

Before the Hearing Commissioners on the Proposed Waimakariri District Plan

In the matter of: The Resource Management Act 1991

And

In the matter of: The hearing of submissions and further
submissions on the Proposed Waimakariri District
Plan – Stream 12F:
Special Purpose Zone – Rangiora Airfield ('SPZ(RA)')

**SUPPLEMENTARY EVIDENCE OF DEAN MICHAEL CRYSTAL
ON BEHALF OF DM & AD SMITH INVESTMENTS LTD**

DATED: 7 AUGUST 2024

Introduction

- 1 My name is Dean Michael Chrystal. I am a Director at Planz Consultants Limited, a planning consultancy based in Christchurch, Dunedin and Nelson.
- 2 I have been asked by DM and AD Smith Investments Limited ('DASI') to provide supplementary evidence in support of their submission seeking rezoning of the Rangiora Airfield and surrounding land in order to facilitate expansion of the airfield runways and enable an air business park style of development (the Proposal).
- 3 In preparing my supplementary evidence I have reviewed:
 - The s42A report of Mr Bryce Powell and associated Appendices; and
 - Relooked at the Canterbury Regional Policy Statement;
- 4 I have also read and rely upon the evidence of Mr Grant MacLeod, Mr Daniel Smith and Mr Chris Brown, and the evidence and supplementary evidence of Mr Steve Noad, Mr Rob Hay, Mr Andrew Metherell, Mr Mike Groome and Mr Rory Langbridge. I do not intend to repeat this further evidence but simply reference to it in relation to matters I address.
- 5 My qualifications and experience were set out in my evidence in chief (EIC) for this hearing stream dated 13 March 2024. I confirm that in preparing this supplementary evidence I have continued to comply with the Expert Witness Code of Conduct set out in paragraph 10 of my EIC.

Scope of Supplementary Evidence

- 6 The scope of my supplementary evidence is broken down into:
 - The issue of the submissions scope.
 - Some initial matters from Mr Powells s42A report.
 - The recommendation contained in Mr Powells s42A report Conclusions.
 - Amendments to the Proposal (as identified in Appendix 1).

Submissions Scope

- 7 While I acknowledge that the scope issue has been addressed by two legal Counsel and that Mr Schulte will further address the matter in opening legal submission, I consider it is worth also providing my opinion from a planning perspective and given my experience in addressing the scope issue.

- 8 The submission by Mr Smith was relatively simple. It stated under the heading I/we seek the following decision from Waimakariri District Council:

To rezone land at Rangiora Airfield from RLZ to SPA-RZ

- 9 My understanding is that all things being equal this provides a for a wide range of scope. In a similar situation involving the Sticky Forest case in Wanaka, of which I was involved, the original submission simply sought to rezone 52ha from Rural to Residential – Low Density. The recently released Environment Court decision¹ notes that:

Mr Beresford's original PDP submission allowed scope to consider anything on the spectrum between retaining the Site as a whole as Rural and rezoning it entirely Residential Low Density (now LDSR).

- 10 The relief sought in this case was narrowed through the subsequent hearing process and notice of appeal, in a similar way to what has occurred here, nevertheless the point is the original scope was broad. In my opinion therefore the spectrum here is from retaining Rural Lifestyle zoning (and what that enables) to the Special Purpose zone which is related to and draws from aircraft and aviation related activity.

- 11 Perhaps the one difference here is the inclusion within the submission of the Plan referred to as SPArZ 002 (8-10-21), which is referenced under the headings *The specific provisions of the proposal that my submission relates to are as follows* and *My submission is*.

- 12 My experience has always been in these conflicting type submissions it is what was sought in the end that presides i.e. *To rezone land at Rangiora Airfield from RLZ to SPZ-RA*. And I note that within the Summary of Submissions document under the Heading 'Relief Sought Summary' it states:

Rezone land at Rangiora Airfield from Rural Lifestyle Zone to Special Purpose.

- 13 I acknowledge that under the Submission Point Summary it does refer to the Plan attached to the submission and the types of activities proposed.

- 14 It is worth noting here that the proposed Area A referred to in the Buddle Findlay legal opinion as not being within scope for residential activity includes the Airfield Purposes designation within which a residential activity if it is associated with an activity deemed to be for Airfield Purposes i.e. a residential unit above a hanger, is enabled. Having spoken to Mr Noad I understand that there are already existing residential units or accommodation associated with airfield activities on the site. Taking this into account in my view providing for residential activities in Area A is within the spectrum provided for by the submission. I also reiterate that Area A is limited to 30 residential units.

¹ MJ Beresford, RT Bunker and LM Rouse v Queenstown Lakes District Council, Decision No. [2024] NZEnvC 182

- 15 Notwithstanding the above, as detailed in Appendix 1 attached below some changes have been made which perhaps address some of those concerns raised in terms of scope. These include minimum subdivision standards for Area A (300m²) and Area B (7000m²).

Initial Matters from Section 42A Report

Rangiora Airfield - Strategic Infrastructure

- 16 As noted in my EIC, Rangiora Airfield is identified as Strategic Infrastructure² (or Regional Significant Infrastructure³) within the Canterbury Regional Policy Statement (CRPS) and in my opinion the proposed Special Purpose zone needs to be considered within that lens. The evidence of Mr Brown, Mr MacLeod, Mr Noad, Mr Groome and Mr Smith all provide reasons and support for building on the Airfields existing status and role and enhancing and enabling opportunities for growth which will continue to support its strategic status. In my opinion the Special Purpose zoning and what it enables helps give effect to the identification of Rangiora Airfield as strategic infrastructure by the CRPS whilst ensuring that it is protected from reverse sensitivity effects as required by the CRPS provisions in relation to strategic infrastructure.

Development Capacity and Demand

- 17 Mr Powell in a number of locations addresses the issue of development capacity and demand, suggesting in para 209 that:

... insufficient information has been provided by the submitter to demonstrate that there is demand for airside business and residential land, at the scale and intensity enabled by the SPZ(RA).

- 18 To reiterate a point made in my EIC, the proposal is not seeking to provide for or enhance the residential development capacity for Waimakariri and I accept that in terms of the NPS-UD and in particular Policy 8, 50 residential units could not claim to add significant development capacity in a residential context in Waimakariri District.
- 19 However, in terms of the industrial aviation component of the proposal I consider this adds significantly to development capacity for this type of activity and in fact such development is unlikely to locate in any other industrial area or indeed anywhere else in the District.
- 20 Turning to the issue of demand, Mr MacLeod, Mr Brown and Mr Smith have all provided context around the demand for hanger space, which is currently unable to be met, and in the case of Mr Smith the registrations of interest he currently has for land within both Areas A and B. Given the unique nature of what is proposed here I consider it is unlikely that an economic report would add

² Definitions for Greater Christchurch in the CRPS

³ The definition of Regionally significant infrastructure under the Glossary and Definitions in the CRPS includes Infrastructure defined as 'strategic infrastructure' in the CRPS

anything further in this regard and that the above witnesses are best placed at present to provide context around demonstrating demand.

- 21 In terms of broader economic questions both Mr Groome and Mr Smith have provided information on what they consider potential employment opportunities might be and Mr Brown has highlighted the financial implication from the Council's perspective. In my view it can be safely assumed that development along the lines enabled by the Special Purpose zone would add value to the Rangiora and wider Waimakariri economy, whether that be through increased employment opportunities, aviation students or those utilising the increased range of facilities including aircraft associated housing. I acknowledge that this is not how a normal economic assessment might be undertaken, however I'm not sure there would be too much to gain from such an assessment in terms of helping to further understand the proposal or to justify it.

Designation and Plan Change

- 22 This proposal does not alter the extent of the Airfield Purposes designation, noise contours or the obstacle limitation surfaces and as I've indicated in my EIC if the proposed rezoning is approved, a consequence will be a plan change (or variation) and amendment to the existing designation to address these matters.
- 23 Mr Powell in his paragraph 193, has suggested that a private plan change with a notice of requirement approach would have better aligned the purpose of the designation with the SPZ(RA) provisions and provided for a more holistic assessment. The reality is that we are in a District Plan Review process where those options at present are simply not available. Furthermore, I see no reason why DASI should not be able to pursue its submission which has been appropriately lodged on the District Plan. The necessary alterations to the designation, noise contours, or the obstacle limitation surfaces are not significant compared with the previous Notice of Requirement and Plan Change process and in my view are able to be undertaken in due course and are not overly necessary at present to be integrated with the proposed zone. For information purposes only the potential revised noise contours have been identified on the ODP, however if the Hearing Panel considered this is inappropriate, I am comfortable with them being removed.
- 24 Finally, I would make the point that the proposed rezoning does not in any way facilitate additional aircraft movements beyond what is already enabled by the present noise contours and that this would not change with any revision of the noise contours as a result of runway extensions.

Nature of the Environment

- 25 The nature of the receiving environment and how it will change and how mitigation will be addressed has been covered in some detail by Mr Landbridge. To that end I have not repeated what he has stated in his supplementary evidence. However, I consider it is worth commenting more broadly on the present environment and what is currently enabled.

