Form 5

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

Address for service of submitter:
Christchurch International Airport Limited

c/- Annabelle Lee
Chapman Tripp
60 Cashel Street
PO Box 2510
Christchurch 8140
Email address: Jo.Appleyard@chapmantripp.com / Annabelle.Lee@chapmantripp.com

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 activities[11] and new development[12] 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 <u>has been provided to offset the displacement of residences as a result of the 2010/2011 earthquakes</u>. 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 Soveriegn 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. <u>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 sue to the displacement of existing residences under the noise contour by the "residential red zone" classification resulting from the Canterbury earthquakes</u>….*"

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 300m^2 or 600m^2 according to areas identified on the planning maps;

60.2 For all other residential land, density should be retained at one unit per 600m^2.

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 Nose 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 research[23] 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~~ Christchurch International Airport 50 dBA L_{dn} Air Noise Contour 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 50 dBA L_{dn} Air Noise Contour *Properties within the Medium Residential Zone of Kaiapoi and within the Christchurch International Airport noise contour.* Reasoning: A spatial overlay within Kaiapoi, reducing development within the Christchurch International Airport 50 dBA L_{dn} Air Noise Contour ~~airport noise contour~~ to avoid adverse amenity effects on residents, reduce reverse sensitivity effects on Christchurch Airport, and to ensure the efficient operation of nationally significant infrastructure.	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-0~~3~~4 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. the social, economic and environmental and cultural benefits of infrastructure, including strategic infrastructure, critical infrastructure, and regionally significant infrastructure: a. is recognised and provided for, and its safe, efficient and effective development, upgrading, maintenance and operation is enabled ~~is able to operate efficiently and effectively~~; 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;~~ 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: i. 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 300m^2 or 600m^2 in the areas identified on the planning maps; and ii. managing the risk of birdstrike to aircraft using Christchurch International Airport; 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; 4. the …	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~~ 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 50 dBA L_{dn} Air Noise Contour, unless within a~~n existing~~ 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 300m^2 or 600m^2 in the areas identified on the planning maps;	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 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 (except as provided for in 3. below) … DIS 2. … 3. within the Christchurch International Airport 50 dBA L_{dn} Air Noise Contour: NC	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**: ~~200m²~~ ~~(except if subject to qualifying matter - natural hazards)~~ Within the Christchurch International Airport 50 dBA L_{dn} Air Noise Contour as shown on the planning maps: Kaiapoi Area A 600m² Kaiapoi Area B 300m²	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 … 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.	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: 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 2. the avoidance of adverse impacts on the effective and efficient operation of the Christchurch International Airport	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
			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: 1. within the Christchurch International Airport 50 dBA L_{dn} Air Noise Contour ~~for Christchurch International Airport~~, avoiding residential units on sites under 300m^2 or 600m^2 in the areas identified on the planning maps; and … [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~~.~~, except in circumstances where a qualifying matter is relevant.	
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. 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: Kaiapoi Area A 600m^2 Kaiapoi Area B 300m^2 2. … Activity status when compliance not achieved: 1. Within the Christchurch International Airport Air Noise Contour – RDIS; with the Matters of discretion restricted to RES-MD15 Effects from qualifying matters – airport noise 2. as set out in the relevant built form standards **Notification:** 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)	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

