

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
Chapman Tripp

Level 5, PwC Building,
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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	<p>Cross boundary issues may arise where:</p> <ol style="list-style-type: none">1. Land use and subdivision activities and development give rise to effects in an adjacent authority, this may include activities on the surface of water, recreational activities, natural hazards management, landscape values, coastal environment management, housing and business supply and demand;2. Roads and transportation matters, air pollution, drainage systems, water supplies and other infrastructure services, including critical infrastructure, regionally significant infrastructure, strategic infrastructure and lifeline utility, start in one territorial area and cross into another; or3. Resource consent matters that are primarily the concern of the Regional Council may impinge on the territorial authority. <p><u>Christchurch International Airport is located in Christchurch District but also serves the Waimakariri District, Canterbury region and the wider South Island. Aircraft noise from aircraft approaching and departing Christchurch International Airport is felt in Waimakariri District (and Airport operations require protection from reverse sensitivity effects arising from this situation), and bird strike risk to aircraft using Christchurch International Airport also requires management in Waimakariri District.</u></p> <p>...</p>						
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; and in the relevant zone chapters
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: <ol style="list-style-type: none"> 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 <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> a. <u>is recognised and provided for, and its safe, efficient and effective development, upgrading, maintenance and operation is</u> 		

	<p>enabled is able to operate efficiently and effectively; and</p> <p>b. is enabled, while:</p> <p>a. managing adverse effects on the surrounding environment, having regard to the social, cultural and economic benefit, functional need and operational need of the infrastructure; and</p> <p>b. managing the adverse effects of other activities on infrastructure, including managing reverse sensitivity;—</p> <p><u>strategic infrastructure, critical infrastructure and regionally significant infrastructure is protected by avoiding adverse effects from incompatible development and activities, including reverse sensitivity effects.</u></p> <p>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></p> <p>4. the importance of locally-sourced aggregate supply for infrastructure development is recognised and provided for in appropriate circumstances;</p> <p>5. the nature, timing and sequencing of new development and new infrastructure is integrated and coordinated; and</p> <p>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.</p>
UFD-P2	<p>Identification/location of new Residential Areas</p> <p>A. Within Greater Christchurch</p> <p>In relation to the density of residential development:</p> <p>1. provide for intensification in urban areas through provision for minor residential units, retirement villages, papakāinga or suitable up-zoning of Residential Zones where it is consistent with the anticipated built form and purpose of the zone;</p> <p>2. locate any Medium Density Residential Zone so it:</p>

	<ul style="list-style-type: none"> a. supports, and has ready access to, existing or planned Commercial and Mixed Use Zones, educational facilities, existing or planned public transport and open space; b. supports well connected walkable communities; c. avoids or mitigates natural hazard risk in any high hazard area within urban areas; and d. does not immediately adjoin any Heavy Industrial Zone. e. support reductions in greenhouse gas emissions; f. be resilient to natural hazards and the likely current and future effects of climate change as identified in SD-O6; g. avoid highly productive land, except as provided for under the NPS-HPL; h. avoid or mitigate development that is incompatible with or adversely reverse sensitivity effects on primary production activities, industrial activities and strategic infrastructure; and i. be informed through the development of an ODP. <p>B. Outside Greater Christchurch</p> <p>Outside of Greater Christchurch, new residential areas shall contribute to well-functioning urban environments and urban areas and be in accordance with the following:</p> <ul style="list-style-type: none"> 1. It is located within existing urban areas, and development areas identified in district plan and is developed in accordance with an ODP. 2. In circumstances other than provided for by (1) above, it shall: <ul style="list-style-type: none"> 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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	<ul style="list-style-type: none"> b. provide significant development capacity in an urban environment in accordance with the NPSUD 2020, and c. avoid highly productive land except as provided for under the NPS-HPL; d. avoid or mitigate development that is incompatible with or adversely reverse sensitivity effects <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	<p>Managing reverse sensitivity effects from new development within Residential Zones</p> <p>Within all Residential Zones:</p> <ul style="list-style-type: none"> 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>

