

**Before the Hearings Panel
At Waimakariri District Council**

Under Schedule 1 of the Resource Management Act 1991

In the matter of the Proposed Waimakariri District Plan

Between **Various**

Submitters

And **Waimakariri District Council**

Respondent

**Council reply on Stream 12F – Special Purpose Zone (Rangiora Airfield) –
Bryce Powell on behalf of Waimakariri District Council**

Date: 4 October 2024

INTRODUCTION:

- 1 My full name is Bryce Ashton Powell. I am a consultant planner engaged by Waimakariri District Council. I am the Reporting Officer for the Stream 12F – Special Purpose Zone (Rangiora Airfield) (SPZ(RA)) topic and prepared the s42A Report.
- 2 I have read the evidence and tabled statements provided by submitters relevant to the Section 42A Report.
- 3 I have prepared this Council reply on behalf of the Waimakariri District Council (**Council**) in respect of matters raised through Hearing Stream 12F.
- 4 Specifically, this Council reply relates to the matters in the Section 42A Report – for the rezoning request, being Special Purpose Zone (Rangiora Airfield) (SPZ(RA)).
- 5 I am authorised to provide this reply on behalf of the District Council.

QUALIFICATIONS, EXPERIENCE AND CODE OF CONDUCT

- 6 Appendix C of my section 42A report sets out my qualifications and experience.
- 7 I confirm that I am continuing to abide by the Code of Conduct for Expert Witnesses set out in the Environment Court's Practice Note 2023.

SCOPE OF REPLY AND REPORT PRESENTATION

- 8 This reply responds to Panel directions in Minute 37 and other matters arising from Hearing Stream 12F held on 22 August 2024. My reply to these directions and matters is set out below.
- 9 I prepared a table that provides my response to the matters of contention raised at the time of the hearing, as directed by the Panel in Paragraph 22 of Minute 37 (**Appendix A**). The table overviews the matters of contention raised, the position taken by technical experts, and my recommendations. The table setting out my response is contained within Appendix A.

- 10 This reply does not repeat the issue-by-issue analysis that has been provided in **Appendix A**. This reply, instead:
- a) Replies to matters that were raised by the submitter's experts, and legal counsel, at the hearing where further discussion is warranted.
 - b) Provides further clarification and/or explanation behind my recommendations where there remains an issue of contention or disagreement between experts.
- 11 Expert conferencing has significantly narrowed the areas of contention raised in the s42A report. **Appendix B** contains a copy of the following Joint Witness Statements (JWS) that have been signed by the stated participants of expert conferencing:
- JWS – Planning – Planning Experts Mr. Dean Chrystal (representing Daniel Smith [10]) and Mr. Bryce Powell (representing Council).
 - JWS – Acoustic – Acoustic Experts Mr. Rob Hay (representing Daniel Smith [10]) and Mr. Aaron Healy (representing Council).
- 12 I have referred to the outcomes of the JWS-Planning throughout this reply. The majority of the recommended SPZ(RA) provisions in **Appendix C** were finalised and agreed during expert conferencing that involved Mr. Chrystal and Mr. Powell.
- 13 **Appendix D** contains an evaluation of the changes that have been made to the SPZ(RA) provisions under Section 32AA of the Resource Management Act 1991 (RMA). The further evaluation was undertaken in accordance with section 32(1) to (4) and at a level of detail that responds to the scale and significance of the changes.
- 14 **Appendix E** contains material prepared by Council experts following the Stream 12F Hearing, and assisted in informing the expert conferencing. This material includes:

- Letter prepared by Aaron Healy of Powell Fenwick Ltd titled: *“RE: Rangiora Airfield Acoustic Post Hearing Comments,”* dated 12 September 2024;
- Response to Supplementary Evidence, prepared by Hugh Nicholson of UrbanShift New Zealand, dated 16 September 2024; and
- Memo dated 13 September 2024, prepared by Shane Binder of Waimakariri District Council, in relation to transportation matters, titled: *“RE: Stream 12F – Rangiora Airfield – Post-hearing comments.”*

15 Council’s transportation, engineering, and landscape / visual specialist did not take part in expert conferencing. As stated in the JWS – Planning, the planning experts were unable to agree on all the amendments to the SPZ(RA) that were recommended by Council’s landscape / visual specialist. These matters are assessed further in this reply, and within the JWS-Planning in Appendix C to this report.

16 **Appendix F** contains a list of materials provided by submitters including expert evidence, legal submissions, submitter statements, etc. This information is all available on the Council website.

17 **Appendix G** contains an amended Appendix A of the s42A report.