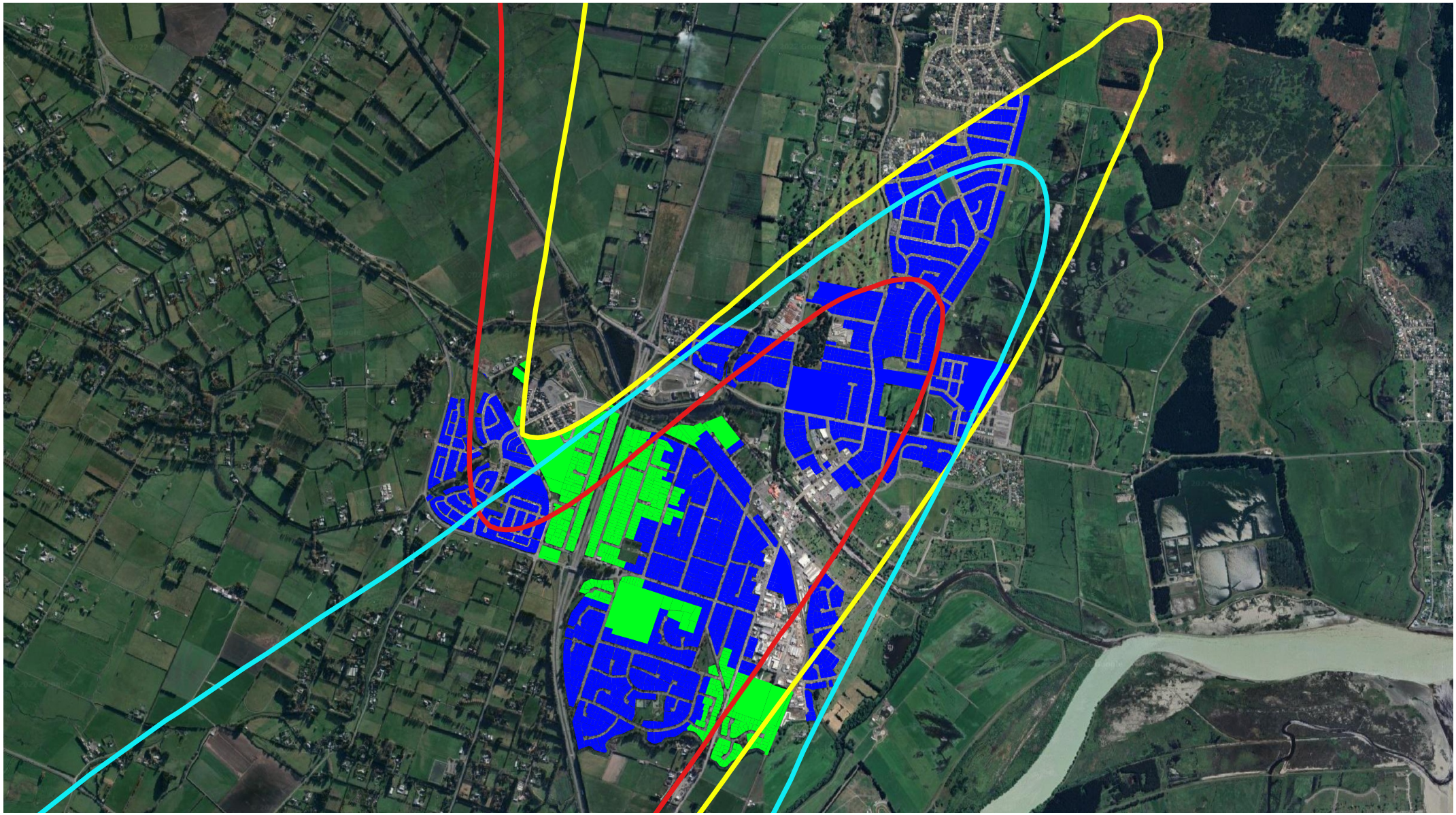
Sub #	Provision	Position	Relief requested	Explanation
	Where: 1. a design statement shall be provided with the application **Matters of discretion are restricted to:** RES-MD2 – Residential design principles RES-MD7 – Outdoor storage **Notification:** An application for a restricted discretionary activity under this rule is precluded from being publicly notified or limited notified **Activity status when compliance not achieved: DIS**		Where: 1. a design statement shall be provided with the application; or 2. where the site is located within the Christchurch International Airport 50 dBA L_{dn} Air Noise Contour **Matters of discretion are restricted to:** … RES-MD15 – Effects from qualifying matters - airport noise **Notification:** An application for a restricted discretionary activity under this rule is precluded from being publicly notified or limited notified, except where: 1. 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).	that are located within the 50dBA L_{dn} Air Noise Contour.
14.	**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 … airport	Support in part	Amend the notification provision as follows: 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).	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 RES-MD15 – Effects from qualifying matters – airport noise	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, 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).	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(I): CHRISTCHURCH AIRPORT QUALIFYING MATTER – RESIDENTIAL DENSITY AREAS A AND B

Christchurch Airport Qualifying Matter – Residential Density Areas A and B



Area A
Area B
Annual Average
Outer Envelope
Operative

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

Form 5

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

Address for service of submitter:
Christchurch International Airport Limited
c/- Amy Hill
Chapman Tripp
60 Cashel Street
PO Box 2510

Christchurch 8140
Email address: Jo.Appleyard@chapmantripp.com / Amy.Hill@chapmantripp.com

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 activities[6] and new development[7] 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. 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. …	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.

<table>
<tr><th>Provision</th><th>Position</th><th>Relief requested</th><th>Explanation</th></tr>
<tr>
<td>And planning maps</td>
<td></td>
<td>Amend the overlay name and descriptions so that the Air Noise Contours are properly identified on the planning maps. The technically correct labelling is:

Christchurch International Airport 50 dBA L_{dn} Air Noise Contour.

Christchurch International Airport 55 dBA L_{dn} Air Noise Contour.

Amend the table as follows
<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>Christchurch International Airport 50 dBA L_{dn} Air Noise Contour</td><td>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</td><td>District wide matters chapters; and

in the relevant</td></tr>
</table>
</td>
<td>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.</td>
</tr>
</table>

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

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, intensification 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. does not affect the efficient operation, use, development, appropriate upgrading and safety of strategic infrastructure, critical infrastructure, and regionally significant infrastructure; 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: 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. the social, economic and environmental and cultural benefits of infrastructure, including strategic infrastructure, critical infrastructure, and regionally significant infrastructure: a. is recognised and provided for, and its safe, efficient and effective development, upgrading, maintenance and operation is enabled ~~is able to operate efficiently and effectively~~; 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;~~ ~~c.~~ 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 600m^2); and ii. managing the risk of birdstrike to aircraft using Christchurch International Airport; 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. 4. the nature, timing, and sequencing of new development and new infrastructure is integrated and coordinated; and	