	<p><u>density is to be retained at one unit per 300m² or 600m² in the areas identified on the planning maps;</u></p> <ol style="list-style-type: none"> 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	<p>Recognising the benefits of, and providing for, energy and infrastructure</p> <p>Recognise the local, regional or national benefits of energy and infrastructure through:</p> <ol style="list-style-type: none"> 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	<p>Manage adverse effects of energy and infrastructure</p> <p>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:</p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> natural and physical resources; amenity values; existing sensitive activities; the safe and efficient operation of other infrastructure;

	<p>e. the health, safety and well-being of people and communities;</p>
EI-P6	<p>Effects of other activities and development on energy and infrastructure</p> <p><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:</p> <ol style="list-style-type: none"> <u>1.</u> ensuring such effects do not compromise or constrain access to or the safe, effective and efficient operation, maintenance, repair, upgrading and development of energy and infrastructure; and <u>2.</u> with regards to major electricity distribution lines, in addition to (1) above, by ensuring that: <ol style="list-style-type: none"> a. safe buffer distances are identified in the District Plan for managing the effects of incompatible activities and development on major electricity distribution lines including support structures; b. sensitive activity and development that may compromise major electricity distribution lines, are excluded from establishing within identified safe buffer distances to the extent reasonably possible; c. changes to existing activities within identified safe buffer distances do not further constrain or restrict the operation, maintenance, replacement, upgrading and development of major electricity distribution lines; and <u>3.</u> with regards to the National Grid, in addition to (1) above: <ol style="list-style-type: none"> a. mapping the National Grid and identifying buffer corridors in the District Plan within which sensitive activities, including the expansion of an existing sensitive activity, are not provided for; and b. to the extent reasonably possible, managing other activities to avoid reverse sensitivity effects, on the National Grid; and <u>4.</u> <u>with regards to Christchurch International Airport by ensuring that:</u>

	<p>a. <u>the intensification or establishment of noise sensitive activities within the 50dB L_{dn} Air Noise Contour is avoided; and</u></p> <p>b. <u>activities that may give rise to bird strike risk on aircraft using Christchurch International Airport are appropriately managed;</u></p> <p>...</p>
TRAN-P15	<p>Ensure that other activities do not compromise the safe, effective and efficient operation, maintenance, repair, upgrading or development of the transport system, including through:</p> <ol style="list-style-type: none"> 1. managing access to the road corridor, and activities and development adjacent to road/rail level crossings, particularly where it is necessary to achieve protection of the safe and efficient functioning of the transport system, including those parts of the transport system that form part of critical infrastructure, strategic infrastructure and regionally significant infrastructure; 2. avoiding, remedying or mitigating adverse <u>effects, including</u> reverse sensitivity effects on the <u>safe, effective and efficient</u> transport system; and 3. providing for ease of access for service and emergency service vehicles. 4. [...]
SUB-O1	<p>Subdivision design</p> <p>Subdivision design achieves an integrated pattern of land use, development, and urban form, that:</p> <ol style="list-style-type: none"> 1. provides for anticipated land use and density that achieve the identified future character, form or function of zones; 2. consolidates urban development and maintains rural character except where required for, and identified by, the District Council for urban development; 3. supports protection of cultural and heritage values, conservation values, indigenous biodiversity values; and 4. supports community resilience to climate change and risk from natural hazards; ; <u>and</u>

	<p>5. <u>does not facilitate development that gives rise to adverse effects on strategic infrastructure.</u></p>
SUB-P1	<p>Enable subdivision that:</p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> a. avoids potential reverse sensitivity effects on them; and b. does not compromise their operation, maintenance, upgrading and development; 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	<p>Ensure that new Residential Development Areas, new General Residential Zones, new Large Lot Residential Zones, new Commercial and Mixed Use Zones and new Industrial Zones shall not be subdivided until an ODP for that area has been included in the District Plan and each ODP shall:</p> <p>...</p> <p>i. show how other potential adverse effects on and/or from nearby existing or designated strategic infrastructure (including requirements for designations, or planned infrastructure) will be avoided, remedied or appropriately mitigated, <u>recognising the functional need for infrastructure to be located in particular places.</u></p> <p>j. <u>show how reverse sensitivity effects on strategic infrastructure will be avoided, acknowledging that in some</u></p>

