council Planning Manager prior to the activity establishing, and accepted (within 10 days of receipt). An updated plan shall be provided to</u>	<u>Activity status when compliance not achieved: RDIS</u> <u>Matters of discretion:</u> <u>MD[xx] – Bird strike risk</u> <u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited.</u>	CIAL seeks that these provisions are inserted into the relevant zone chapters. Or, if that relief is rejected, inserted into District-Wide rules with clear cross-references included in all relevant zone chapters to ensure plan users are aware of the rules.

			<u>the Waimakariri District Council if the activity expands.</u>		
		<u>All Zones</u>	<u>Activity status:</u> RDIS <u>Where:</u> <u>1. Any Bird Strike Risk Activity is proposed within an 8km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps); and</u> <u>2. with regard to the creation of any new temporary or permanent waterbodies or stormwater basins, the combined areas</u>	<u>Activity status when compliance not achieved:</u> N/A <u>Matters of discretion:</u> <u>MD[xx] – Bird strike risk</u> <u>Notification:</u> <u>any application arising from this rule will be notified to Christchurch International Airport Limited.</u>	

			<u>of all stormwater basins and/or waterbodies that are wholly or partly within 1km of the proposed waterbody's or basin's edge exceed 1000m2.</u>		
		<u>All Zones</u>	<u>Activity status: NC</u> <u>1. any waste management facility, proposed within 13 km radius of the thresholds of the runways at Christchurch International Airport as shown on the planning maps.</u>	<u>Activity status when compliance not achieved: N/A</u>	
Insert new matter of discretion	Insert new matter of discretion	As sought above, insert new matter of discretion as follows <u>MD[xx] – Bird strike risk</u>			CIAL seeks the insertion of a matter of discretion related to bird strike risk on aircraft. This matter of discretion should apply to any bird strike risk activities which are provided

		<u>The extent to which the proposed activity will be designed, operated and managed to avoid attracting bird species which constitute a hazard to aircraft.</u>	for as restricted discretionary activities in the Plan.
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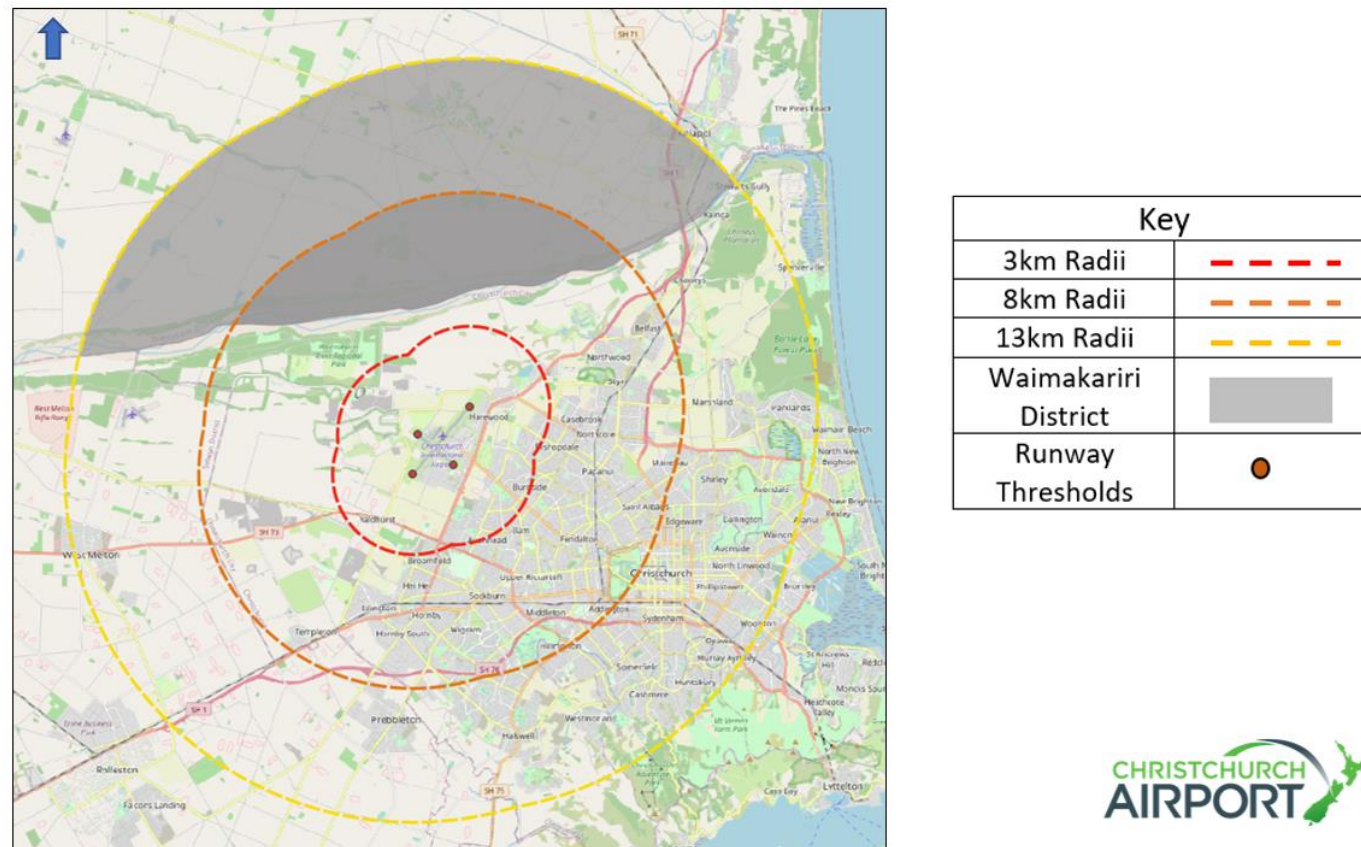
MAPPING