Provision	Position	Relief requested	Explanation
		5. 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: 1. it remains available for productive rural activities by: a. 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 b. ensuring that within rural areas the establishment and operation of rural production activities are not limited by new incompatible sensitive activities~~.~~; and 2. development and land use does not adversely affect the efficient operation, use and development of strategic infrastructure.	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. avoid residential development that is incompatible with, or adversely effects, the efficient operation, use and development of strategic infrastructure.	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~~ it: 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: "*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*". 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. avoids adverse reverse sensitivity effects the efficient operation, use and development of strategic infrastructure.	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. avoids reverse sensitivity effects the efficient operation, use and development of strategic infrastructure.	
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 50 dBA L_{dn} Air Noise Contour, unless within a~~n existing~~ 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 600m^2; 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. Critical, strategic, and regionally significant infrastructure and network utilities are recognised through provisions which acknowledge their important function and service to the community. ...	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, while having regard to the practical, technical and operational requirements of important infrastructure.	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 incompatible 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 use, operation, maintenance, repair, renewal, development, ~~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, whilst having regard to the practical, technical and operational requirements of infrastructure, 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~~ Avoid adverse effects of ~~other~~ incompatible activities (including adverse reverse sensitivity effects) on ~~and development of energy and~~ 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~~ ~~t~~The District's transport system is protected from incompatible activities and adverse effects, including reverse sensitivity effects~~, are avoided, remedied or mitigated~~.	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, 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 effects, including reverse sensitivity effects, on the safe, effective and efficient 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
		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~~; and~~ 4. supports community resilience to climate change and risk from natural hazards~~.~~; and 5. does not give rise to adverse effects on strategic infrastructure.	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: 1. within Residential Zones, incorporates best practice urban design, access to open space and CPTED principles; 2. minimises reverse sensitivity effects on infrastructure including through the use of setbacks; 3. avoids subdivision that restricts the operation, maintenance, upgrading and development of the National Grid; 4. avoids noise sensitive activities establishing within the 50 $dBAL_{dn}$ Air Noise Contour so as not to compromise the	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
		efficient operation of Christchurch International Airport or the health, well-being and amenity of people; 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, 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. j. show how more than minor adverse effects on existing or designated strategic infrastructure (including requirements for resignations, or planned infrastructure) will be avoided, and other minor or less then minor effects will be managed~~.~~;	CIAL supports the inclusion of criteria for Outline Development Plans. CIAL considers that adverse effects *on* strategic infrastructure should be treated differently to adverse effects *from* 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~~ the minimum allotment size for the zone within the 50dBA L_{dn} noise contour for Christchurch International Airport ~~Rural lifestyle~~ All zones Activity status: NC Activity status when compliance not achieved: N/A Any application arising from this rule will be limited notified to Christchurch International Airport Limited.	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** 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. **Within the 50dBA L_{dn} Air Noise Contour: NC** **Table SUB-1: Minimum allotment sizes an d 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.	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.

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>600m^2 where the site is within the 50dBA L_{dn} Air Noise Contour</u> Medium Density Residential Zone — 200m^2 <u>300m^2 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	600m^2	
		<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	4ha	
		• Other land within the Tuahiwi Precinct	600m2	
		• Other land within the Large Lot Residential Precinct	2,500m^2 with a minimum average of 5,000m^2 for allotments within the subdivision	
		Special Purpose Zone (Kaiapoi Regeneration)	500m^2 600m^2 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**		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 *minimum* density of 15 households per hectare (or
		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**	

Provision	Position	Relief requested	Explanation
		located within the 50dBA Ldn Air Noise Contour, 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~~,~~. 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 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	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
		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. 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 and within the 50dBA Ldn Air Noise Contour for Christchurch International Airport.	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, or the residential greenfield priority area~~s~~ for Kaiapoi identified in Chapter 6 – Map A of the RPS (gazetted 6 December 2013) ~~or any residential Development Area~~; and 2. requiring noise insulation for new buildings and additions to existing buildings within the ~~50dBA Ldn and~~ 55 dBA Ldn Air 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

<table>
<tr><th>Provision</th><th>Position</th><th>Relief requested</th><th>Explanation</th></tr>
<tr><td></td><td></td><td></td><td>applies to all new buildings or additions (whether or not they are occupied by noise sensitive activities).</td></tr>
<tr><td>NOISE-R14

55 dBA Ldn Noise Contour for Christchurch International Airport</td><td>Support in part</td><td>Retain with amendment:
<table>
<tr><th>NOISE-R14</th><th colspan="2">Buildings in the 55 dBA L_{dn} Air Noise Contour for Christchurch International Airport</th></tr>
<tr><td></td><td>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} Air 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. windows and doors need to be closed to achieve the internal noise levels specified in Table NOISE-1, an</td><td>Activity status when compliance not achieved: NC</td></tr>
</table></td><td>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.</td></tr>
</table>

Provision	Position	Relief requested	Explanation
		alternative ventilation system shall be provided which satisfies clause G4 of the New Zealand Building Code and provides satisfactory internal thermal conditions. 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 **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

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 $dBAL_{dn}$

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.
    - 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

Provision	Position	Relief requested	Explanation
		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-R17 50dBA Ldn Noise Contour for Christchurch International Airport	Support in part	Amend as follows **Noise sensitive activities** **Activity status: PER** Where: ~~1.~~ the activity is a residential activity located within a Residential Zone~~s~~ and complies with the relevant density rules for that zone; ~~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: 1. For residential activities: RDIS** **Matters of discretion are restricted to:** NOISE-MD2 - Management of noise effects NOISE-MD3 - Acoustic insulation **For all other noise sensitive activities: NC**	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.

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. **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.~~	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. 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.~~ • 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 dBAL_{dn} Air Noise Contour is also subject to the rules applicable to the 50 dBAL_{dn} Air Noise Contour.	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 **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

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. 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.
			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**: Any application arising from TEMP-R4 (6) shall be	

<table>
<tr><th>Provision</th><th>Position</th><th>Relief requested</th><th>Explanation</th></tr>
<tr><td></td><td></td><td>
<table>
<tr><td></td><td>following completion of the activity; and

5. there is a total maximum of 250 vehicle movements per day~~.~~;

6. the site is not within the 50 dBAL_{dn} Air Noise Contour unless a design report shows compliance with NOISE-TABLE1.</td><td>limited notified at least to Christchurch International Airport (absent its written approval).</td></tr>
</table>
</td><td></td></tr>
<tr><td>TEMP-R7