	<p><u>case the utilisation of that infrastructure will increase over time;</u></p> <p>...</p>				
SUB-R14	<p>Subdivision resulting in an allotment that is less than 4ha <u>the minimum lot size for the zone</u> within the 50 dBA L_{dn} noise contour for Christchurch International Airport</p> <p>Rural Lifestyle Zone <u>All zones</u> within the 50 dBA L_{dn} Noise Contour for Christchurch International Airport</p> <p>Activity status: NC</p> <p>Activity status when compliance not achieved: N/A</p> <p><u>Any application arising from this rule will be limited notified to Christchurch International Airport Limited.</u></p>				
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> <p>Activity status when compliance not achieved:</p> <ol style="list-style-type: none"> 1. In the Medium Density Residential Zone, any Industrial Zone and Special Purpose Zone (Kaiapoi Regeneration): DIS 2. In any other zone: NC 3. <u>Within the 50dBA L_{dn} Air Noise Contour: NC</u> </td></tr> </tbody> </table> <p>Table SUB-1: Minimum allotment sizes and dimensions</p> <p>The following shall apply:</p> <ol style="list-style-type: none"> a. For unit title or cross-lease allotments, the allotment area shall be calculated per allotment over the area of the parent site. b. The subdivision is of a fee simple allotment from an approved cross lease site, where the exclusive use areas shown on the existing cross 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.	<p>Activity status when compliance not achieved:</p> <ol style="list-style-type: none"> 1. In the Medium Density Residential Zone, any Industrial Zone and Special Purpose Zone (Kaiapoi Regeneration): DIS 2. In any other zone: NC 3. <u>Within the 50dBA L_{dn} Air Noise Contour: NC</u>
SUB-S1 Allotment size and dimensions					
1. All allotments created shall comply with Table SUB-1.	<p>Activity status when compliance not achieved:</p> <ol style="list-style-type: none"> 1. In the Medium Density Residential Zone, any Industrial Zone and Special Purpose Zone (Kaiapoi Regeneration): DIS 2. In any other zone: NC 3. <u>Within the 50dBA L_{dn} Air Noise Contour: NC</u> 				

	<p>c. Minimum areas and dimensions of allotments in Table SUB-1 for Commercial and Mixed Use Zones, Industrial Zones, Residential Zones and the Special Purpose Zone (Rangiora Airfield) shall be the net site area.</p> <p>d. Allotments for unstaffed infrastructure, accessway or road, excluding for any balance area, are exempt from the minimum site sizes in Table SUB-1.</p> <p>e. Allotments for a reserve created under the Reserves Act 1977 or any esplanade reserves allotment, are exempt from the minimum, site sizes in Table SUB-1.</p>	
	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	<p>Noise effects require management because they can affect the health of people, natural values, and amenity values. The character, level and duration of sound, and the time at which it occurs are all factors affecting the perception of noise and how tolerable it is. This chapter contains objectives, policies and rules to manage the effects of noise for different receiving environments and activities.</p> <p>This chapter does not control noise from aircraft in flight^{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 <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></p>					