CIAL supports inclusion of the 50 dBA L_{dn} Air Noise Contour and 55 dBA L_{dn} Air Noise Contour overlays on the planning maps. CIAL seeks that these overlays are labelled clearly and described in the Plan so that plan users understand the noise levels and what the contours relate to, as a sub-set of the generalised "Noise Control Overlay" notation.

CIAL seeks that 8km and 13km bird strike risk management areas are inserted into the planning maps as a new overlay. A copy of that map is shown below at **Figure 1**.

Figure 1: Map showing extent of 8km and 13km radius from Airport runways for bird strike management

Christchurch International Airport Bird Strike Management Areas



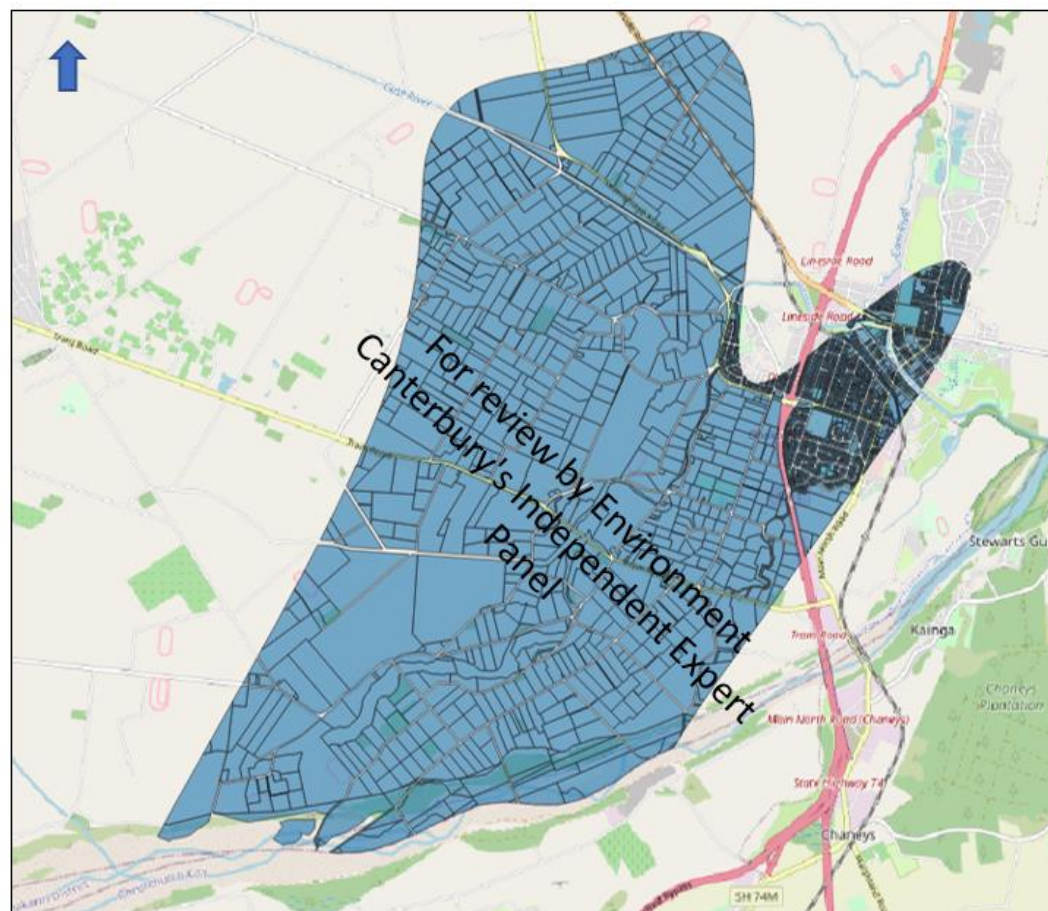
APPENDIX C – UPDATED NOISE CONTOURS SUBMITTED TO ECAN INDEPENDENT EXPERT PANEL REVIEW

Outer Envelope contour - as submitted to ECan for Independent Expert Panel review



Key	
50 dB L _{dn} Air Noise Contour Annual Average Modelling Methodology within the Waimakariri District	
50 dB L _{dn} Air Noise Contour Outer Envelope Modelling Methodology within the Waimakariri District	
NZ Primary Land Parcels (LINZ)	

Annual Average contour – as submitted to ECan for Independent Expert Panel review



Key	
50 dB L _{dn} Air Noise Contour Annual Average Modelling Methodology within the Waimakariri District	
50 dB L _{dn} Air Noise Contour Outer Envelope Modelling Methodology within the Waimakariri District	
NZ Primary Land Parcels (LINZ)	

Clause 8 of Schedule 1, Resource Management Act 1991

To Waimakariri District Council

Name of person making further submission: Christchurch International Airport Limited
(**CIAL**)

- 1 This is a further submission on submissions to Variation 1 of the Proposed Waimakariri District Plan (the **Proposed Variation**).
- 2 CIAL is a person who has an interest in the Proposed Variation that is greater than the interest of the public generally, as its operations in the Waimakariri District are directly affected by the Proposed Variation.
- 3 If others make a similar submission, CIAL will consider presenting a joint case with them at a hearing.
- 4 CIAL's further submissions are set out in **Annexure 1**.

Signed for and on behalf of Christchurch International Airport Limited by its solicitors and authorised agents Chapman Tripp



Jo Appleyard
Partner
21 November 2022

Address for service of submitter:

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ANNEXURE 1: FURTHER SUBMISSIONS ON SUBMISSIONS TO THE PROPOSED VARIATION