- 26 Any growth type scenario of this nature will inevitably result in a loss in open space character to some extent, however this needs to be put into perspective. For many years the area to the south and west of the airfield has remained relatively open despite the ability in the operative District Plan to subdivide down to 4ha. The area to the east and south-east however has been extensively subdivided with large strip hedge rows and boundary tree planting effectively restricting views from the public road and reducing the perception of open character. In my experience that is often one of the inevitable outcomes of a rural lifestyle environment. That is not a criticism but merely a fact as occupiers of such properties seek to screen themselves from neighbours and provide shelter.
- 27 Into this mix now is the fact that DASI have already obtained subdivision consent for 4ha lifestyle blocks to the south the proposed realigned Priors Road which have since been fenced up. The visual nature of this immediate area is already transitioning from its previous broad open farmland appearance.
- 28 Added to the above of course is the Rangiora Airfield itself which already contains a number of buildings of varying scale and size clustered together on the far side of the airfield. Further development is enabled via the Airfield Purposes designation for buildings on the Priors Road frontage.
- 29 In my opinion the character of this general area is currently mixed rather than being a purely open character and it is transitioning and will continue to transition away from a more open character regardless of the Proposal. Nevertheless, as detailed by Mr Langbridge mechanisms have now been proposed to help reduce overall amenity effects.

Canterbury Regional Policy Statement (CRPS)

- 30 Mr Powell in discussing Part 6 of the CRPS has focused in on Policy 6.3.5 which relates to the integration of land use and infrastructure. In particular he is concerned that:
1. In relation to Area A it has not demonstrated how all the aircraft activities, at the scale and intensity enabled by the SPZ(RA) would “...*maintain or enhance the operational effectiveness, viability and safety*” of the airfield (Policy 6.3.5(2)(b)); and
 2. How residential activities in Area B would “...*maintain or enhance the operational effectiveness, viability and safety*” of the airfield (Policy 6.3.5(2)(b)).
- 31 While I consider there needs to be some care here as this policy is directly linked to the recovery of Greater Christchurch post-earthquake, I have sought to address the concerns expressed. The first point to note is that Policy 6.3.5 (2) is about *ensuring that the nature, timing and sequencing of new development are co-ordinated with the development, funding, implementation and operation of transport and other infrastructure* [emphasis added]. I do not therefore consider the

take placed on this provision by Mr Powell is entirely correct. I would also note that 6.3.5 (2)(c) “*protect investment in existing and planned infrastructure*” would in the circumstances also be equally relevant and is of no less weight than (b).

- 32 Notwithstanding the above the Proposal will help in maintaining and enhancing the operational effectiveness, viability and safety of Rangiora Airfield. Mr Brown in particular has addressed the need for Council as airfield owner to increase revenue to maintain the airfield which he considers the Proposal will provide for. There is no evidence to suggest that the operational effectiveness of the airfield will be impaired and assurances in this regard have been put in place in terms of the no complaints covenants on residential activity. Furthermore, the Proposal enables improvements in that operational effectiveness and in safety through facilitating the ability for runway extensions.
- 33 In my opinion the residential components help facilitate these outcomes through both increased revenue for the Council (landing/airfield access fees and freeing up land for further development), helping to fund the project overall and providing potential clients for existing and new aviation related industrial activities.

Linking occupants of residential units in Area B to the airfield or the aircraft activities enabled within Area A

- 34 In paragraph 341 Mr Powell suggests that “*the SPZ(RA) planning framework does not link occupants of residential units in Area B to the airfield or the aircraft activities enabled within Area A*”.
- 35 I understand the potential concerns and as background, I have assessed other similar situations around New Zealand to see how this issue has been addressed. The best example I was able to determine was the Dairy Flat Precinct contained in the Auckland Unitary Plan which provides for a residential aero park in which each site is required to have a sealed aircraft taxiway access to and from the North Shore Airport, new noise sensitive land uses must enter into a no-complaints covenant registered against their title, and at subdivision the applicant must provide Council with evidence of an enforceable legal agreement which must:
- (a) be between the relevant applicant/landowner and the owner of the Airport;
 - (b) attach to the land.
- 36 The legal agreement must ensure that the lots on the plan of subdivision are guaranteed access via the planned taxiways to the North Shore Airport, for as long as the Airport remains in use and that any such agreement must be secured through an appropriate legal mechanism that is recorded on a certificate of title for any new site created. The section 224(c) certificate for the subdivision cannot be issued until the Council is satisfied that this requirement will be met.
- 37 The Proposal has adopted some of these mechanisms i.e. SUB S5 (2) re guaranteed Airfield access, the provision of taxiways as shown on the ODP and a no complaints covenant (SUB-S12 (2) (b)). It

has also gone further in SUB-S12 (2) (a) in requiring that all residential activity within Area A must be associated with an airfield related activity on the same site which is also to be registered against the title. I note that non-compliance with SUB 12 (2) is proposed to be prohibited.

38 In my opinion all these mechanisms in combination link residential activities or units to the airfield or the aircraft activities as far as is practicable, and I am not aware of any further mechanisms that might further this situation. While I understand the potential concern here because of the reverse sensitivity issue and the potential take up of residential units by people unrelated to the airfield, I also consider this is a bespoke and rather unique situation and if people choose to put themselves into this situation without having links to the airfield then, given the requirements and potential costs imposed on them, they do so at their own peril.

39 I have made a slight amendment to SPZ(RA)-P1 to better reflect the Area A situation.

Recommendations contained in Mr Powells s42A report Conclusions

40 For the Hearing Panels ease I have set out below the various Recommendations contained in Mr Powells conclusion and identified who has responded to them or where necessary provided a response myself.

Scale, intensity, and nature of enabled land uses

- *Analysis of the demand for commercial / industrial land for airfield related purposes and for related residential activities.*

41 This has been addressed in the evidence of Mr MacLeod, Mr Brown and Mr Smith, which identify the various levels of demand/interest both the Council and Mr Smith have received.

- *Information on the supply of land available within the current airfield to meet the identified demand for airfield activities.*

42 This is addressed by Mr Brown in relation to the land on Priors Road which shows that demand even with this land cannot be met. I would also note that accessing some of that land in this area on the northern side of the extended runway (runway 10/28) is extremely difficult without coming through the adjoining DASI land.

- *Analysis of the purported economic benefits of the enabled airfield activities, including those relating to employment.*

43 This has been addressed by Mr Groome in his original EIC where he considers “*that there is potential for upwards of 60 extra people to be employed within the Airpark*” [para 60], by Mr Smith who has also provided some anticipated employment figures based on this own knowledge and Mr Brown who has provided some context around the perceived benefits to the Council in terms airfield revenue and the infrastructure servicing benefits.

- *Information on the future role of the airfield / a formal long-term vision of the airfield.*

44 Mr Brown has discussed the role and future of Rangiora Airfield and Mr Groome's supplementary evidence addresses the Rangiora Airfield Masterplan process and the Masterplan itself which has been approved by the Council and is attached to his evidence.

- *Information on whether there has been any master planning undertaken to date and whether that involved consultation with key user groups to determine the land use capacity sought by the SPZ(RA).*

45 The Masterplan is referred to above. Mr Noad's supplementary evidence confirms that the Rangiora Advisory Group supports the Masterplan.

Mana whenua

- *Outcomes of any mana whenua engagement.*

46 Mr Powell has sought information on the outcomes of any mana whenua engagement undertaken. It is my understanding that the rūnanga specifically advised the Council that they did not have the resources to review and consider all rezoning submissions and instead their preference was that submitters not engage with them directly and that the Council send only those submissions to them for review which were likely to be of significance to mana whenua. For this rezoning request, I understand that the Council looked at the Mahaanui Iwi Management Plan and noted no springs on or near the site and no identified sites of significance to Ngāi Tūāhuriri. Because of this, the Council considered this rezoning request not to be of significance and it was not sent on for comment.

47 I understand any future development proposals at the Rangiora Airfield that may impact on cultural values would be subject to consultation with the rūnanga in line with the current memorandum of understanding between Council and the rūnanga.

Infrastructure and servicing

- *An update on whether an approved funding agreement is in place to connect the airfield and Areas A and B to reticulated water and wastewater.*

48 This has been addressed by both Mr Brown and Mr Smith in evidence.

- *Information on whether the enabled SPZ(RA) development can be serviced by telecommunications and electricity infrastructure.*

49 This has been addressed by Mr Smith in evidence.

- *An update on whether the subdivision R215364 has been given effect to and whether the Council has initiated the road stopping process under Schedule 10 of the Local Government Act 1974 with respect to Priors Road. Clarification on whether Priors Road needs to be straightened ahead of the SPZ(RA) being developed.*

50 This has been addressed by Mr Smith in evidence.

Adverse Effects

- *Clarity on how the Proposed Plan would achieve a reasonable standard of onsite amenity would [sic] be secured for occupants of residential units within Area A.*

51 Onsite amenity has been addressed through the requirement for private outdoor living space with a minimum area of 6m² and a minimum dimension of 1.5m and a 2m wide landscape strip along the road boundary (see Appendix 1).