Any temporary building or structure ancillary to construction work</td><td>Neutral</td><td>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>
</td><td>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}</td></tr>
</table>

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. no temporary accommodation shall be located within the 50 $dBAL_{dn,}$ Air Noise Contour.	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).	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 … 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.	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. allows critical infrastructure, regionally significant infrastructure, and strategic infrastructure to operate without being compromised by reverse sensitivity.	
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~~.~~; and 5. avoids adverse effects on critical infrastructure, regionally significant infrastructure, and strategic infrastructure.	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: 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: 1. within the 50 $dBAL_{dn}$ Air Noise Contour for Christchurch International Airport, avoiding residential units on sites under 600m^2; and 2. … [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
		GRZ-R[xx] Noise sensitive activities within Christchurch International Airport 50 dBA L_{dn} Air Noise Contour **Activity status: RDIS** Where: 1. Any new residential activity or residential unit proposed on a site within the 50 dBAL_{dn} Air Noise Contour that does not meet the minimum allotment size of 600m^2 or which does not meet built form standard GRZ-BFS2; 2. any other noise sensitive activity within the 50 dBAL_{dn} Air Noise Contour. **Activity status when compliance not achieved: N/A** **Matters of discretion are limited to:** RES-MD[xx] – Christchurch International Airport	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: 1. a maximum of eight people shall be accommodated per site, including any on site managers.	**Activity status when compliance not achieved: DIS** **Notification:** 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).	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 **GRZ-R8 Residential disability care or care facility** **Activity status: PER** Where: 1. the site is not within the 50 dBA L_{dn} Air Noise Contour.	**Activity status when compliance not achieved: ~~N/A~~ RDIS** **Matters of discretion are limited to:** RES-MD[xx] – Christchurch International Airport **Notification:**	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.

Provision	Position	Relief requested		Explanation
			Any application involving a breach of GRZ-R8 shall be limited notified at least to Christchurch International Airport (absent its written approval).	
GRZ-R9	Support in part	Amend as follows **GRZ-R9 Visitor accommodation**		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.
		Activity status: PER Where: 1. a maximum of eight people shall be accommodated per site.	**Activity status when compliance not achieved: DIS** **Notification:** 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).	
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 with GRZ-R12(1)-(5) is not achieved: DIS** **Activity status when compliance with GRZ-R12(6) is not achieved: RDIS** **Matters of discretion are limited to:** RES-MD[xx] – Christchurch International Airport **Notification:** Any application involving a breach of GRZ-R12 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).	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 ort storage of more than one heavy vehicle on the site of the activity. 6. the site is not within the 50 $dBAL_{dn}$ Air Noise Contour.		
GRZ-R13	Support in part	Amend as follows **GRZ-R13 Childcare facility**		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.
		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 with GRZ-R13(1)-(5) is not achieved: DIS** **Activity status when compliance with GRZ-R13(6) is not achieved: RDIS**	

Provision	Position	Relief requested		Explanation
		2. The maximum GFA of building occupied by the educational facility shall be 200m^2; 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 ort storage of more than one heavy vehicle on the site of the activity.	**Matters of discretion are limited to:** RES-MD[xx] – Christchurch International Airport **Notification:** Any application involving a breach of GRZ-R13 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).	

Provision	Position	Relief requested		Explanation
		6. the site is not within the 50 $dBAL_{dn}$ Air Noise Contour.		
GRZ-R15	Support in part	Amend as follows **GRZ-R15 Health care facility**		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.
		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 with GRZ-R15(1)-(5) is not achieved: DIS** **Activity status when compliance with GRZ-R15(6) is not achieved: RDIS** **Matters of discretion are limited to:** RES-MD[xx] – Christchurch International Airport **Notification:**	

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 ort storage of more than one heavy vehicle on the site of the activity. 6. the site is not within the 50 dBAL_{dn} Air Noise Contour.	Any application involving a breach of GRZ-R15 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).	
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
		Where the site is within the 50 dBA L_{dn} Air Noise Contour: RES-MD[xx] – Christchurch International Airport **Notification:** An application for a restricted discretionary activity under this rule is precluded from being publicly notified or limited notified~~.~~, 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).	
GRZ-R20	Support in part	Amend as follows **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.

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 Where the site is within the 50 dBA L_{dn} Air Noise Contour: RES-MD[xx] – Christchurch International Airport **Notification:** An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified. Any application within the 50dBA Ldn Air Noise Contour shall be limited notified at least to Christchurch		

Provision	Position	Relief requested	Explanation
		International Airport (absent its written approval).	
GRZ-R23	Support in part	Amend as follows **GRZ-R23 Camping grounds** **Activity status: DIS** Where: 1. the site is not within the 50 dBAL$_{dn}$ Air Noise Contour **Activity status when compliance not achieved: ~~N/A~~ NC** **Notification:** Any application involving a breach of GRZ-R23 (1) shall be limited notified at least to Christchurch International Airport (absent its written approval).	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-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** 1. outside of the 50 dBAL_{dn} Air Noise Contour, site density shall be a maximum of one residential unit per 500m^2 of net site area, which can be calculated over multiple adjacent sites. 2. within the 50 dBAL_{dn} Air Noise Contour, site density shall be a maximum of one residential unit per 600m^2 of net site area 3. Where a site is less than 500m^2, 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: NC**	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.