Submitter name and submission point	Decision requested by submitter	CIAL support / oppose	Reasons for CIAL's support / oppose	Decision sought by CIAL
David Michael Lawry (44.1)	The submitter considers that the 50dBA Ldn Air Noise Contour should not be used as a qualifying matter so as to restrict further needed residential intensification. The submitter questions the accuracy of the 50dB Ldn Air Noise Contour and requests that it be excluded from the Proposed Variation.	Oppose.	The CRPS contains strong policy direction to avoid noise sensitive activities within the 50dB Air Noise Contour and the Proposed Variation must give effect to the CRPS. CIAL has completed the modelling work required as the first stage in the CRPS remodelling process and this work is currently being peer reviewed. The draft updated remodelled contours represent relevant and up-to-date information about where aircraft noise effects are expected to be felt. However the degree of change in the Air Noise Contours, if any, is still not confirmed. In the interim, CIAL considers that the Proposed Variation must recognise the Operative Contour and the two options for the Updated Contours (Annual Average and Outer Envelope) as a Qualifying Matter as all are options that a decision maker might adopt as the area where noise sensitive activities should be avoided.	Reject.
Kāinga Ora (80.1.5)	The submitter opposes the Airport Noise Contour as a qualifying matter and seeks to remove the Aircraft/Airport Noise provisions in full, including any mapped noise overlays and contour maps. The submitter seeks that the relevant Airport designation(s) is included in the PDP along with any proposed noise contour overlay and provisions,	Oppose.	The CRPS contains strong policy direction to avoid noise sensitive activities within the 50dB Air Noise Contour. The Proposed Variation must recognise the 50dB Ldn Air Noise Contour (which, at present, must consist of the operative and draft remodelled updated 50dB Ldn contours) as a Qualifying Matter that justifies limiting intensification.	Reject.

	otherwise the relevant provisions should be deleted.			
Kāinga Ora (80.2.4)	The submitter opposes the minimum lot sizes proposed in SUB-1 for the Airport Noise Contour and seeks to delete reference to the Airport Qualifying Matter.	Oppose.	As explained above, the Proposed Variation must implement the Airport Qualifying Matter in order to give effect to the CRPS. The minimum lot size within areas which will be subject to levels of airport noise of 50dB Ldn or greater ought not be reduced.	Reject.
Kāinga Ora (80.3.11)	The submitter seeks to delete the Airport Qualifying Matter from MRZ-BFS1 (number of residential units per site).	Oppose.	As explained above, the Proposed Variation must implement the Airport Qualifying Matter in order to give effect to the CRPS. This includes recognition within MRZ-BFS1 as it directly relates to residential density. Intensification must not be enabled in areas which will be subject to levels of airport noise of 50dB Ldn or greater.	Reject.
Kāinga Ora (80.3.27)	The submitter opposes the Airport Noise Qualifying Matter and seeks that RES-MD15 (matters of discretion relating to effects from airport noise) be deleted from the Proposed Variation.	Oppose.	As explained above, the Proposed Variation must implement the Airport Qualifying Matter in order to give effect to the CRPS. This includes specific matters of discretion in the Proposed Variation relating to effects from levels of airport noise of 50dB Ldn or greater.	Reject.
Environment Canterbury Regional Council (64.3)	The submitter seeks to retain the operative airport noise contour (specifically 50dBA) as a qualifying matter as it gives effect to Policy 6.3.5 of the CRPS.	Support.	CIAL agrees that the Air Noise Contours must be recognised as a Qualifying Matter in the Proposed Variation in order to give effect to the CRPS. At present CIAL considers that the Operative Contour and the two options for the Updated Contours (Annual Average and Outer Envelope) represent the spatial extent of the Airport Noise Qualifying Matter in the Proposed Variation.	Accept.
Helen Mary Sparrow (52.3)	The submitter is concerned that the 50 dBA Ldn Christchurch International Airport Ltd noise contour over Kaiapoi will constrain a	Oppose.	The CRPS contains strong policy direction to avoid noise sensitive activities within the 50dB Air Noise Contour. The Proposed Variation must recognise the 50dB Ldn Air Noise Contour (which, at present, must consist of the operative	Reject.