- *Clarity on how the Proposed Plan would achieve a reasonable standard of acoustic amenity would be secured between activities within the SPZ(RA) and adjacent land zoned RLZ.*

52 This has been addressed in supplementary evidence by Mr Hay and change have been made to the Noise table to introduce the Special Purpose zone (see Appendix 1).

- *Clarity on how the Proposed Plan would achieve a reasonable transition between the SPZ(RA) and adjacent RLZ land.*

53 This is addressed in the evidence of Mr Langbridge and further landscape provisions are now proposed for Area B including fencing and hedging (see Appendix 1) to provide a sense of transition. An increase in the minimum lot size to 7000m² also addresses this matter.

54 I also note that street trees have always been identified on the ODP, although a modification has been required to remove street trees at the end of the runway vectors to ensure safety.

- *Clarity on how the Proposed Plan would manage the scale of industrial and commercial activities within Area A and the effects of traffic movements on the surrounding road network that would be generated by these activities.*

55 The scale of commercial activity has now been restricted to 150m² in order to still enable some 'on-site' services for workers. It was never the intent for Area A to become some form of 'commercial' precinct and the term was perhaps inappropriately used in the context of the Special Purpose zone. As a result, amendments have also been made to the Introduction to better reflect the intent of the zone (see Appendix 1).

56 In terms of industrial activity, it is restricted in terms of the definition of Airfield Activity and again a number of amendments have been made to that definition to better reflect the intent of the

zone (see Appendix 1). There are also rules on building height and various setbacks which will impact on onsite scale and a minimum subdivision size has been introduced.

- 57 I am unclear what Mr Nicholson considers are the “unintended consequences”⁴ of what he says are the limited provisions restricting the form and number of buildings in Area A. However, I would note this area is the equivalent of a light industrial area and the provisions proposed are relatively similar to the Light Industrial Zone within the Proposed Plan. In my view there is no need for an illustrative masterplan or design controls on the appearance of buildings in Area A, as he suggests, given these circumstances.
- 58 Therefore in answer to Mr Powell’s question [para 25 c.] as to whether the scale of development and the range of activities enabled are sufficiently aligned with airfield activities, and whether they are ancillary to the primary airfield activity and support the operation and development of the Rangiora Airfield as a strategic asset of local and regional significance, I consider that with the changes proposed above, and the information provided in the evidence of Mr Brown, Mr Groome and Mr Smith and my earlier discussion on strategic infrastructure and the linking of residential activities to the airfield, this question is effectively answered.
- 59 The effects of traffic movements associated with the overall development, including Area A, have been addressed in the supplementary evidence of Mr Metherell.

Amendments to the Proposal

- 60 Amendments to the Proposal are reflected in Appendix 1 attached and all changes are overlaid with yellow highlight for ease of reference. Some changes which are not specifically referred to above have been made to address specific matters referred to in Mr Powell’s report.
- 61 Amendments made to the Proposal are:
- Changes to the Introduction to better reflect the intent of the Special Purpose zone.
 - An amendment to SPZ(RA)-P1 to better reflect the Area A situation.
 - Amendment to SPZ(RA)-R4 to reduce the maximum gross floor area for residential units within Area A.
 - Added new built form standards SPZ(RA)-BFS 7 Residential Units to introduce a requirement to provide and outdoor living space within Area A along with subsequent matters of discretion SPZ-RA-MCD7.
 - Added new built form standards SPZ(RA)-BFS 8 Landscaping to introduce landscaping requirement for both Area A and Area B along with subsequent matters of discretion SPZ-RA-MCD8.

⁴ Para 320 of the s42A report

- Amended SPZ(RA)- APP1-ODP to remove street trees in line with the runway vectors.
- Added SPZ(RA)- APP2- Plant Species.
- Added new clause under SD-O2 to refer to the Special Purpose Zone (Rangiora Airfield).
- Added new policy UFD-P11 specific to the Special Purpose Zone (Rangiora Airfield).
- Add into Table NOISE-2 Noise limits as follows:

	Daytime 7:00am-10:00pm	Night-time 10:00pm-7:00am	
Residential Zones, Special Purpose Zone (Rangiora Airfield) Area B (excluding aircraft taxiing)	50 dB <u>LAeq</u>	40 dB <u>LAeq</u>	70 dB <u>LAF(max)</u>
Local Centre Zone, Neighbourhood Centre Zone, Special Purpose Zone (Rangiora Airfield) Area A (excluding aircraft taxiing)	60 dB <u>LAeq</u>	40 dB <u>LAeq</u>	70 dB <u>LAF(max)</u>

- Amendment Table SUB-1 Minimum allotment sizes and dimensions to introduce a minimum 300m² allotment size for Area A and increase Area B to 7000m².
- Amend the definition of Airfield Activity to better reflect the intent of the zone.
- Add to the definition of Urban Environment the Special Purpose Zone (Rangiora Airfield).

Conclusion

- 62 A range of further information has been provided in response to the s42A report of Mr Powell, which includes details on the demand for airfield facilities including airside housing, the Waimakariri District Council's position on the Airfield and necessary infrastructure requirements, the Masterplan prepared for the Airfield and, commentary of various amenity issues.
- 63 I have also addressed a number of issues raised in Mr Powell's report and made a number of amendments to the Proposal to address concerns raised and based on feedback from other experts.
- 64 I remain of the view that the Proposal will ensure that the overriding purpose of the RMA to promote the sustainable management of natural and physical resources is achieved and that it will support and enhance the Airfields existing status and role as Strategic or Regionally Significant Infrastructure.

Dean Chrystal

7th August 2024

Appendix 1

Special Purpose Zone – Rangiora Airfield

Introduction

The purpose of the Special Purpose Zone (Rangiora Airfield) is to provide an airpark for aviation operations (including maintenance and repair of aircraft); appropriate airfield related activities (including aircraft related industrial and educational activities and limited commercial development); and a limited amount of residential activity for aircraft enthusiasts to live in close proximity to the Rangiora Airfield.

It is intended that the commercial and industrial activities provided in the Special Purpose Zone (Rangiora Airfield) will be ‘aircraft related’, while residential activities will have to be linked to an airfield activity and/or the use of the airfield through legal access over taxiways onto the airfield depending on what Activity Area they are located within. Residential buildings will also have to noise insulation requirements to protect the airfield from reverse sensitivity effects.

Designations take priority over zoning, and any conditions or restrictions on the Rangiora Airfield itself or Airspace designations will override the provisions in the Rangiora Airfield Zone should a land use or subdivision conflict arise.

The zone is divided into two distinct activity areas (references correspond to SPZ(RA) – APP1 and are referred to in the Activity Area Rules Tables as follows):

- Activity Area A: Airfield Central
- Activity Area B: Airfield Environs (Residential)

The key differences between these activity areas are the types of activities enabled and the extent to which activities, such as aviation related commercial, educational and industrial and residential activities, can occur.

Activity Area A – Airfield Central encompasses the runways, existing hangars and other core airside activities, including commercial, industrial and educational activities and limited commercial activities which support the Rangiora Airfield and aviation sector. Residential development is provided for where it is connected with a core airside activity.

Activity Area B – Airfield Environs (Residential) provides for low density residential development connected with airfield use.

All areas have taxiway connectivity with the runway, which will be a requirement of subdivision, to reinforce the relationship between the airfield and the surrounding activities.

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.

As well as the provisions in this chapter, district wide chapter provisions will also apply where relevant.

Objectives	
<u>SPZ(RA)-O1</u>	<p><u>Purpose of the Special Purpose Zone (Rangiora Airfield)</u> <u>To enable the continued operation and future development of the Rangiora Airfield as a strategically significant, safe and economically sustainable airfield that meets the current and future needs of the aviation community within the District and Region.</u></p>
<u>SPZ(RA)-O2</u>	<p><u>Management of Environmental Effects</u></p> <ul style="list-style-type: none"> (a) <u>The operational and functional needs of Rangiora Airfield are provided for while ensuring that the adverse effects of aviation activities on the environment are avoided, remedied, or mitigated.</u> (b) <u>The adverse effects of airfield related, residential and other activities are managed to ensure acceptable amenity outcomes.</u>
<u>SPZ(RA)-O3</u>	<p><u>Compatibility of Activities with the Airfield Operation</u> <u>Airfield-related activities:</u></p> <ul style="list-style-type: none"> (a) <u>Are compatible with the efficient operation, maintenance and upgrading of the airfield and its associated effects;</u> (b) <u>Manage reverse sensitivity effects on the airfield.</u>
Policies	
<u>SPZ(RA)-P1</u>	<p><u>Activities in the Special Purpose Zone (Rangiora Airfield)</u></p> <ul style="list-style-type: none"> (a) <u>Provide for the continued operation and development of aviation activities.</u> (b) <u>Enable compatible airfield related activities within Activity Area A, where these complement the function and operation of the Rangiora Airfield and/or the airport location.</u> (c) <u>Enable residential units within Activity Area A where they are airfield related and within Area B where the residential unit manages reverse sensitivity effects on adjoining aviation activities.</u>
<u>SPZ(RA)-P2</u>	<p><u>Management of effects</u> <u>Manage the effects arising from development, subdivision and use, having regard to:</u></p> <ol style="list-style-type: none"> 1. <u>Compatibility with the role and function of the Rangiora Airfield Zone;</u> 2. <u>The requirements of SPZ(RA) – APP1;</u> 3. <u>Whether the development, subdivision and use is ancillary to and/or supports airfield activities;</u> 4. <u>The safety, security and resilience of the airfield as regionally significant infrastructure;</u> 5. <u>Whether the activity can be appropriately serviced, including wastewater, stormwater and potable drinking water supply;</u> 6. <u>The potential for reverse sensitivity effects on the established and permitted activities within the Special Purpose Zone (Rangiora Airfield);</u> 7. <u>The effects of the development, subdivision and use on the surrounding area including by:</u> <ol style="list-style-type: none"> a. <u>Managing the height, bulk and location of buildings and structures.</u> b. <u>Screening outdoor storage and refuse storage areas.</u> c. <u>Providing landscaping at zone boundaries.</u>