MRZ-Medium Density Residential Zone

Provision	Position	Relief requested	Explanation
New rule	Insert new rule	Insert new rule as follows **MRZ-R[xx] Noise sensitive activities within Christchurch International Airport 50 dBAL$_{dn}$ Air Noise Contour** **Activity status: RDIS** Where: 1. 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 300m^2 or which does not meet built form standard GRZ-BFS2; 2. any other noise sensitive activity within the 50 dBAL$_{dn}$ Air Noise Contour. **Activity status when compliance not achieved: N/A** **Matters of discretion are limited to:** RES-MD[xx] – Christchurch International Airport	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.

<table>
<tr>
<td>MRZ-R7</td>
<td>Support in part</td>
<td>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

Notification:

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).</td></tr>
</table>
</td>
<td>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.</td>
</tr>
<tr>
<td>MRZ-R8</td>
<td>Support in part</td>
<td>Amend as follows
<table>
<tr><th colspan="2">MRZ-R8 Residential disability care or care facility</th></tr>
<tr><td>Activity status: PER

Where:

1. the site is not within the 50 dBAL$_{dn}$ Air Noise Contour.</td><td>Activity status when compliance not achieved: ~~N/A~~ RDIS

Matters of discretion are limited to:

RES-MD[xx] – Christchurch International Airport</td></tr>
</table>
</td>
<td>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.</td>
</tr>
</table>

			Notification: Any application involving a breach of MRZ-R8 shall be limited notified at least to Christchurch International Airport (absent its written approval).	
MRZ-R9	Support in part	Amend as follows **MRZ-R9 Visitor accommodation** *This rule does not apply to any camping ground provided for under MRZ-R28.*		CIAL supports this rule for the same reasons as outlined above with respect to rule GRZ-R9.
		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 **MRZ-R12 Educational facility**		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
		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	**R12(1)-(5) is not achieved: DIS** **Activity status when compliance with MRZ-R12(6) is not achieved: RDIS** **Matters of discretion are limited to:** RES-MD[xx] – Christchurch International Airport **Notification:** Any application involving a breach of MRZ-R12 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).	an appropriate location and will be designed and operated appropriately.

		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. the site is not within the 50 $dBAL_{dn}$ Air Noise Contour.		
MRZ-R13	Support in part	Amend as follows **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 with MRZ-R13 (1)-(5) is not achieved: DIS** **Activity status when compliance with MRZ-R13 (6) is not achieved: RDIS**	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.

				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	**Matters of discretion are limited to:** RES-MD[xx] – Christchurch International Airport **Notification:** Any application involving a breach of MRZ-R13 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).		

		5. The facility shall not include the parking or storage of more than one heavy vehicle on the site of the activity. 6. the site is not within the 50 $dBAL_{dn}$ Air Noise Contour.		
MRZ-R15	Support in part	Amend as follows **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 with MRZ-R15(1)-(5) is not achieved: DIS** **Activity status when compliance with MRZ-R15(6) is not achieved: RDIS** **Matters of discretion are limited to:**	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.

			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.	RES-MD[xx] – Christchurch International Airport **Notification:** Any application involving a breach of MRZ-R15 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).	

		6. the site is not within the 50 dBAL$_{dn}$ Air Noise Contour.		
MRZ-R18	Support in part	**MRZ-R18 Multi-unit residential development**		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.
		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~~.~~; and 4. the site is not within the 50 dBAL$_{dn}$ Air Noise Contour. **Matters of discretion are restricted to:** RES-MD2 – Residential design principles RES-MD7 – Outdoor storage RES-MD[xx] – Christchurch International Airport **Notification:** An application for a restricted discretionary activity under this rule is precluded from being publicly notified or limited notified~~.~~, except that any application involving a breach of MRZ-R18(4) shall be limited notified at least to Christchurch International			

		Airport (absent its written approval).		
MRZ-R19	Support in part	Amend as follows **MRZ-R19 Retirement village** **Activity status: RDIS** Where: 1. a design statement shall be provided with the application~~.~~; and 2. the site is not within the 50 dBAL_{dn} Air Noise Contour. **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.

		Where the site is within the 50 dBA L_{dn} Air Noise Contour: RES-MD[xx] – Christchurch International Airport **Notification:** An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified. Any application involving a breach of MRZ-R19 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval).		
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.

		MRZ-BFS1 Site density		
		1. Outside of the 50 $dBAL_{dn}$ Air Noise Contour, site density shall be a maximum of one residential unit per 200m^2 of net site area, which can be calculated over multiple adjacent sites. 2. within the 50 $dBAL_{dn}$ Air Noise Contour, site density shall be a maximum of one residential unit per 300m^2 of net site area 3. Where a site is less than 500$m^{2,}$, 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 Christchurch International Airport 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; 2. whether reverse sensitivity effects that may limit the operation, maintenance or upgrade of Christchurch International Airport are avoided.	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 … 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.	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. 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.	
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; and 2. 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.	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. managing adverse effects on strategic infrastructure, including through: a. 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; b. managing the risk of birdstrike to aircraft using Christchurch International Airport; c. [any additional matters that may be relevant to other infrastructure] 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.

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; provided the development is not on land within the 50 dBA L_{dn} Air Noise Contour.	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

		GRUZ-R[xx] Noise sensitive activities within Christchurch International Airport 50 dBAL$_{dn}$ Air Noise Contour **Activity status: PER** Where: 1. there is no more than one residential unit on a lot with a minimum net site area of 20ha **Activity status: NC** All other noise sensitive activities **Activity status when compliance with GRUZ-R[xx](1) not achieved: NC**	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-

		This rule does not apply to any minor residential unit provided for under GRUZ-R4; or bonus residential unit provided for under GRUZ-R16. **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. These exceptions do not apply to land within the 50 dBAL_{dn} Air Noise Contour; 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**	complying. CIAL does not consider the exceptions proposed would be appropriate within the 50 dBA L_{dn} Air Noise Contour.
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 90m^2 (excluding any area required for a single car vehicle garage or carport up to a maximum of 40m^2); 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**	

		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)~~.~~; and 6. 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.		
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 with GRUZ-R12(1) is not achieved: DIS** **Activity status when compliance with GRUZ-R12(2) is not achieved: RDIS** **Matters of discretion are limited to:** RURZ-MD[xx] – Bird strike risk **Notification:** Any application involving a breach of GRUZ-R12 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval).		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.