Answers to questions posed by the Panel

18 There were no specific questions posed by the Panel in Minute 37.

19 However, Paragraph 22 of Minute 37 indicated that the Panel had a particular interest in the provisions around future extensions to the runway, and related natural justice issues. Expert conferencing enabled the Planning Experts to reach agreement on this matter through amendments to the SPZ(RA) provisions¹.

20 This reply responds to the matters raised at the hearing and on the supplementary evidence that was prepared by the submitter’s experts

¹ Paragraphs 12-16 of the Joint Witness Statement prepared by Mr. Powell and Mr. Chrystal, dated 27 September 2024 (Appendix B).

which focuses on what I consider to be the key resource management issues.

Section 32AA analysis

21 I have undertaken an evaluation of the recommended amendments to the provisions for the SPZ(RA) since the initial section 32 evaluation was undertaken in accordance with s32AA. Section 32AA states:

“32AA Requirements for undertaking and publishing further evaluations

(1) A further evaluation required under this Act—

(a) is required only for any changes that have been made to, or are proposed for, the proposal since the evaluation report for the proposal was completed (the changes); and

(b) must be undertaken in accordance with section 32(1) to (4); and

(c) must, despite paragraph (b) and section 32(1)(c), be undertaken at a level of detail that corresponds to the scale and significance of the changes; and

(d) must—

(i) be published in an evaluation report that is made available for public inspection at the same time as the approved proposal (in the case of a national policy statement or a New Zealand coastal policy statement or a national planning standard), or the decision on the proposal, is notified; or

(ii) be referred to in the decision-making record in sufficient detail to demonstrate that the further evaluation was undertaken in accordance with this section.

(2) To avoid doubt, an evaluation report does not have to be prepared if a further evaluation is undertaken in accordance with subsection (1)(d)(ii).”

22 The required section 32AA evaluation for changes proposed appended to this report as **Appendix D**, as required by s32AA(1)(d)(ii).

Alignment of the SPZ(RA) with future growth plans for the Airfield

Masterplan

23 Having read the supplementary evidence prepared by Mr. Michael Groome, I now have a better understanding of the future growth plans for the Airfield, and the role that the SPZ(RA) and the land owned by the submitter will play in achieving those plans. In essence, the SPZ(RA) has been proposed to align with the Airfield's vision *"...to develop and be recognised as a prominent airfield for general aviation and associated business in the South Island²."*

24 The future growth of the Airfield has been masterplanned by the Council (as landowner and operator) over many years. The masterplan resulted from the consideration of four options to accommodate increased aviation activity at Rangiora Airfield and to accommodate current and future demand for airfield related activities.

25 While the Rangiora Airfield Review of Development Plan (2022) was not attached to Mr. Groome's supplementary evidence, I note from his evidence that the Airfield ruled out an option to build a "Code C runway" for planes that have a faster approach speed. This would have resulted in a different category of planes using the Airfield than at present.

26 The Airfield will be developed in collaboration with the submitter, who owns the adjacent land needed to extend runways and to meet demand for airfield activities. Paragraphs 12 and 13 of Mr. Groome's supplementary evidence provided useful background to this relationship and the concept plan that was attached to Mr. Smith's submission.

27 Lastly, I note my understanding that the concept plan attached to Mr. Smith's submission was developed in collaboration with the Rangiora

² Paragraph 123 of Mr. Groome's supplementary evidence, dated 7 August 2024.

Airfield Users Group and Council (as owners and operators of the Airfield).

Purpose of Airfield designation

28 Throughout the s42A report, I stated that I had insufficient information to understand how the SPZ(RA) aligned with any future growth strategy for the development, operation, and function of the airfield. This information was needed because of the range of activities that would be enabled by the SPZ(RA), and the permissive nature of the provisions that were attached to Mr. Chrystal's evidence in chief (EIC).

29 Of particular concern were the range and nature of activities that were included in the proposed definition of "airfield activity," which included extensions to runways and activities that would be more typically associated with commercial airports, such as airport terminals and passenger facilities. Under the SPZ(RA) provisions that were attached to Mr. Chrystal's EIC, these activities could have established without any resource consent process and without altering the "airfield" purpose of designation WDC-1.

30 Following expert conferencing, the Planning experts have agreed on changes to the SPZ(RA) provisions so that there is no longer a consenting pathway available to extend runways beyond land designated for airfield purposes.

31 In conclusion, I am satisfied that the agreed changes that have been made to the SPZ(RA) provisions will ensure that the enabled activities will be complementary to the 'airfield' purpose of designation WDC-1, and that a separate alteration to the designation process will be required to change the purpose of the designation.