Activity Rules

<u>SPZ(RA)-R1 Construction of, or alterations or additions to a building or other structure</u>	
<p><u>Activity status: PER</u></p> <p><u>Where:</u></p> <ol style="list-style-type: none"> <u>The activity complies with all built form standards (as applicable).</u> 	<p><u>Activity status when compliance not achieved: as set out in the relevant built form standards.</u></p>
<p><i>Advisory Note: NOISE – Te orooro – Noise contains standards relevant to noise sensitive activities including additions and alterations to existing buildings containing noise sensitive activities in the Special Purpose Zone (Rangiora Airfield).</i></p>	
<u>SPZ(RA)-R2 Airfield activities</u>	
<p><u>Activity status: PER</u></p> <p><u>Where:</u></p> <ol style="list-style-type: none"> <u>The activity occurs within Activity Area A, and</u> <u>The activity complies with all built form standards (as applicable).</u> 	<p><u>Activity status when compliance is not achieved with SPZ(RA)-R2 (1): DIS</u></p> <p><u>Activity status when compliance with SPZ(RA)-R2 (2) is not achieved: as set out in the relevant built form standards.</u></p> <p><u>Matters of discretion are restricted to:</u></p> <ol style="list-style-type: none"> <u>As set out in the applicable matters of discretion for the built form standard.</u>
<p><u>Activity status: NC</u></p> <p><u>Where:</u></p> <ol style="list-style-type: none"> <u>The activity occurs within Activity Area B.</u> 	<p><u>Activity status when compliance is not achieved: NC</u></p>
<u>SPZ(RA)-R3 Visitor accommodation</u>	
<p><u>Activity status: PER</u></p> <ol style="list-style-type: none"> <u>Within Activity Area A:</u> <ol style="list-style-type: none"> <u>It is located outside the 65dBA LdN Noise Contour boundary.</u> <u>It is ancillary and attached to the use of a building for an airfield activity on the same site.</u> <u>Within Activity Area B:</u> <ol style="list-style-type: none"> <u>It is located outside the 65 dBA LdN Noise Contour boundary.</u> <u>The activity shall be undertaken within a residential unit.</u> <u>A maximum of eight visitors shall be accommodated per site.</u> 	<p><u>Activity status when compliance not achieved with SPZ(RA)-R3(1)(a) or SPZ(RA)-R3(2)(a): PR</u></p> <p><u>Activity status when compliance not achieved with SPZ(RA)-R3(1)(b) or SPZ(RA)(2)(b) or SPZ(RA)(2)(c): NC</u></p>

Advisory Note: *NOISE – Te orooro – Noise* contains standards relevant to visitor accommodation in the Special Purpose Zone (Rangiora Airfield).

SPZ(RA)-R4 Residential unit

Activity status: PER

1. Within Activity Area A:
 - a. The activity shall comprise a maximum of 50% of the GFA of all buildings on the site.
 - b. There is no more than one residential unit per site.
 - c. There is no more than 30 residential units in total within Activity Area A.
 - d. The residential unit is located outside the 65 dBA LdN Noise Contour boundary.

2. Within Activity Area B:
 - a. There is no more than one residential unit per site.
 - b. The residential unit is located outside the 65 dBA LdN Noise Contour boundary.

Activity status when compliance not achieved with SPZ(RA)-R4(1)(a): DIS

Activity status when compliance not achieved with SPZ(RA)-R4(1)(b)-(d) or SPZ(RA)-R4(2): PR

Advisory Note: *NOISE – Te orooro – Noise* contains standards relevant to residential unit's in the Special Purpose Zone (Rangiora Airfield).

SPZ(RA)-R5 Minor residential unit

Activity status: PR

Activity status when compliance not achieved: N/A

SPZ(RA)-R6 Accessory building or structure

Activity status: PER

Where:

1. The development complies with all built form standards (as applicable).

Activity status when compliance not achieved: as set out in the relevant built form standards.

SPZ(RA)-R7 Any activity not provided for in the Special Purpose Zone (Rangiora Airfield) as a permitted, controlled, restricted discretionary, discretionary, non-complying, or prohibited activity, except where expressly specified by a district wide provision

Activity status: DIS

Activity status when compliance not achieved: N/A

Built Form Standards

SPZ(RA)-BFS1 Site Layout Rangiora Airfield Outline Development Plan	
1. <u>Development shall be in accordance with the Outline Development Plan in SPZ(RA)-APP1.</u>	<u>Activity status when compliance not achieved: DIS</u>
SPZ(RA)-BFS2 Building Height	
<p>1. <u>The maximum height of buildings and structures above ground level shall be:</u></p> <ul style="list-style-type: none"> a. <u>Activity Area A: 12m</u> b. <u>Activity Area B:</u> <ul style="list-style-type: none"> i. <u>10m for any residential unit or accessory building to a residential unit (excluding hangar).</u> ii. <u>12m for any hangar or other structure.</u> <p><u>SPZ(RA)-BFS2 does not apply to antennas, aerials, satellite dishes, flues, flag poles and airfield control structures.</u></p>	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of control and discretion are restricted to:</u></p> <p><u>SPZ-RA-MCD1 – Height</u></p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p>
<i>Advisory Note: TRAN – Ranga waka contains Activity Rule TRAN-R23 which is relevant to the height of structures or vegetation within the Rangiora Airfield Obstacle Limitation Surfaces.</i>	
SPZ(RA)-BFS3 Building coverage	
<p>1. <u>The building coverage shall not exceed the maximum percentage of net site area:</u></p> <ul style="list-style-type: none"> a. <u>Activity Area A: No maximum</u> b. <u>Activity Area B: 20% of the net site area.</u> 	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of control and discretion are restricted to:</u></p> <p><u>SPZ-RA-MCD2 – Coverage</u></p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p>
SPZ(RA)-BFS4 Building and structure setbacks (excluding building and structure setbacks from taxiways).	
<p>1. <u>The minimum building setback within the Activity Areas shall be:</u></p> <ul style="list-style-type: none"> a. <u>Activity Area A:</u> <ul style="list-style-type: none"> i. <u>100m from the centreline of the stopbank of the Ashley River/Rakahuri</u> ii. <u>10m from a road boundary.</u> iii. <u>3m from an internal boundary.</u> 	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of control and discretion are restricted to:</u></p>

<p>b. <u>Activity Area B:</u> i. <u>10m from any zone boundary, road boundary and/or internal boundary.</u></p>	<p><u>SPZ-RA-MCD3 – Building and structure setbacks</u> <u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p>
<p><u>SPZ(RA)-BFS5 Setback from taxiway</u></p>	
<p>1. <u>The minimum setback for buildings and structures from the edge of a taxiway in all activity areas shall be 3m.</u></p> <p>2. <u>The minimum setback for trees from a taxiway in all activity areas shall be 20m.</u></p>	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of control and discretion are restricted to:</u></p> <p><u>SPZ-RA-MCD4 – Setback from taxiway</u> <u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p>
<p><u>SPZ(RA)-BFS6 Outdoor storage and screening (including refuse storage)</u></p>	
<p>1. <u>Within Area A:</u> 1. <u>Outdoor storage of goods, materials or equipment must be associated with an airfield activity operating from the site.</u> 2. <u>Any outdoor storage area, shall be screened by 1.8m high solid fencing, landscaping or other screening from any site in Area B, in a rural zone or at the road boundary.</u></p>	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of control and discretion are restricted to:</u></p> <p><u>SPZ-RA-MCD5 – Outdoor storage and screening</u> <u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p> <p><u>Notification</u> <u>An application for a restricted discretionary activity under this rule is precluded from being publicly notified but may be limited notified.</u></p>
<p><u>SPZ(RA)-BFS7 Residential units</u></p>	
<p><u>Within Area A:</u> <u>Each residential unit shall be provided with a private outdoor living space with a minimum area of 6m² and a minimum dimension of 1.5m.</u></p>	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of control and discretion are restricted to:</u></p> <p><u>SPZ-RA-MCD7 – Outdoor living space</u> <u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p>
<p><u>SPZ(RA)-BFS8 Landscaping</u></p>	