	<p><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 Greater 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></p> <p>...</p>
NOISE-O3	<p>Rangiora Airfield <u>and Christchurch International Airport</u></p> <p>The avoidance of noise sensitive activities within the 65 dB 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></p>
NOISE-P4	<p>Airport Noise Contour</p> <p>Protect Christchurch International Airport from reverse sensitivity effects by:</p> <ol style="list-style-type: none"> 1. avoiding noise sensitive activities within the 50 dB L_{dn} Noise Contour by: <ol style="list-style-type: none"> a. limiting the density of any residential unit or minor residential unit to <u>a maximum of:</u> <ol style="list-style-type: none"> i. <u>1 residential unit or minor residential unit per 600m² within Area A of the Residential Zone in Kaiapoi;</u> ii. <u>1 residential unit or minor residential unit per 300m² within Area B of the Residential Zone in Kaiapoi;</u> iii. <u>1 residential unit or minor residential unit per 4ha in the Rural Lifestyle Zone;</u> iv. <u>1 residential unit per 20ha in the General Residential Zone;</u> v. <u>Avoiding the development of all other noise sensitive activities (not otherwise provided for in NOISEP4(1)(a)); except within existing Kaiapoi Residential Zones, or the residential greenfield priority areas identified in Chapter 6 – Map A of 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><p>Activity status: PER</p><p>Where:</p><p>1. 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:</p><p>2. <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></p><p>3. noise insulation calculations and verification shall be as follows:</p><p>4. building consent applications shall be accompanied by a report detailing calculations that show how the required</p></td><td><p>Activity status when compliance not achieved: NC</p></td></tr></table>	NOISE-R14	Buildings in the 55 dBA L _{dn} Noise Contour for Christchurch International Airport			<p>Activity status: PER</p> <p>Where:</p> <p>1. 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:</p> <p>2. <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></p> <p>3. noise insulation calculations and verification shall be as follows:</p> <p>4. building consent applications shall be accompanied by a report detailing calculations that show how the required</p>	<p>Activity status when compliance not achieved: NC</p>
NOISE-R14	Buildings in the 55 dBA L _{dn} Noise Contour for Christchurch International Airport						
	<p>Activity status: PER</p> <p>Where:</p> <p>1. 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:</p> <p>2. <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></p> <p>3. noise insulation calculations and verification shall be as follows:</p> <p>4. building consent applications shall be accompanied by a report detailing calculations that show how the required</p>	<p>Activity status when compliance not achieved: NC</p>					

		<p>sound insulation and construction methods have been determined;</p> <p>5. for the purpose of sound insulation calculations, the external noise levels for a site shall be determined by application of the air noise contours Ldn and LAE. Where a site falls within the contours the calculations shall be determined by linear interpolation between the contours;</p> <p>6. if required by the District Council, in conjunction with the final building inspection the sound transmission of the façade shall be tested in accordance with ISO 16283-3:2016 to demonstrate that the required façade sound insulation performance has been achieved, and a test report is to be submitted to the District Council’s Manager, Planning and Regulation. Should the façade fail to achieve the required standard then it shall be improved to the required standard and re-tested prior to occupation.</p>							
NOISE-TABLE1	<p>Insert:</p> <p>Amend as follows</p> <p>NOISE-TABLE1 Noise Contour Indoor Design Levels</p> <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> <ul style="list-style-type: none"> Noise insulation calculations and verification shall be as follows: <ul style="list-style-type: none"> Building consent applications shall be accompanied with a report detailing the calculations showing how the required sound 	

	<p><u>insulation and construction methods have been determined.</u></p> <ul style="list-style-type: none"> ○ <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> <ul style="list-style-type: none"> ▪ <u>In conjunction with the final building inspection the sound transmission of the façade shall be tested in accordance with ISO 16283-3:2016 to demonstrate that the required façade sound insulation performance has been achieved, and a test report is to be submitted to the District Council's Manager, Planning and Regulation. Should the façade fail to achieve the required standard then it shall be improved to the required standard and re-tested prior to occupation.</u> 	
<p>NOISE-R17</p> <p>50 dBA L_{dn} Noise Contour for Christchurch International Airport</p>	<p>Noise sensitive activities</p>	
	<p>Activity status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 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> <p><u>Activity status: RDIS</u></p> <p><u>Where:</u></p> <ol style="list-style-type: none"> 2. <u>all other noise sensitive activity in</u> 	<p>Activity status when compliance not achieved: <u>1. For residential activities: RDIS</u></p> <p>Matters of discretion are restricted to:</p> <p>NOISE-MD2 - Management of noise effects</p> <p>NOISE-MD3 - Acoustic insulation</p> <p><u>For all other noise sensitive activities: NC</u></p> <p>Notification</p>

	<p><u>any Residential Zone; and</u></p> <p>3. <u>the activity meets the indoor sound levels stated in Table NOISE 1, when windows and doors are closed.</u></p> <p>4. any activity meets the indoor sounds levels stated in Table NOISE 1, when windows and doors are closed.</p>	<p>An application for a restricted discretionary activity under this rule where compliance is not achieved with NOISE-R17 (1), shall be limited notified only to Christchurch International Airport Limited.</p>
	<p>Advisory Note</p> <p>• Noise insulation calculations and verification shall be as follows:</p> <ul style="list-style-type: none"> ○ Building consent applications shall be accompanied with a report detailing the calculations showing how the required sound insulation and construction methods have been determined. ○ For the purpose of sound insulation calculations, the external noise levels for a site shall be determined by application of the air noise contours Ldn and LAE. Where a site falls within the contours the calculations shall be determined by linear interpolation between the contours. • 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. 	