Supporting the strategic function of the Airfield

32 A related, though separate issue, was the absence of information provided by the submitter to demonstrate how the activities and development, at the intensity and scale enabled by the SPZ(RA)

provisions, would support the current and future planned operation of the Airfield.

33 This information was required to:

- a) Demonstrate the link between the SPZ(RA) and the Airfield, which in turn provides the mechanism for the rezoning request to be considered under Policy 8 of the National Policy Statement – Urban Development (NPSUD), and Part 6 of the Canterbury Regional Policy Statement (CRPS); and
- b) Assess the effectiveness of the SPZ(RA) provisions to achieve the objectives and purpose of the zone.

34 I accept that demonstrating demand for niche residential and business activities relies more on sector knowledge than a detailed a business and residential land capacity assessment of the type that is typically prepared by an economist to support a more “conventional” rezoning Private Plan Change proposal.

35 This “sector knowledge” has been provided in the supplementary evidence prepared by Mr. Daniel Smith, Mr. Steve Noad, Mr. Christopher Brown and Mr. Michael Groome, who have advised that the demand for airside residential and business-related activities:

- a) Provides for existing demand in hangars. It is noted in Paragraph 11 of Mr. Brown’s supplementary evidence that the existing airfield has capacity for approximately 32 additional hangars, which is exceeded by the 40 people who have registered to lease land for hangars.
- b) Mr. Smith advises that he has already received 18 registrations of interest to purchase land within Area A, and 12 registrations of interest to purchase land within Area B.
- c) Mr. Noad notes that, in a regional strategic context, Area A will provide space to potentially accommodate groups such as the Canterbury Aeroclub, who may be pushed out of the Christchurch International Airport as leases expire.

- 36 In addition to the “sector knowledge” described in Paragraph 35, the supplementary evidence states that the SPZ(RA) will support the current operation and future development of the Airfield as it will:
- a) Provide the land needed for the Airfield to expand, and protect land for a future extension of the main runway, which is needed to meet CAA NZ requirements for a “Qualified Certified Aerodrome.”
 - b) Generate more income to Council to cover the maintenance and operation of the Airfield through access agreements to use the runway.
 - c) Assist (by way of Airpark development within the SPZ(RA)) with funding the necessary infrastructure (wastewater, water, and telecommunications) for the Airfield under the status quo / do nothing option.
- 37 In conclusion, I am now satisfied that the range and scale of activities enabled within the SPZ(RA) is, in principle, appropriate to support current operations, ongoing maintenance and enable future growth of the Airfield, which is identified in the Proposed Plan and the CRPS as ‘strategic infrastructure.’

Scale and intensity of activities

- 38 As stated in the s42A report, I consider that it is important to manage the scale and intensity of activities within the SPZ(RA) to ensure that they collectively remain ancillary to the Airfield to protect the primacy of the Airfield under current and future scenarios.
- 39 For the reasons stated in **Appendix A**, I am satisfied that the changes to the SPZ(RA) provisions agreed by the Planning Experts through expert conferencing will ensure that airpark activities will be ancillary to the Airfield, as:
- a) The number of residential units in Area A and Area B will be limited by the SPZ(RA) provisions.

- b) Commercial activities within the SPZ(RA) will be limited to 150m² GFA in total; resource consent will be required for a Discretionary Activity resource consent where Commercial activities exceed this GFA threshold.
- c) A minimum allotment size of 500m² in Area A has been included in the SPZ(RA) provisions (where previously there was no minimum allotment size).
- d) Area A contains limited developable land once the runways and taxiways are considered.
- e) There will be limited development capacity created for 'aircraft activities' in Area A that is outside of designation WDC-1, where many of the activities can occur under the terms of designation without relying upon the SPZ(RA).

40 The proposed definition of "*airfield activity*" includes "*freight facilities*" with no stated limitations on scale. I consider that the scale of freight facilities will be limited by the size of aircraft that can take-off and land at the Airfield (such as light aircraft and helicopters). Therefore, no built form standard or activity rule is needed to limit the scale of freight facilities.

41 Mr. Chrystal advised that freight facilities at the Airfield are likely to specialise in freighting goods to and from remote landholdings, or for activities based at the Airfield itself (for instance, aircraft parts). I consider that these activities are consistent with the purpose of the SPZ(RA).

42 Proposals for larger-scale freight facilities in the SPZ(RA) would need to be considered within the definition of "*airfield activity*," which requires the freight facility to be ancillary to the airfield. I maintain that this is sufficient to exclude larger scale freight facilities that could be predominantly road transport based.