<p>1. <u>Within Area A:</u></p> <ol style="list-style-type: none">1. <u>Landscaping shall be provided and maintained along the full length of the road boundary apart from vehicle or pedestrian crossings. This landscape strip shall be a minimum of 2m deep.</u>2. <u>The landscape strip required in (1) shall include a minimum of one evergreen tree for every 10m of road frontage or part thereof, with a minimum of one tree per site frontage, with the trees to be a minimum of 1.5m in height above ground at the time of planting.</u>3. <u>All tree and plant species shall be taken from Native Tree Species Appendix.</u> <p>2. <u>Within Area B</u></p> <ol style="list-style-type: none">1. <u>Boundary plantings shall be provided along all internal boundaries and be capable of achieving a height of 4m.</u>2. <u>No boundary plantings shall extend beyond a point 20m from of any taxiway.</u>3. <u>Landscaping shall be provided and maintained along the full length of the road boundary apart from vehicle or pedestrian crossings. This landscape strip shall be a minimum of 2m deep and plant species shall be capable of achieving a height of 2m.</u>4. <u>Properties fronting Priors Road shall be provided with a post and rail fence of at least 1.2m high along these road boundaries.</u>5. <u>All tree and plant species shall be taken from SPZ(RA)-APP2 – Plant Species.</u>	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of control and discretion are restricted to:</u></p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p> <p><u>SPZ-RA-MCD8 – Landscaping</u></p> <p><u>Notification</u></p> <p><u>An application for a restricted discretionary activity under this rule is precluded from being publicly notified but may be limited notified.</u></p>
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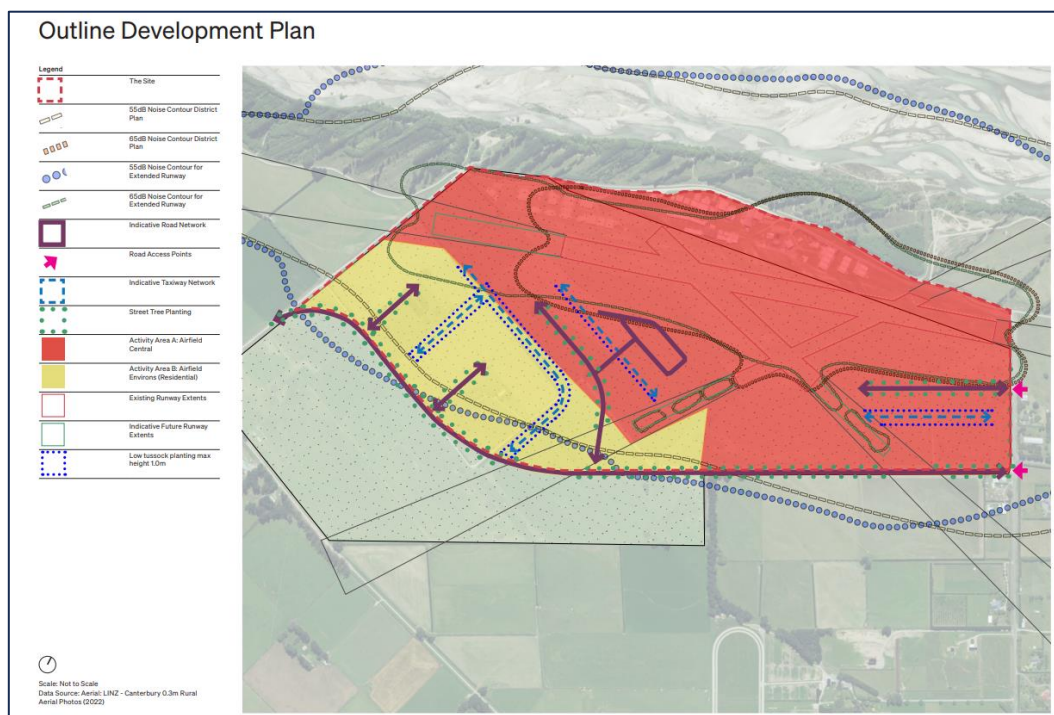
Matters of Control and Discretion for Special Purpose Zone (Rangiora Airfield)

<p><u>SPZ-RA-MCD1</u></p>	<p><u>Height</u></p> <ol style="list-style-type: none"> 1. <u>The extent to which the additional height is necessary for the operational or functional needs of the airfield related activity, or otherwise results in adverse effects on the safe, efficient and effective function and operation of the Rangiora Airfield.</u> 2. <u>The extent to which any increased building height will result in visual dominance, loss of privacy and outlook of adjoining sites or incompatibility with the scale and character of buildings within and surrounding the site.</u> 3. <u>The need for the height breach to allow more efficient or practical use of the remainder of the site.</u> 4. <u>The ability to mitigate adverse effects through the use of screening, planting, landscaping and alternative design.</u>
<p><u>SPZ-RA-MCD2</u></p>	<p><u>Coverage</u></p> <ol style="list-style-type: none"> 1. <u>The intensity and scale of the built form and the extent to which it is appropriate to the zone and will maintain the character and amenity values of the zone.</u> 2. <u>The extent to which the building coverage breach is necessary due to the shape of the site.</u> 3. <u>The extent to which the building coverage breach is necessary to facilitate practical use of the building or day to day management of the site, including the need to align with existing buildings and their associated use and/or airfield activities.</u> 4. <u>Extent of impermeable surfacing on the site.</u> 5. <u>Any impacts on stormwater management or the management of water on the site.</u>
<p><u>SPZ-RA-MCD3</u></p>	<p><u>Building and structure setbacks</u></p> <ol style="list-style-type: none"> 1. <u>The need for the setback breach to result in a more efficient, practical and better use of the site.</u> 2. <u>The proposed use of the setback and the visual and other effects of this use and whether a reduced setback and the use of that setback achieves a better outcome.</u> 3. <u>The potential adverse impacts of activities within the SPZ(RA) on residents in Activity Area B and/or the adjoining Rural Lifestyle zone.</u> 4. <u>With respect to a road setback, any adverse effects on the efficient and safe functioning of the road.</u> 5. <u>With respect to a setback from the stopbank of the Ashley River/Rakahuri, the potential adverse effects on natural values and natural hazards.</u>
<p><u>SPZ-RA-MCD4</u></p>	<p><u>Setback from taxiway</u></p> <ol style="list-style-type: none"> 1. <u>The setback from the taxiway enables aircraft operations to continue without hindrance, or safety being compromised, including planned or potential growth of the Rangiora Airfield.</u> 2. <u>The effect the reduced setback will have an adverse actual or potential effect on the safety, efficiency and operation (including aircraft safety) of Rangiora Airfield.</u> 3. <u>The effect of the reduced setback on amenity values.</u>

<p>SPZ-RA-MCD5</p>	<p>Outdoor storage and screening</p> <ol style="list-style-type: none"> 1. <u>The extent of visual impacts on the adjoining environment.</u> 2. <u>The extent to which site constraints and/or the functional requirements of the activity limit the ability to provide and/or screen the outdoor storage area.</u> 3. <u>The extent to which any proposed landscaping or screening mitigates the effects amenity effects of the outdoor storage.</u>
<p>SPZ-RA-MCD6</p>	<p>Civil Aviation Requirements</p> <ol style="list-style-type: none"> 1. <u>An application for resource consent within the Special Purpose Zone (Rangiora Airfield) must be accompanied by information that demonstrates compliance with any relevant Civil Aviation rule.</u>
<p>SPZ-RA-MCD7</p>	<p>Outdoor living space for residential units</p> <ol style="list-style-type: none"> 1. <u>The extent to which the reduction in outdoor living space, in area or dimension, will affect the ability of the site to provide an appropriate level of amenity and meet outdoor living needs of residents.</u>
<p>SPZ-RA-MCD8</p>	<p>Landscaping</p> <ol style="list-style-type: none"> 1. <u>The extent to which there are any compensating factors for reduced landscaping or fencing, including the nature or scale of planting proposed, the location of any parking, servicing, manoeuvring or storage areas, or the location of buildings.</u> 2. <u>The extent to which the visual effects of reduced landscaping are mitigated through the location of residential or other non-industrial or non-aircraft related buildings.</u>

Appendices

SPZ(RA)-APP1 – ODP



SPZ(RA)-APP2 – Plant Species

NATIVE TREE SPECIES

Dicksonia fibrosa	Fibrous Tree fern
Dicksonia squarrosa	Rough Tree fern
Dodonaea viscosae	Akeake
Hoheria species	Lacebark
Kunzea ericoides	Kānuka
Olearia paniculata	Golden akeake
Pittosporum species	New Zealand pittosporum
Plagianthus regius	Ribbonwood
Podocarpus totara var.	New Zealand tōtara
Pseudopanax arboreus	Five finger
Pseudopanax crassifolium	Lancewood
Pseudopanax ferox	Toothed lancewood
Pseudowintera colorata	Pepper tree
Sophora species	Kōwhai