	comprehensive redevelopment of Kāinga Ora properties in North Kaiapoi.		and draft remodelled updated 50dB Ldn contours) as a Qualifying Matter that justifies limiting intensification.	
Transpower New Zealand Limited (42.11)	The submitter seeks to amend MRZ-P1 to include "... <u>while avoiding inappropriate locations, heights and densities of buildings and development within qualifying matter areas as directed by the relevant qualifying matter area provisions.</u> "	Support.	CIAL support recognition in MRZ-P1 of qualifying matters that justify require limits on intensification. The Proposed Variation contains a Qualifying Matter for Airport noise. At present CIAL considers that the Operative Contour and the two options for the Updated Contours (Annual Average and Outer Envelope) represent the spatial extent of the 50dB Ldn Airport Noise Qualifying Matter in the Proposed Variation.	Accept.
Waka Kotahi (46.5)	Considers an increased height limit to be included immediately surrounding a town centre zone to better provide for denser residential development within a walkable catchment.	Neutral.	CIAL is neutral to this relief provided residential density is not enabled within the 50dB Ldn Air Noise Contour.	Neutral.
Waimakariri District Council (47.4)	The submitter seeks to link qualifying matters directly to the Planning Maps, as well as linkage to the Proposed Plan rules to ensure they are fully effective.	Support.	CIAL agree that qualifying matters listed in the Proposed Variation should link to relevant rules and link directly to the Proposed District Plan Maps. The Proposed Variation contains a Qualifying Matter for Airport noise. At present CIAL considers that the Operative Contour and the two options for the Updated Contours (Annual Average and Outer Envelope) represent the spatial extent of the 50dB Ldn Airport Noise Qualifying Matter in the Proposed Variation and this should be reflected in the rules and on the Planning Maps.	Accept.
MainPower (53.2)	The submitter seeks to insert a new objective and policy into all zones (e.g. General Residential Zone) to protect critical,	Neutral.	CIAL is neutral to this relief provided Christchurch International Airport is recognised as critical, strategic and	Neutral.

	strategic and regionally significant infrastructure. <u>Objective:</u> <u>The operation and security of critical infrastructure, strategic infrastructure and regionally significant infrastructure is not compromised by other activities.</u> <u>Policy – Separation of incompatible activities</u> <u>Protect critical infrastructure, strategic infrastructure and regionally significant infrastructure by avoiding adverse effects, including reverse sensitivity effects, from incompatible activities by avoiding buildings, structures and any sensitive activities that may compromise the operation of Electricity Distribution Lines within an identified buffer corridor.</u>		regionally significant infrastructure that must also be protected.	
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REZONING REQUESTS

The submissions listed below seek urban rezoning of land that is within the Operative 50dB Ldn Air Noise Contour, and/or the draft updated remodelled Annual Average 50dB Ldn Air Noise Contour and/or the draft remodelled Outer Envelope 50dB Ldn Air Noise Contour as shown in CIAL's original submission at **Appendix B(i)**.