		2. The site is not within 13km of the thresholds of the runways at Christchurch International Airport runway (as shown on planning maps).		
GRUZ-R30 Quarrying activities	Support in part	Amend as follows **GRUZ-R30 Quarrying activities** *This rule does not apply to any farm quarry provided for under GRUZ-R12*		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
		Activity status: DIS Where: 1. The quarry shall be set back a minimum of 1000m from a Residential Zone. **Activity status: RDIS** 2. The site is within 13km from the thresholds of	**Activity status when compliance not achieved: NC**	

		the runways at Christchurch International Airport runway (as shown on planning maps). **With respect to GRUZ-R30(2), matters of discretion are limited to:** RURZ-MD[xx] – Bird strike risk		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	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.
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.

<table>
<tr>
<td></td>
<td></td>
<td>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 4ha or greater, or is protected by a legacy provision in this Plan;

provided the development is not on land within the 50 dBA L_{dn} Air Noise Contour.</td>
<td></td>
</tr>
<tr>
<td>New rule</td>
<td>Insert new rule</td>
<td>Insert new rule as follows
<table><tr><td colspan="2">RLZ-R[xx] Noise sensitive activities within Christchurch International Airport 50 dBA L_{dn} Air Noise Contour</td></tr><tr><td>Activity status: PER

Where:

1. there is no more than one residential unit on a lot with a minimum net site area of 4ha

Activity status: NC</td><td>Activity status when compliance with GRUZ-R[xx](1) not achieved: NC</td></tr></table></td>
<td>CIAL is concerned to avoid further intensification of land within the 50 dBA L_{dn} Air Noise Contour. This is necessary to protect the Airport from reverse sensitivity effects and to avoid exposure of occupants to heightened levels of noise.

There are a variety of rules applicable to noise sensitive activities in the RLZ (R3, R4, R5, R7). CIAL considers a single rule applicable to noise sensitive activities within the 50dBA L_{dn} Air Noise Contour is</td>
</tr>
</table>

		All other noise sensitive activities	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** *This rule does not apply to any minor residential unit provided for under GRUZ-R4; or bonus residential unit provided for under GRUZ-R16.*	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. These exceptions do not apply to land within the 50 dBAL_{dn} Air Noise Contour; 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 **RLZ-R4 Minor residential unit** **Activity status: PER** Where: 1. the maximum GFA of the minor residential unit shall be 90m^2	**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.

			(excluding any area required for a single car vehicle garage or carport up to a maximum of 40m^2); 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		

		subdivision consent between 1 October 1991 and 24 February 2001 (inclusive of both dates)~~.~~; and 6. 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.		
RLZ-R12 Farm quarry	Support in part	Amend as follows **RLZ-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 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
		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 with RLZ-R12(1) is not achieved: DIS** **Activity status when compliance with RLZ-R12(2) 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. The site is 13km from the thresholds of the runways at Christchurch International Airport runway (as shown on planning maps). **Advisory note** • Additional activity standards applying to	RURZ-MD[xx] – Bird strike risk **Notification:** Any application involving a breach of RLZ-R12 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval).	which constitute a hazard to aircraft.

		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** *This rule does not apply to any farm quarry provided for under RLZ-R12* **Activity status: DIS** Where: 1. The quarry shall be set back a minimum of 1000m from a Residential Zone. **Activity status: RDIS** 1. The site is 13km from the thresholds of the runways at Christchurch International Airport runway (as shown on planning maps).	**Activity status when compliance not achieved: NC**	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).

		With respect to GRUZ-R30(2), matters of discretion are limited to: RURZ-MD[xx] – Bird strike risk	
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	Amend as follows **RLZ-R35 Camping ground** **Activity status: DIS** Where: It is not located within the 50 dBA L_{dn} Air Noise Contour. **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.
RLZ-R40 Retirement village	Support	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.

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 RURZ-MD[xx] – Bird strike risk 1. The extent to which the proposed activity will be designed, operated and managed to avoid attracting bird species which constitute a hazard to aircraft.	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: **CMUZ-R[xx] Noise sensitive activities within 50 dBAL$_{dn}$ Air Noise Contour** **Activity status: NC** Where: 1. any noise sensitive activity within the 50 dBAL$_{dn}$ Air Noise Contour. **Activity status when compliance not achieved: N/A**	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.

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

		GIZ-R[xx] Noise sensitive activities within 50 dBAL$_{dn}$ Air Noise Contour		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.
		Activity status: NC Where: 1. any noise sensitive activity within the 50 dBAL$_{dn}$ Air Noise Contour.	**Activity status when compliance not achieved: N/A**	

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.

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.

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.