NATIVE SHRUB PLANTINGS

Arthropodium cirratum	Rengarenga, rock lily
Asplenium bulbiferum	Hen and chicken fern
Astelia species	Astelia
Blechnum discolor	Crown fern
Blechnum novae-zelandiae	Kiokio, palm leaf fern
Brachyglottis greyi 'Sunshine'	Bright eyes
Carex Testacea	Orange Sedge
Chionochoa flavicans	Miniature toetoe
Clianthus puniceus	Kaka beak
Coprosma species	Mirror plant
Corokia species	Corokia
Dianella nigra	New Zealand blueberry
Griselinia littoralis var.	New Zealand broadleaf
Hebe species	New Zealand lilac
Libertia species	New Zealand iris
Lobelia angulata	Pānakenake
Lophomyrtus obcordata	New Zealand myrtle
Myosotidium hortensia	Chatham Islands forget-me-not
Olearia paniculata	Golden akeake
Pachystegia insignis	Marlborough rock daisy
Phormium var.	New Zealand flax

Pimelea prostrata	New Zealand daphne
Pittosporum species	New Zealand pittosporum
Poa cita	Silver Tussock
Pseudopanax lessonii var.	Five finger
Pseudowintera colorata	Pepper tree

EXOTIC TREE SPECIES:

Acer species	Maple (Japanese)
Aesculus hippocastanum	Horse chestnut
Alnus species	Alder ☐
Carpinus betulus 'Fastigiata'	Upright hornbeam ☐
Cercis canadensis	Forest pansy
Cornus species	Dogwood
Fagus species	Beech
Fraxinus species	Ash ☐
Ginkgo biloba	Maidenhair tree ☐
Liquidambar var.	Sweet gum
Liriodendron var.	Tulip tree ☐
Magnolia grandiflora	Evergreen magnolia (Little Gem)
Phebalium squameum	Satin wood ☐
Platanus species	Plane ☐
Prunus species	Flowering cherry ☐ ☐
Quercus species	Oak ☐
Sorbus aria	Whitebeam ☐ ☐
Tilia species	Lime tree ☐
Ulmus species	Elm tree ☐
Zelkova serrata	Japanese elm

EXOTIC PLANT SPECIES

Abelia grandiflora var.	Glossy abelia ☐
Agapanthus (dwarf var.)	African lily
Ajuga reptans var.	Carpet bugle
Aristea	Blue iris
Armeria maritima	Sea thrift
Aucuba japonica	Japanese laurel
Azalea species	Azalea
Bergenia	Pig squeak
Buxus species	Boxwood
Camellia species	Camellia ☐
Canna	Bush lily ☐
Choisya species	Mexican orange blossom

Cistus var.	Rock rose
Coleonema pulchellum var.	Breath of heaven
Convolvulus cneorum	Silverbush
Daphne odora var.	Winter daphne
Dichroa versicolor	Blue sapphire
Diets grandiflora	Wild iris
Erica carnea	Winter heath
Euonymus japonicus	Japanese spindle
Euphorbia	Spurges
Euryops pectinatus	Golden daisy bush
Felicia amelloides	Blue marguerite
Gazania	Treasure flower
Heuchera var.	Coral bells

Bold plants are plants that would comply to be planted within the height restricted areas. It is important that the suitability of species is considered in all landscape plans to ensure the plants' survival and long-term health. This means assessing the soil type, soil moisture, topography and localised climatic conditions.

SD – Rautaki ahunga – Strategic directions

Objectives	
SD-02	<p>Urban development</p> <p>Urban development and infrastructure that:</p> <ol style="list-style-type: none">1. is consolidated and integrated with the urban environment;2. that recognises existing character, amenity values, and is attractive and functional to residents, businesses and visitors;3. utilises the District Council's reticulated wastewater system, and potable water supply and stormwater infrastructure where available;4. provides a range of housing opportunities, focusing new residential activity within existing towns, and identified development areas in Rangiora and Kaiapoi, in order to achieve the housing bottom lines in UFD-O1;5. supports a hierarchy of urban centres, with the District's main centres in Rangiora, Kaiapoi, Oxford and Woodend being:<ol style="list-style-type: none">a. the primary centres for community facilities;b. the primary focus for retail, office and other commercial activity; andc. the focus around which residential development and intensification can occur.6. provides opportunities for business activities to establish and prosper within a network of business and industrial areas zoned appropriate to their type and scale of activity and which support district self-sufficiency;7. provides people with access to a network of spaces within urban environments for open space and recreation;8. supports the transition of the Special Purpose Zone (Kāinga Nohoanga) to a unique mixture of urban and rural activities reflecting the aspirations of Te Ngāi Tūāhuriri Rūnanga;9. provides limited opportunities for Large Lot Residential development in identified areas, subject to adequate infrastructure; and10. recognise and support Ngāi Tūāhuriri cultural values through the protection of sites and areas of significance to Māori identified in SASM-SCHED1.11. Supports the establishment of the Special Purpose Zone (Rangiora Airfield) to a unique mixture of airfield related activities and limited residential development connected with airfield use.

UFD – Āhuatanga auaha ā tāone – Urban Form and Development

Objectives	
<u>UFD-P11</u>	<p>Unique purpose and character of the Special Purpose Zone (Rangiora Airfield)</p> <ol style="list-style-type: none"> 1. Support a mix of airfield related activities and a limited amount 2. residential activity for aircraft enthusiasts to live in close proximity to the Rangiora Airfield. 3. Avoid noise sensitive activities within the 65dBA Ldn-Noise Contours for Rangiora Airfield. 4. Is in accordance with the development requirements and fixed and flexible elements in the SPZ(RA) ODP.

NH – Matepā māhorahora– Natural Hazards

Activity Rules

Activity Rules		
NH-R2	Natural hazard sensitive activities	
<p>Residential Non-Urban Flood Assessment Overlay</p> <p><u>Special Purpose Zone (Rangiora Airfield)</u></p>	<p>Activity status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 1. the building is erected to the level specified in an existing consent notice that is less than five years old; or 2. if located within the Non-Urban Flood Assessment Overlay, the building: <ol style="list-style-type: none"> a. is not located on a site within a high flood hazard area as stated in a Flood Assessment Certificate issued in accordance with NH-S1; and b. has a finished floor level equal to or higher than the minimum finished floor level as stated in a Flood Assessment Certificate issued in accordance with NH-S1; and c. is not located within an overland flow path as stated in a Flood Assessment Certificate issued in accordance with NH-S1; or 3. if the activity is a residential unit or a minor residential unit and is located outside of the Non-Urban Flood Assessment Overlay and located within Rural Zones or the <u>Special Purpose Zone (Rangiora Airfield)</u>, it has a finished floor level that is either: <ol style="list-style-type: none"> a. 400mm above the natural ground level; or 	<p>Activity status where compliance with NH-R2 (1), NH-R2 (2)(b), NH-R2 (2)(c) and NH-R2 (3) is not achieved: RDIS</p> <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> • <u>NH-MD1 - Natural hazards</u> general matters <p>Activity status where compliance with NH-R2 (2)(a) is not achieved: NC</p> <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified.</p>

	<p>b. is equal to or higher than the minimum finished floor level as stated in a Flood Assessment Certificate issued in accordance with NH-S1.</p>	
NH-R3	Natural hazard sensitive addition to existing natural hazard sensitive activities	
Urban Flood Assessment Overlay Kaiapoi Fixed Minimum Finished Floor Level Overlay Non-Urban Flood Assessment Overlay Ashley Fault Avoidance Overlay Rural Zones Special Purpose Zone (Rangiora Airfield)	<p>Activity status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 1. the addition to a building does not result in a new or additional natural hazard sensitive activity establishing on the site; and 2. the addition: <ol style="list-style-type: none"> a. is not located within the Ashley Fault Avoidance Overlay; or b. is erected to the level specified in an existing subdivision consent notice or on an approved subdivision consent plan that is less than five years old; or c. if located in the Kaiapoi Fixed Minimum Finished Floor Level Overlay, any building footprint addition has a finished floor level equal to or higher than the minimum finished floor level shown on the planning map; or d. if located within any Flood Assessment Overlay, the building footprint addition is: <ol style="list-style-type: none"> i. located on a site outside of a high flood hazard area as stated in a Flood Assessment Certificate issued in accordance with NH-S1; and ii. is not located within an overland flow path as stated in a Flood Assessment Certificate issued in accordance with NH-S1; and iii. has a finished floor level equal to or higher than the minimum finished floor level as stated in a Flood Assessment Certificate issued in accordance with NH-S1; or e. if the activity is a residential unit or a minor residential unit and is located outside of the Non-Urban Flood Assessment Overlay and located 	<p>Activity status where compliance is not achieved: RDIS</p> <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> • NH-MD1 - Natural hazards general matters <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified.</p>

	<p>within Rural Zones or the <u>Special Purpose Zone (Rangiora Airfield)</u>, it has a finished floor level that is either:</p> <ul style="list-style-type: none"> i. 400mm above the natural ground level; or ii. is equal to or higher than the minimum finished floor level as stated in a Flood Assessment Certificate issued in accordance with NH-S1. 	
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EW – Ketuketu whenua - Earthworks