	<ul style="list-style-type: none"> <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
		<p>Where:</p> <ol style="list-style-type: none"> 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> 	<p>Matters of discretion are restricted to:</p> <p>TEMP-MD1 – character and amenity values</p> <p>TEMP-MD2 – Transport</p> <p>TEMP-MD3 – Site alteration, disturbance and remediation</p> <p>TEMP-MD4 – Public safety and security</p> <p>Notification:</p> <p><u>Any application arising from TEMP-R4 (6) shall be limited notified at least to</u></p>

			<u>Christchurch International Airport (absent its written approval).</u>
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
		<p>Where:</p> <p>Where:</p> <ol style="list-style-type: none"> 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. <u>no temporary accommodation shall be located within the 50 dBAL_{dn} Air Noise Contour.</u> 	<p>Matters of discretion are restricted to:</p> <p>TEMP-MD1 - Character and amenity values</p> <p>TEMP-MD2 - Transport</p> <p>TEMP-MD3 - Site alteration, disturbance and remediation</p> <p>TEMP-MD4 - Public safety and security</p> <p>Notification:</p> <p><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></p>
RESZ-Introduction	<p>This chapter contains objectives and policies relating to the:</p> <ul style="list-style-type: none"> General Residential Zone; Medium Density Residential Zone; 		

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

	<ol style="list-style-type: none"> 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	<p>Insert a new policy as follows:</p> <p><u>Protect critical infrastructure, regionally significant infrastructure, and strategic infrastructure by avoiding adverse effects, including reverse sensitivity effects, from incompatible activities on residential land, including by:</u></p> <ol style="list-style-type: none"> 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> <p><u>... [insert specifics that may be relevant to other strategic infrastructure]</u></p>				
GRZ-BFS1	<table border="1"> <thead> <tr> <th colspan="2">GRZ-BFS1 Site density</th></tr> </thead> <tbody> <tr> <td> <ol style="list-style-type: none"> 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> <p>Activity status when compliance not achieved: NC</p> </td></tr> </tbody> </table>	GRZ-BFS1 Site density		<ol style="list-style-type: none"> 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> 	<p>Activity status when compliance not achieved: NC</p>
GRZ-BFS1 Site density					
<ol style="list-style-type: none"> 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> 	<p>Activity status when compliance not achieved: NC</p>				

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

	MRZ-BFS1 Number of residential units per site	
	<p>1. There shall be no more than 3 residential units per site, except where:</p> <p>a. Within the qualifying matters - natural hazards area there must be no more than 1 residential unit per site; <u>and/or</u></p> <p>b. <u>within the 50 dBA L_{dn} Air Noise Contour as shown on the planning maps the minimum net site area for each residential unit is as follows:</u></p> <p><u>Kaiapoi Area A 600m²</u></p> <p><u>Kaiapoi Area B 300m²</u></p> <p>Notification</p> <p>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</p>	<p>Activity status when compliance <u>with MRZ-BF(1)(a)</u> not achieved: RDIS</p> <p>Matters of discretion are restricted to:</p> <p>RES-MD2 - Residential design principles</p> <p>RES-MD7 - Outdoor Storage</p> <p>RES-MD15 - Effects from qualifying matters - natural hazards</p> <p><u>Activity status when compliance with MRZ-BF(1)(b) not achieved: RDIS</u></p> <p><u>Matters of discretion are restricted to:</u></p> <p><u>RES-MD[xx] – Christchurch International Airport</u></p> <p>Notification</p> <p>An application for the construction and use of 4 or more residential units that does comply with standards MRZ-BFS1, MRZ-BFS2, MRZ-BFS3, MRZ-BFS4, MRZ-BFS5, MRZ-BFS6, MRZ-BFS7, MRZ-BFS8, MRZ-BFS9, MRZ-BFS10 is precluded</p>