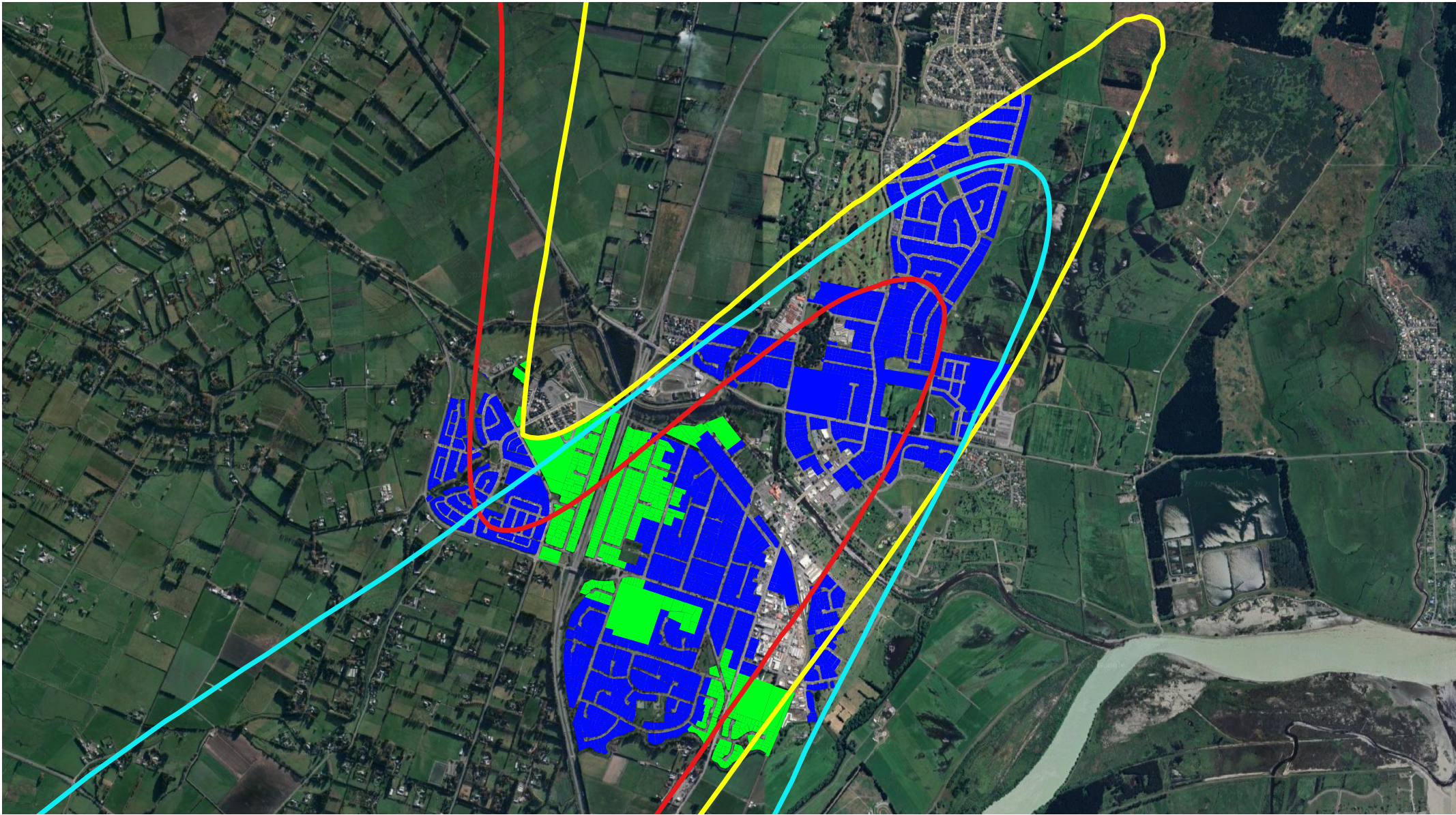
Noise sensitive activities, including urban rezoning, must be avoided within the 50dB Ldn Contour as shown on Map A of the CRPS (the *Operative Contour*). Although the remodelling process of the updated contours (the *Updated Contours*) is still underway and the degree of change in the Air Noise Contours, if any, is still not known, the Updated Contours are relevant updated information in the Proposed Variation process as they depict areas subject to noise levels of 50dB Ldn or greater where new residential rezoning is inappropriate.

During this interim period, CIAL considers that the Operative Contour and the two options for the Updated Contours (Annual Average and Outer Envelope) as shown in **Appendix B(i)** to its original submission and reproduced as **Appendix A** to this further submission (the *Proposed Variation Contours*) are all relevant to the Proposed Variation as all are options that a decision maker might adopt as the area where noise sensitive activities should be avoided because of levels of exposure to airport noise. In addition to the submissions listed below, CIAL oppose any other urban rezoning requests for land within the Proposed Variation Contours.

Momentum Land Limited (43.1)	The submitter seeks to rezone 144 and 170 Main North Road, Kaiapoi, from Rural Lifestyle to Medium Density Residential.	Oppose.	The proposed site is within the Outer Envelope Updated Contour and the Operative Contour.	Reject the proposed rezoning in so far as it relates to land within the options for the Proposed Variation Contours as set out in CIAL's submission.
Mike Greer Homes Limited (13.1)	The submitter seeks to rezone land in Kaiapoi to Medium Density Residential.	Oppose.	A portion of the proposed site is within the Outer Envelope Updated Contours.	Reject the proposed rezoning in so far as it relates to land within the options for the Proposed Variation Contours as set out in

				CIAL's submission.
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Christchurch Airport Qualifying Matter – Residential Density Areas A and B



Area A
Area B

Annual Average
Outer Envelope

Operative