Earthworks Standards

EW-S1 General standards for earthworks	
<p>1. Unless otherwise specified in EW-R1 to EW-R11, earthworks shall comply with Table EW-1. Where zone or overlay thresholds differ, the lower threshold shall apply.</p>	<p>Activity status when compliance is not achieved: RDIS</p> <p>Matters of control and discretion are restricted to:</p> <p>EW-MD1 - Activity operation, scale, form and location</p> <p>EW-MD2 - Nuisance and reverse sensitivity</p> <p>EW-MD3 - Land stability</p> <p>EW-MD4 - Natural hazards</p> <p>EW-MD5 - Rehabilitation</p> <p>EW-MD6 - Coastal environment and hazards</p> <p>EW-MD7 - Water bodies, vegetation and fauna</p> <p>EW-MD8 - Natural features and landscapes</p>

Table EW-1: General standards for [earthworks](#)

Maximum volume or area in any 12 month period (unless otherwise specified) per site	
General Rural Zone, Rural Lifestyle Zone, Special Purpose Zone (Kāinga Nohoanga) - sites outside of Tuahiwi Precinct, <u>Special Purpose Zone (Rangiora Airfield)</u>	500m ³ or 100m ³ per ha, whichever is greater

Noise – Te orooro – Noise

Objectives	
NOISE-O3	<p>Rangiora Airfield</p> <p>Within the Rangiora Airfield Noise Contours:</p> <ol style="list-style-type: none"> 1. The avoidance of noise sensitive activities within the 65dBA and 55dBA Ldn-Noise Contours for Rangiora Airfield. 2. <u>The avoidance of noise sensitive activities within the 55dBA Ldn Noise Contour for Rangiora Airfield except on land zoned Special Purpose Zone (Rangiora Airfield).</u>
Policies	
NOISE-P5	<p>Rangiora Airfield</p> <p>Avoid the development of noise sensitive activities in the Rural Lifestyle Zone within the 55dBA Ldn Noise Contour for Rangiora Airfield and prohibit noise sensitive activities within the 65 dBA Ldn Noise Contour for Rangiora Airfield.</p> <p><u>Within the Special Purpose Zone (Rangiora Airfield) mitigate adverse noise effects from the operations of the Rangiora Airfield on noise sensitive activities, by:</u></p> <ol style="list-style-type: none"> 1. <u>Prohibiting new noise sensitive activities within the 65dBA noise contour; and</u> 2. <u>Requiring noise mitigation for new noise sensitive activities within the 55dBA Ldn noise contour for Rangiora Airfield.</u> <p><u>Within the General Rural and Rural Lifestyle Zone avoid the development of noise sensitive activities within the 55dBA Ldn Noise Contour for Rangiora Airfield and prohibit noise sensitive activities within the 65 dBA Ldn Noise Contour for Rangiora Airfield.</u></p>

Activity Rules		
NOISE-R13	Aircraft operations at Rangiora Airfield	
Rural Lifestyle Zone	Activity status: PER	Activity status when compliance not achieved: NC
<u>Special Purpose (Rangiora Airfield) Zone</u>	<p>Where:</p> <ol style="list-style-type: none"> 1. The aircraft operation is for one of the following purposes: <ol style="list-style-type: none"> a. Emergency medical or for national/civil defence reasons, air shows, military operations; b. Aircraft using the airfield as a necessary alternative to an airfield elsewhere; c. Aircraft taxiing; d. Engine run-ups for each 50 hour check. 2. For all other aircraft operations: <ol style="list-style-type: none"> a. Noise from the aircraft operations shall not exceed 65 dBA Ldn outside the 65dBA Ldn Airport Noise Contour, shown on the planning map; b. Measurement and assessment of noise from aircraft operations at Rangiora Airfield shall be carried out in 	

	<p>accordance with NZS 6805:1992 Airport Noise Management and Land Use Planning;</p> <p>c. When recorded aircraft movements at Rangiora Airfield exceed 70,000 movements per year, compliance with (1) shall be determined by calculations of noise from airfield operations and shall be based on noise data from the Rangiora Airfield Noise Model. Records of actual aircraft operations at Rangiora Airfield and the results shall be reported to the District Council's Manager, Planning and Regulation;</p> <p>d. Measurement of the noise levels at the site shall commence once aircraft operations at Rangiora Airfield reach 88,000 movements per year and shall be calculated over the busiest three-month period of the year. The measurements shall be undertaken annually while aircraft operations are at 88,000 movements or higher and the results shall be reported to the District Council's Manager, Planning and Regulation.</p>	
NOISE-R15	Buildings in the 55 dBA Ldn Noise Contour for Rangiora Airfield <i>This rule applies to any new residential unit, or minor residential unit addition to an existing residential unit, minor residential unit or building, or part of a building, for a noise sensitive activity and additions to an existing noise sensitive activity.</i>	
55 dBA Ldn Noise Contour for Rangiora Airfield	<p>Activity status: PER</p> <p>Where: Any new building and addition to an existing building for a noise sensitive activity. The building shall be insulated from aircraft noise to achieve the indoor sound levels in Table NOISE-1.</p>	Activity status when compliance not achieved: NC
NOISE-R23	Residential units, minor residential units, visitor accommodation or other noise sensitive activities	
65 dBA Ldn Noise Contour for Rangiora Airfield	<p>Activity status: PR</p> <p>Where:</p> <ol style="list-style-type: none"> The activity is located in the 65 dBA Ldn Noise Contour for Rangiora Airfield. 	Activity status when compliance not achieved: N/A

Table NOISE-2 Noise Limits

	Daytime 7:00am-10:00pm	Night-time 10:00pm-7:00am	
Residential Zones, Special Purpose Zone (Rangiora Airfield) Area B (excluding aircraft taxiing)	50 dB LAeq	40 dB LAeq	70 dB LAF(max)

Local Centre Zone, Neighbourhood Centre Zone, Special Purpose Zone (Rangiora Airfield) Area A (excluding aircraft taxiing)	60 dB LAeq	40 dB LAeq	70 dB LAF(max)
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SIGN – Nga tohu – Signs

Activity Rules		
SIGN-R6	Any on-site sign	
Residential Zones	Activity status: PER	Activity status when compliance not achieved: RDIS
Commercial and Mixed Use Zones	Where:	Matters of discretion are restricted to:
Rural Zones	<ol style="list-style-type: none"> 1. the <u>sign</u> is not located within any natural character of scheduled <u>freshwater body setback</u> if greater than 6m²; 2. the <u>sign</u> is not located within any <u>ONF, ONL, SAL, HNC, VHNC</u> or <u>ONC</u> if greater than 6m²; and 3. <u>SIGN-S1</u> to <u>SIGN-S5</u> are met. 	<ul style="list-style-type: none"> • <u>SIGN-MD1</u> - Transport safety • <u>SIGN-MD2</u> - <u>Amenity values</u> and character • <u>SIGN-MD4</u> - Natural and landscape values
Industrial Zones		
Open Space and Recreation Zones		
Special Purpose Zone (Pines Beach and Kairaki Regeneratio)		
Special Purpose Zone (Museum and Conference Centre)		
Special Purpose Zone (Kāinga Nohoanga)		
Special Purpose Zone (Pegasus Resort)		

<p>Special Purpose Zone (Hospital)</p> <p>Special Purpose Zone (Rangiora Airfield)</p>		
<p>SIGN-R7</p>		
<p>Industrial Zones</p> <p>Special Purpose Zone (Rangiora Airfield) Area A</p>	<p>Activity status: RDIS</p> <p>Where:</p> <ol style="list-style-type: none"> 1. the off-site sign shall be set back a minimum of 20m from: <ol style="list-style-type: none"> a. any adjoining zone boundary of Commercial and Mixed Use Zones, Rural Zones, any Residential Zones, any Open Space and Recreation Zones, Special Purpose Zones; b. any natural character of scheduled freshwater body setback; c. any ONF, ONL, SAL, HNC, VHNC or ONC; 2. if located adjacent to a road with a speed limit greater than 60km/hr, shall be separated a minimum of 200m from any intersection, pedestrian crossing, or permanent regulatory sign, permanent warning sign or curve that has a chevron sign erected by the road controlling authority; and 3. SIGN-S1 to SIGN-S5 are met. <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> • SIGN-MD1 - Transport safety • SIGN-MD2 - Amenity values and character 	<p>Activity status when compliance not achieved: NC</p>
<p>Commercial and Mixed Use Zones</p> <p>Rural Zones</p> <p>Residential Zones</p> <p>Open Space and Recreation Zones</p>	<p>Activity status: NC</p>	<p>Activity status when compliance not achieved: N/A</p>

Special Purpose Zone (Pines Beach and Kairaki Regeneratio)		
Special Purpose Zone (Kāinga Nohoanga)		
Special Purpose Zone (Hospital)		
Special Purpose Zone (Pegasus Resort)		
Special Purpose Zone (Museum and Conference Centre)		
<u>Special Purpose Zone (Rangiora Airfield) Area B</u>		
<p>Advisory Note: <i>Special Purpose Zone (Rangiora Airfield) contains standards relevant to airfield activities in the Special Purpose Zone (Rangiora Airfield). Signs related to and ancillary to the function and operation of the Rangiora Airfield are airfield activities.</i></p>		