Ancillary residential units in Area A

43 I am satisfied that the below measures will ensure that residential units in Area A will be ancillary to airfield activities:

- a) The SPZ(RA) provisions have been amended so that the GFA of residential units in Area A shall not exceed 50% of the GFA of buildings that are used for airfield activities on any lot.
- b) Proposed SUB-R12 requires that a consent notice or other appropriate legal instrument registered on the title of allotments created in Area A to require that residential activity within the lot is related to an airfield activity on the same site. A subdivision proposal that does not propose to register this consent notice is assessed as a prohibited activity, with no consenting pathway available.

44 I am satisfied that the mandatory consent notice requirements of SUB-R12 will be effective. However, as stated in the s32AA analysis in **Appendix D**, the Panel may also wish to consider adding a similar permitted activity standard to land use rule SPZ(RA)-R5.

45 The measures outlined in Paragraph 40 clearly require that the building(s) accommodating the aircraft activity need to be established prior to establishing a residential unit so that it is “ancillary.”

46 It is recommended that the Panel considers making the following amendment to SUB-R12(2)(a), as proposed in Mr. Chrystal’s EIC:

“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:

- a. All residential activity within Activity Area A must be ~~associated~~ **ancillary to** an airfield related activity on the same site.*
- b. All new noise sensitive land uses must enter into a no-complaints covenant in favour of the Waimakariri District Council.”*

47 The minor change in bold/underline/strikethrough in Paragraph 46 above was not discussed during expert conferencing between Mr. Chrystal and Mr. Powell. I consider that the change better aligns with the

language applied elsewhere within the SPZ(RA) provisions and the notified Proposed Plan definitions.

Cap on residential units in Area A

48 In Paragraph 181-182 of the s42A report, I identified concerns relating to the administration of SPZ(RA)-R5(1)(c), which ‘caps’ the total number of residential units in Area A to 30 units. I also identified the rule may lead to issues of fairness because the 30th residential unit would be a permitted activity and the 31st residential unit would be a prohibited activity.

49 I understand from speaking to Mr. Chrystal post expert conferencing that the ‘cap’ was proposed at the recommendation of Mr. Hay to manage potential reverse sensitivity issues. This was not discussed in the expert conferencing, but I note that Mr. Hay and Mr. Healy have agreed to a suite of other measures that I consider will be more effective in managing the potential reverse sensitivity effects that may arise from the operation of the Airfield.

50 The cap on residential dwellings will effectively manage the intensity of residential activities within Area A, which is important to ensure that residential activities within Area A remain ancillary to the primary purpose of providing for airfield activities.

51 As proposed in Mr. Chrystal’s EIC, SPZ(RA)-R5(1)(c) would require Council to maintain a database of how many residential units have been established within Area A, which can be referred to when checking a building consent application for planning compliance. My concern is that, at that stage, investment decisions may have already been made and that this could lead to issues of fairness, particularly because there is no consenting pathway available for residential unit #31.

52 While it is not unusual to have yield caps in a district plan zone, it is the prohibited activity status of the 31st residential unit that makes this unusual.

53 As stated in the attached s32AA assessment (Appendix D), a more effective method would be to apply the 'cap' at subdivision stage, by registering a consent notice on the subdivided allotments. This would ensure that all future property owners of Area A will know whether they have the 'right' to establish a residential unit on their allotment or not.

54 In my view, this approach encourages the land to be masterplanned to make efficient use of the land available and to consider where residential units might be best located to avoid and mitigate potential reverse sensitivity issues associated with the operation of the airfield.

55 Accordingly, I recommend that the following amendments are made to the version of SUB-MCD2(10) proposed in Mr. Chrystal's EIC:

"Within the Special Purpose Zone (Rangiora Airfield):

*a) Whether information is provided to show the subdivision demonstrates compliance with any Civil Aviation rule; **and***

*b) **Whether appropriate legal mechanisms are proposed for identified allotments to restrict the total number of residential units within Area A to 30, in accordance with SPZ(RA)-R5(1)(1)(c).***

56 I maintain that the existing SUB-MCD10 (Reverse Sensitivity) cannot be solely relied upon because there is not an obvious or strong link between the 'cap' and the management of reverse sensitivity issues.

Ensuring a quality living environment

Area A

57 The Planning Experts have agreed to include a private outdoor space standard for residential units in Area A of the SPZ(RA). I am satisfied that this will provide a reasonable living environment, within the anticipated character and amenity of Area A, which is predominantly a working environment as reflected in the SPZ(RA) Introduction and SPZ(RA)-P1.