	<p>from being publicly or limited notified.</p> <p>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.</p> <p><u>Notification:</u></p> <p><u>Any application involving a breach of MRZ-BFS1(1)(b) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u></p>
<p>RES-MD[XX]</p> <p>Insert new matter of discretion</p>	<p>Insert new matter of discretion as follows</p> <p><u>Christchurch International Airport</u></p> <ol style="list-style-type: none"> <u>1. the extent to which effects on amenity, as a result of the sensitivity of noise sensitive activities to current and future noise generation from aircraft, are proposed to be managed;</u> <u>2. whether reverse sensitivity effects that may limit the operation, maintenance or upgrade of Christchurch International Airport are avoided.</u>
RURZ- Introduction	<p>...</p> <p>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.</p>

	<p><u>Within the Christchurch International Airport 50 dBA Ldn Air Noise Contour residential density is also controlled in order to avoid adverse reverse sensitivity effects on the Airport and to avoid adverse amenity effects on residents. These controls are contained in both the Noise chapter and the Rural Zones and reference should be made to both. ...</u></p>
RURZ-O1	<p>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:</p> <ol style="list-style-type: none"> 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	<p>Reverse sensitivity</p> <p>Minimise the potential for reverse sensitivity effects by:</p> <ol style="list-style-type: none"> 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:

	<p>(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></p> <p>(b) <u>managing the risk of birdstrike to aircraft using Christchurch International Airport;</u></p> <p>(c) <u>[any additional matters that may be relevant to other infrastructure]</u></p>
RURZ-P9	<p>Managing adverse effects on sensitive activities</p> <p>Minimise the potential for <u>Managing</u> adverse effects from the establishment of new activities near existing sensitive activities, <u>including</u> by:</p> <ol style="list-style-type: none"> 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 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> 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	<div style="border: 1px solid black; padding: 10px;"> <p>GRUZ-R3 Residential unit</p> <p><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></p> </div>

	<p>Activity status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 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> ... [etc] 	<p>Activity status when compliance with GRUZ-R3 (2)(b) or GRUZ-R3 (2)(c) not achieved: DIS</p> <p>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</p>
GRUZ-R5	<p>GRUZ-R5 Workers Accommodation Unit</p> <p>Activity status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> no minor residential unit exists on the site; 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 there is only one workers' accommodation unit per property, with a single kitchen facility; and <u>the workers' accommodation unit is located outside the 50 dBA L_{dn} Air Noise Contour</u> 	<p>Activity status when compliance <u>with GRUZ-R5(1)-(3)</u> not achieved: RDIS</p> <p>Matters of discretion are restricted to:</p> <p>RURZ-MD3 – Character and amenity values</p> <p><u>Activity status when compliance with GRUZ-R5(4) not achieved: RDIS</u></p> <p><u>Matters of discretion are restricted to:</u></p> <p><u>RES-MD[xx] – Christchurch International Airport</u></p> <p><u>Notification:</u></p> <p><u>Any application involving a breach of GRUZ-R5(4) shall be limited notified at least to Christchurch</u></p>

		<u>International Airport (absent its written approval).</u>
RLZ-R3	<p>RLZ-R3 Residential unit</p> <p>This rule does not apply to any minor residential unit provided for under RLZ-R4; or bonus residential unit provided for under RLZ-R20.</p>	
	<p>Where:</p> <ol style="list-style-type: none"> 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> <p>...</p>	<p>Activity status when compliance with RLZ-R3 (2)(b) or RLZ-R3 (2)(c) not achieved: DIS</p> <p>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</p>
<p>RLZ-R34</p> <p>Waste management facility</p>	<p>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.</p> <p>Insert clause indicating that notification of any application arising from this requested new rule will be made at least to CIAL.</p>	
<p>RLZ-R35</p> <p>Composting facility</p>	<p>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.</p> <p>Insert clause indicating that notification of any application arising from this requested new rule will be made at least to CIAL.</p>	

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