BIRD STRIKE – INSERT NEW PROVISIONS

Provision	Position	Relief requested	Explanation
New Definition	Insert new definition	Insert new definition of "bird strike" as follows: Bird Strike means: When a bird or flock of birds collide with an aircraft	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 Bird Strike Risk Activity means: a. permanent artificial water body; 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 c. commercial pig farming, or cattle feed lots; d. fruit tree farms; e. fish and commercial food processing activities with external food storage or waste areas accessible to birds; f. sewage treatment and disposal facilities; g. wildlife refuges or conservation areas; h. recreational areas or golf courses exceeding 2ha; i. waste management facilities and composting facilities; j. abattoirs and freezing works.	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.

<table>
<tr>
<td>New Rule</td>
<td>Insert new rule</td>
<td>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:
<table>
<tr>
<td>All Zones</td>
<td>Activity status: PER

Where:

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</td>
<td>Activity status when compliance not achieved: RDIS

Matters of discretion:

MD[xx] – Bird strike risk

Notification: any application arising from this rule will be notified to Christchurch International Airport Limited.</td>
</tr>
</table>
</td>
<td>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.</td>
</tr>
</table>

				the Waimakariri District Council if the activity expands.		
			All Zones	**Activity status:** RDIS Where: 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 2. with regard to the creation of any new temporary or permanent waterbodies or stormwater basins, the combined areas	**Activity status when compliance not achieved:** N/A **Matters of discretion**: MD[xx] – Bird strike risk **Notification**: any application arising from this rule will be notified to Christchurch International Airport Limited.	

			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.		
		All Zones	**Activity status:** NC 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.	**Activity status when compliance not achieved:** N/A	
Insert new matter of discretion	Insert new matter of discretion	As sought above, insert new matter of discretion as follows MD[xx] – Bird strike risk			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