SUB – Wāwāhia whenua – Subdivision

SUB-R12	Subdivision within the Special Purpose Zone (Rangiora Airfield)	
<u>Special Purpose Zone (Rangiora Airfield)</u>	<p>Activity status: RDIS</p> <p><u>Where:</u></p> <ol style="list-style-type: none"> 1. <u>SUB-S1-S18 are met.</u> 2. <u>A resource consent application made under this rule shall include a condition to be specified in a consent notice or other appropriate legal instrument to be registered against the record of title for the land specifying that:</u> 	<p>Activity status when not achieved with SUB-R12(1): DIS</p> <p>Activity status when not achieved with SUB-R12(2): PR</p>

	<p>a. <u>All residential activity within Activity Area A must be associated with an airfield related activity on the same site.</u></p> <p>b. <u>All new noise sensitive land uses must enter into a no-complaints covenant in favour of the Waimakariri District Council.</u></p> <p>Matters of control/discretion are restricted to:</p> <p>3. <u>SUB-MCD1 - Allotment</u> area and dimensions</p> <p>4. <u>SUB-MCD2 - Subdivision</u> design</p> <p>5. <u>SUB-MCD3</u> - Property access</p> <p>6. <u>SUB-MCD45</u>- Natural hazards</p> <p>7. <u>SUB-MCD6 - Infrastructure</u></p> <p>8. <u>SUB-MCD7 - Mana whenua</u></p> <p>9. <u>SUB-MCD8 - Archaeological sites</u></p> <p>10. SUB-MCD9 – Airport and aircraft noise</p> <p>11. <u>SUB-MCD10 - Reverse sensitivity</u></p> <p>12. <u>SUB-MCD13 - Historic heritage</u>, culture and <u>notable trees</u></p> <p>Notification</p> <p>An application for a controlled activity under this rule is precluded from being publicly or limited notified.</p>	
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Subdivision Standards

SUB-S1 Allotment size and dimensions	
1. All allotments created shall comply with Table SUB-1.	Activity status when compliance not achieved: <ol style="list-style-type: none"> 1. In the Medium Density Residential Zone, any Industrial Zone and Special Purpose Zone (Kaiapoi) Regeneration): DIS 2. In any other zone: NC
SUB-S3 Residential yield	
1. Residential subdivision of any area subject to an ODP, except in the Large Lot Residential Zone <u>and Special Purpose Zone (Rangiora Airfield)</u> , shall provide for a minimum net density of 15 households per ha, unless there are demonstrated constraints then no less than 12 households per ha.	Activity status when compliance not achieved: NC
SUB-S5 Legal and physical access	
<ol style="list-style-type: none"> 1. Any allotment created shall have legal and physical access to a legal road. 2. <u>Within the Special Purpose Zone (Rangiora Airfield) at each stage of</u> 	Activity status when compliance not achieved: NC

<p><u>subdivision, the applicant must provide Council with evidence of an enforceable legal agreement to ensure that the lots on the plan of subdivision are guaranteed access via the planned taxiways to the Rangiora Airfield, for as long as the Rangiora Airfield remains in use. The enforceable legal agreement must:</u></p> <p>(a) <u>Be between the relevant applicant/landowner and the owner of the Rangiora Airfield;</u></p> <p>(b) <u>Be registered on the certificate of title for any new site created.</u></p> <p>(c) <u>The section 224(c) certificate for the subdivision must not be issued until the Council is satisfied that this requirement is met.</u></p>	
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Table SUB-1: Minimum allotment sizes and dimensions

The following shall apply:

- For unit title or cross-lease allotments, the allotment area shall be calculated per allotment over the area of the parent site.
- 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	Internal square	Frontage (excluding rear lots)
<u>Special Purpose Zone (Rangiora Airfield)</u> <ul style="list-style-type: none"> • <u>Activity Area A (Airfield Central)</u> • <u>Activity Area B Airfield Environs (Residential)</u> 	<ul style="list-style-type: none"> • 300m² • 7000m² 		

<p>SUB-MCD2</p>	<p>Subdivision design</p> <ol style="list-style-type: none"> 1. The extent to which design and construction of roads, service lanes, and accessways, and within the Special Purpose Zone (Rangiora Airfield) taxiways will provide legal and physical access that is safe and efficient. 2. The extent to which the proposal complies with any relevant ODP or concept plan. Where a proposal does not comply with an ODP or concept plan, the extent to which the proposal achieves the same, or better urban design and environmental outcomes, than provided through the ODP or concept plan. 3. The extent to which allotments provide for solar orientation of buildings to achieve passive solar gain. 4. Design of the subdivision and any mitigation of reverse sensitivity effects on infrastructure. 5. The provision and location of walkways and cycleways, the extent to which they are separated from roads and connected to the transport network. 6. The provision and use of open stormwater channels, wetlands and waterbodies, excluding aquifers and pipes and how they are proposed to be maintained. 7. The provision, location, design, protection, management and intended use of reserves and open space. 8. The extent to which areas of significant indigenous vegetation or significant habitats of indigenous fauna, the natural character of freshwater bodies, springs, watercourses, notable trees, historic heritage items, or wāhi taonga are protected and their values maintained. 9. The extent to which subdivision subject to an ODP: <ol style="list-style-type: none"> a. provides for the protection of routes for future roads, and other public features of the subdivision, from being built on; and b. will not undermine or inhibit the future development of identified new development areas. 10. <u>Within the Special Purpose Zone (Rangiora Airfield) whether information is provided to show the subdivision demonstrates compliance with any Civil Aviation rule.</u>
<p>SUB-MCD9</p>	<p>Airport and aircraft noise</p> <ol style="list-style-type: none"> 1. Any reverse sensitivity effect on the operation of the Christchurch International Airport from subdivision; and 2. <u>Any reverse sensitivity effect on the operation of the Rangiora Airfield from subdivision; and</u> 3. Any effects from aircraft noise on the use of the site for its intended purpose.
<p>SUB-MCD10</p>	<ol style="list-style-type: none"> 1. Reverse sensitivity Any need to provide a separation distance for any residential unit or minor residential unit from existing activities, and any need to ensure that subsequent owners are aware of potential reverse sensitivity issues from locating near: <ol style="list-style-type: none"> a. <u>Existing and permitted activities operating from the Rangiora Airfield and/or</u>

- b. Lawfully established rural activities, including but not limited to intensive farming.

TRAN - Ranga waka – Transport

TRAN-P16	Rangiora Airfield
	Recognise and provide for the social and economic benefits of Rangiora Airfield, and avoid adverse effects from incompatible activities, including reverse sensitivity effects on Airfield operations <u>except as provided for through the Special Purpose Zone (Rangiora Airfield).</u>

DEFINITIONS

AIRCRAFT OPERATION	Rangiora Airfield
AIRCRAFT OPERATION	Means: <ul style="list-style-type: none"> a. The landing and take-off of aircraft (including helicopters) at Rangiora Airfield; b. Aircraft flying along any flight path associated with a landing or take-off at Rangiora Airfield.
<u>AIRFIELD ACTIVITY</u>	Means the following use of land and/or buildings related to or ancillary to the function and operation of the Rangiora Airfield: <ul style="list-style-type: none"> a. <u>any activity associated with Aircraft Operation (excluding aircraft operation);</u> b. <u>runways, taxiways, aprons, and other aircraft movement areas;</u> c. <u>airport terminals, hangars (excluding residential aircraft hangars) and control towers;</u> d. <u>rescue, fire, police and medical facilities;</u> e. <u>aircraft fuel installations and aircraft fuel servicing facilities;</u> f. <u>facilities for handling and storage of hazardous substances;</u> g. <u>navigation and safety aids, meteorological stations, lighting (other than runway lighting) and telecommunications facilities;</u> h. catering and preparation of food; i. <u>commercial (limited to 150m²) and industrial activities associated with the needs of airfield passengers, pilots, visitors and employees and/or aircraft maintenance movements and airfield business;</u> j. <u>freight and luggage facilities;</u> k. <u>activities and facilities directly associated with servicing the needs of airfield passengers, visitors, pilots and employees;</u> l. <u>aviation related educational activities, including aircraft training facilities and accommodation facilities;</u> m. <u>aviation warehouses and aviation storage facilities;</u> n. <u>access roads, walkways, and cycleways;</u>

	<ul style="list-style-type: none"> o. <u>stormwater facilities, infrastructure, and utility activities;</u> p. <u>monitoring and site investigation activities;</u> q. <u>signs, artwork, sculptures, flags, and landscaping;</u> r. <u>administration and offices associated with any airfield activity;</u> s. <u>any ancillary activities, building sand structures related to the above.</u>
<p>URBAN ENVIRONMENT</p>	<p><u>means any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:</u></p> <ul style="list-style-type: none"> a. <u>is, or is intended to be, predominantly urban in character; and</u> b. <u>is, or is intended to be, part of a housing and labour market of at least 10,000 people.</u> <p><u>For Waimakariri District, the urban environment described in (a) and (b) comprises the towns of Rangiora, Kaiapoi, Woodend (including Ravenswood), Pegasus, Oxford, Waikuku, Waikuku Beach, The Pines Beach, Kairaki, Woodend Beach, the small towns of Ashley, Sefton, Cust, Ohoka, Mandeville, and all Large Lot Residential Zones areas and Special Purpose Zone (Kāinga Nohoanga) and Special Purpose Zone (Rangiora Airfield).</u></p>