

Clause 8 of Schedule 1, Resource Management Act 1991

To Waimakariri District Council

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

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

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



Jo Appleyard
Partner
21 November 2022

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ANNEXURE 1: FURTHER SUBMISSIONS ON SUBMISSIONS TO THE PROPOSED VARIATION

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

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

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

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

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

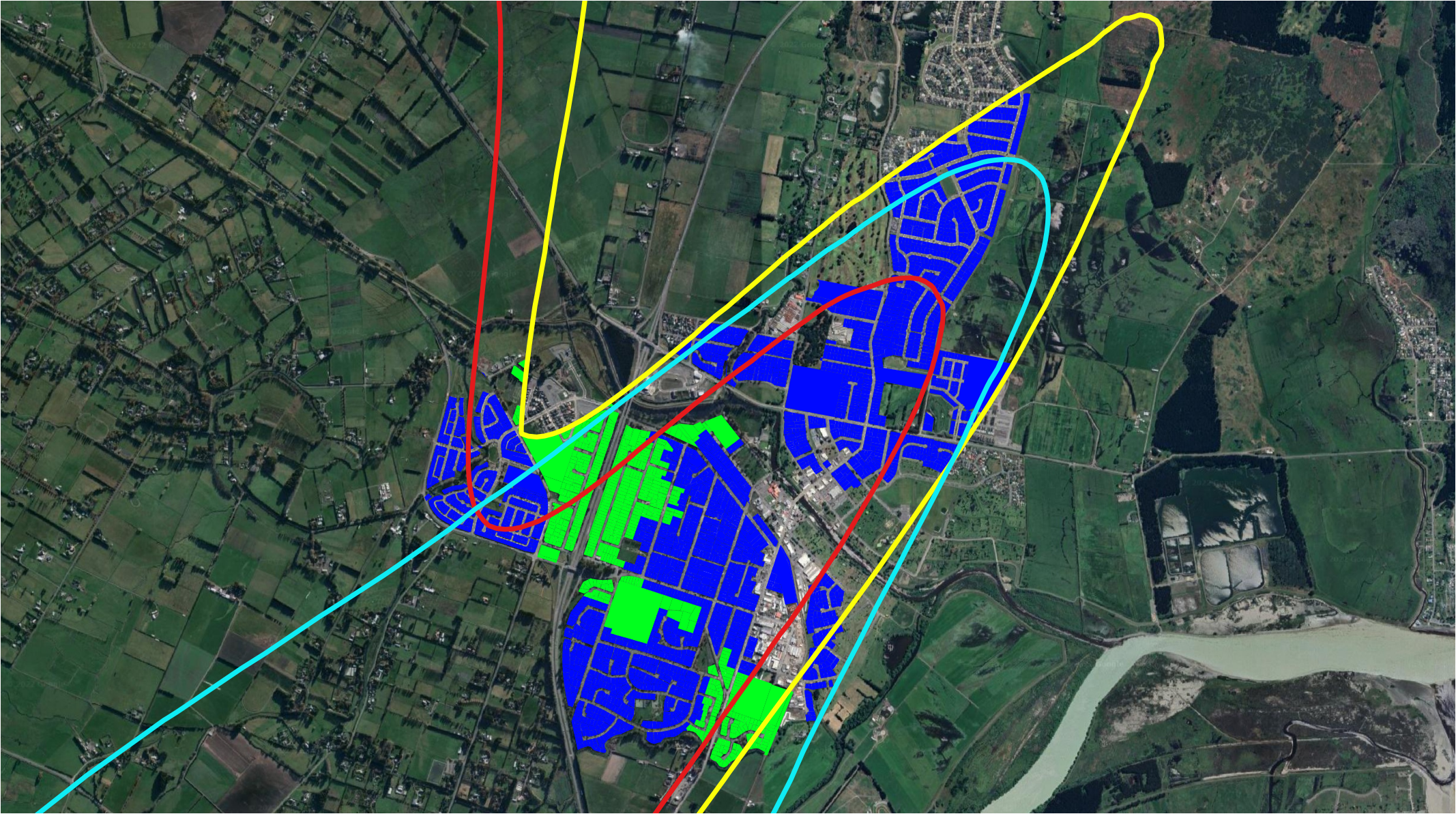
Noise sensitive activities, including urban rezoning, must be avoided within the 50dB Ldn Contour as shown on Map A of the CRPS (the *Operative Contour*). Although the remodelling process of the updated contours (the *Updated Contours*) is still underway and the degree of change in the Air Noise Contours,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

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

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

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



Area A
Area B

Annual Average
Outer Envelope

Operative