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

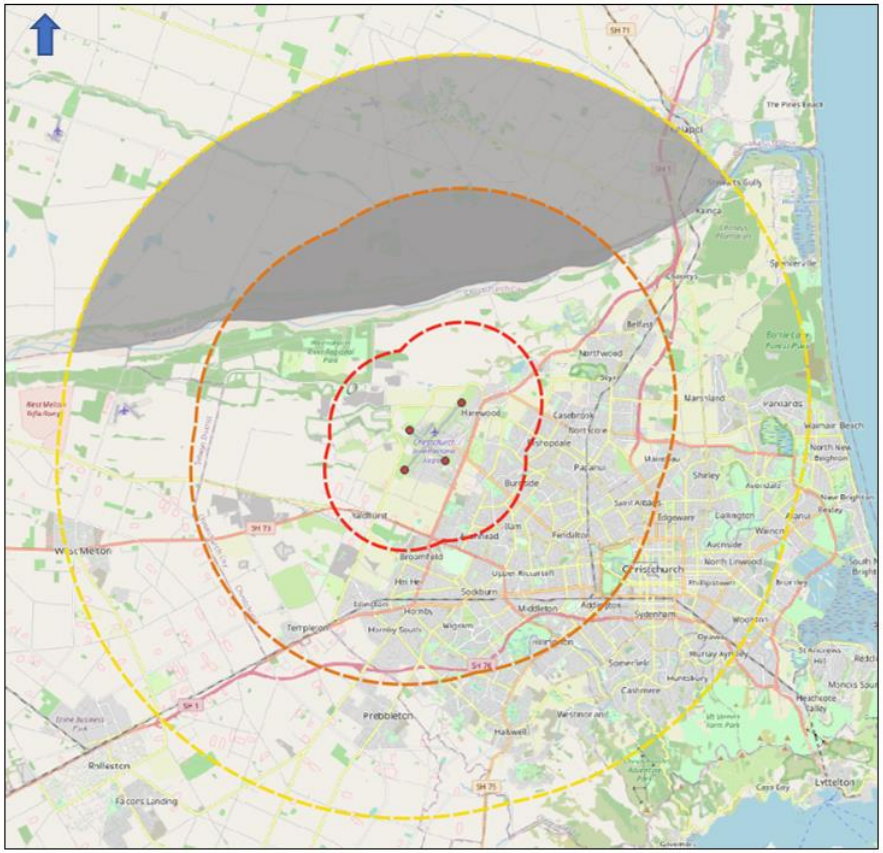
MAPPING

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

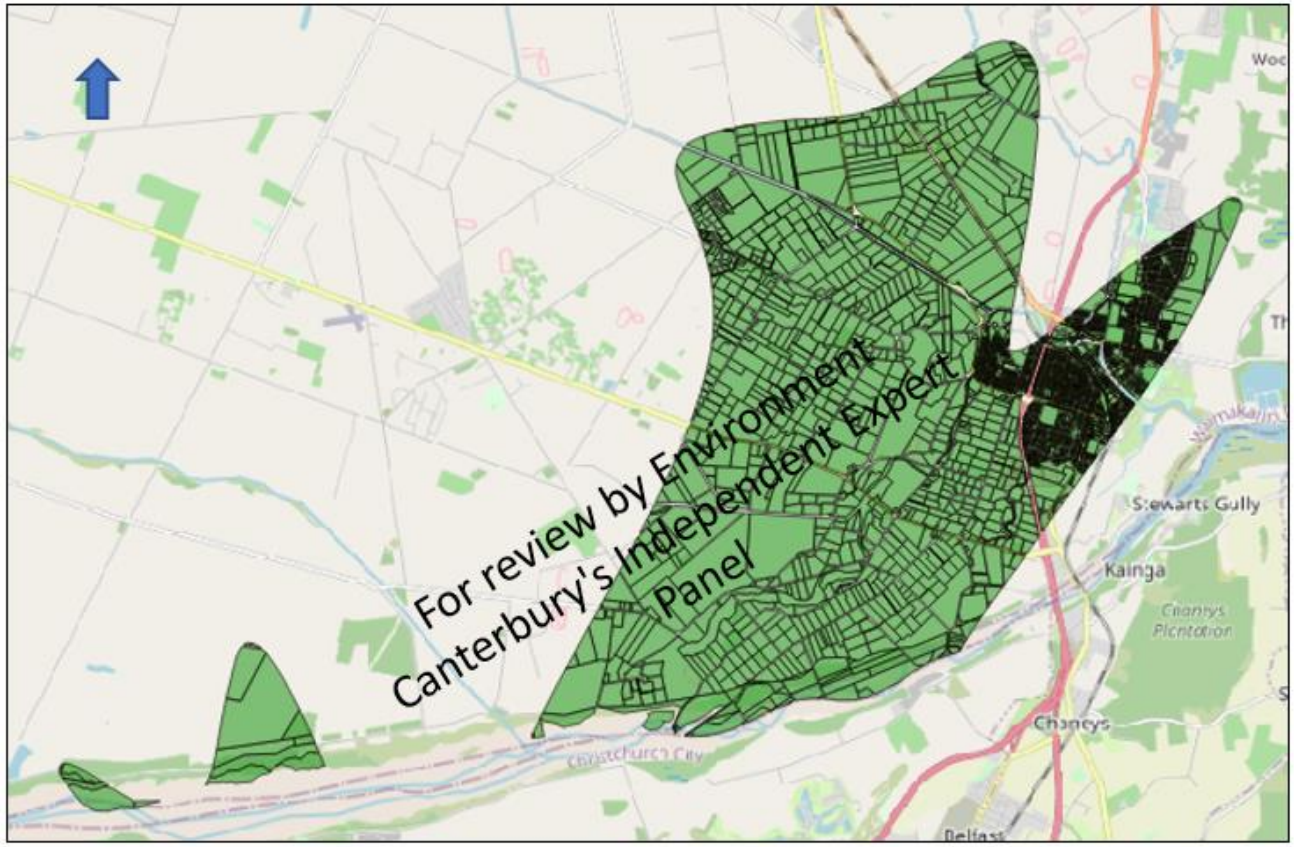
Christchurch International Airport Bird Strike Management Areas



Key	
3km Radii	
8km Radii	
13km Radii	
Waimakariri District	
Runway Thresholds	

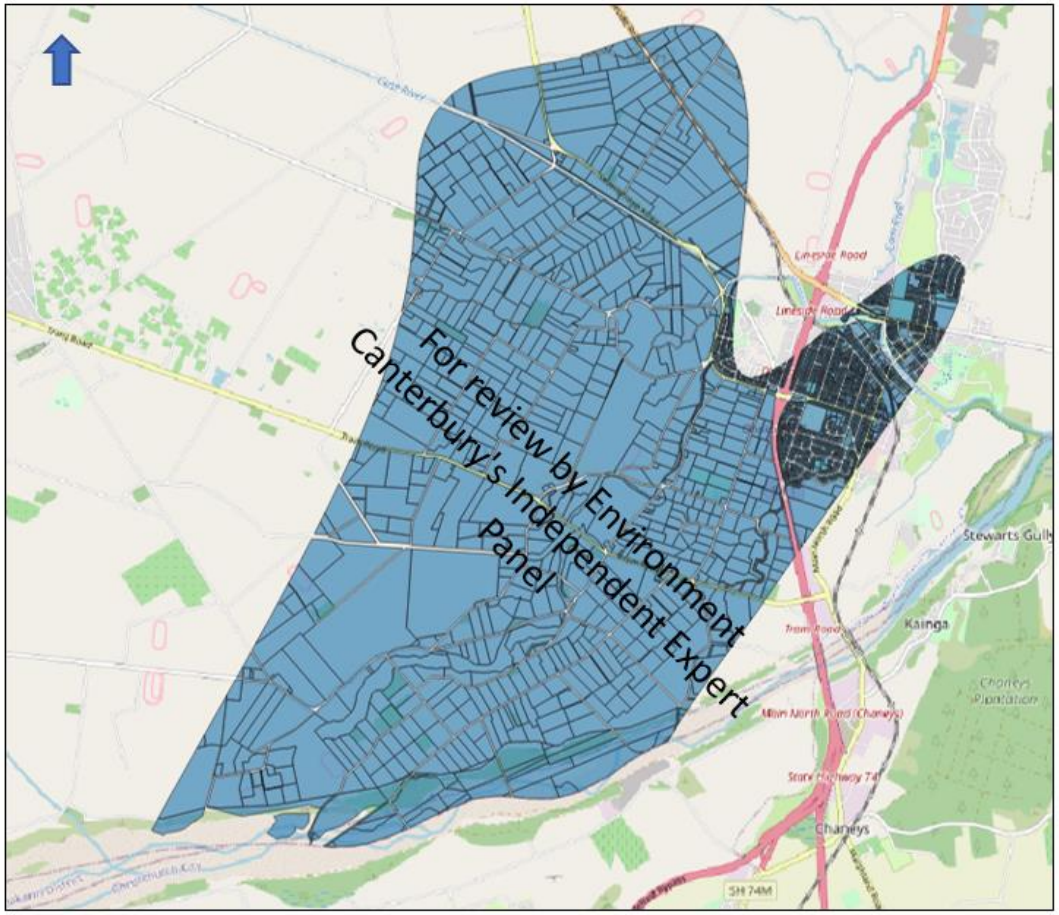
APPENDIX C – UPDATED NOISE CONTOURS SUBMITTED TO ECAN INDEPENDENT EXPERT PANEL REVIEW

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)	