Area B

58 Amendments to the SPZ(RA) Area B provisions agreed by the Planning Experts will maintain the amenity values of future occupants of the

airside residential units. In particular, the recommended maximum building size standard, and the changes to the minimum allotment size and the maximum building coverage standard, will maintain the planned openness of Area B and manage amenity related effects that could result from establishing very large buildings.

59 The Planning Experts agree that a minimum allotment size of 7,000m² will provide scope for property owners to site residential units and associated outdoor living areas away from internal allotment boundaries where their amenity could be affected by the presence of large buildings on an adjacent site. I also consider that Area B allotments are likely to be developed with hangars close to the taxiways and residential units closer to the public road / private access, away from where larger hangar buildings may be located.

Adequacy of measures to manage reverse sensitivity issues

60 I have relied upon the expertise of Mr. Hay and Mr. Healy on all acoustic matters.

61 I am satisfied that all practical measures have been taken to avoid or mitigate potential reverse sensitivity effects relating to establishing noise sensitive activities within, or in close proximity to, the Airfield.

62 I agree with Mr. Hay that a no-complaints covenant is more effective when combined with other resource management controls. The SPZ(RA) relies upon a range of measures to avoid or mitigate potential reverse sensitivity effects, including the use of a no-complaints covenant and SPZ(RA) land use controls (such as prohibiting residential units within the 65 dB Ln overlay).

63 I maintain that it would be inappropriate for the SPZ(RA) provisions to include a requirement for the owners and occupiers of residential units to belong to an aero club or the aviation community. Provisions that exclude groups of individuals from occupying a residential unit would be very unusual in a Plan prepared under the RMA, and I am not aware of any similar requirements in any District Plan. Furthermore, resident's

circumstances may change over time so that they may wish to relinquish membership of an aeroclub for legitimate (non-RMA) related reason.

64 However, I agree with comments made by Mr. Schultz in the hearing that it is likely that future occupants of Areas A and B will need to be members of a body corporate or an incorporated society to maintain taxiways and other common areas, established during the subdivision process, and this may act as a form of membership to the Airfield.

Adverse Effects

65 In the s42A report, I concluded that, as drafted, the proposed SPZ(RA) provisions could not adequately manage the scale and intensity of land use activities, and the framework would have provided little opportunity for the Council to assess cumulative effects on the landscape and transportation environment. I also identified that there were no acoustic standards to maintain a reasonable standard of amenity for residents in close proximity to airfield activities established within Area A.

Transportation effects

66 As stated in **Appendix A**, I am satisfied that amended provisions agreed to by the Planning Experts, specifically those provisions that limit the range of airfield activities and restrict the scale of commercial activities within the SPZ(RA), will mitigate adverse effects upon the safe and efficient functioning of the road network.

Acoustic effects

67 I have relied on the evidence of Mr. Healy and Mr. Hay in concluding that the existing standards and the proposed acoustic standards agreed by the Acoustic Experts will manage acoustic related effects on the owners and occupants of adjacent RLZ land and land within Areas A and B.

Landscape / visual effects

68 For the reasons stated in **Appendix A** and the JWS-Planning in **Appendix B**, I consider that the agreed changes to the SPZ(RA) provisions will

mitigate the potential adverse landscape and visual effects arising from the enabled activities and development.

Scope

69 SPZ(RA) provisions that fall outside the scope of the original submission were identified in Section 3.5 of the s42A report. These were:

- a) The range of activities included in the proposed definition of “airfield activities.”
- b) The proposed extensions to the runways outside of designation WDC-1.
- c) The aircraft noise contours that were provided for information purposes in the ODP.
- d) The extent and intensity of residential activities within Area A.
- e) The intensity of residential activities within Area B.

70 I am satisfied that the amended SPZ(RA) provisions, including the amendments agreed by the Planning and Acoustic Experts, will ensure that the nature, scale and intensity of enabled activities will be consistent with the purpose of the Airfield designation and the definition of “Airfield activities,” noting in particular:

- a) The definition of “airfield activities” has been amended, narrowing the range of activities that could be established as a permitted activity to something that more closely resembles what was indicated on the concept plan that was attached to the original submission.
- b) There is no longer a consenting pathway available to extend runways on to land that falls outside the area designated for airfield purposes.
- c) The aircraft noise contours in the ODP have been ‘rebadged’, making it clear that the SPZ(RA) provisions will not affect the consideration of WDC-2 overlays.

- d) The minimum allotment size proposed within Area B has been increased to 7,000m² (gross), which is more consistent with the size of the allotments that were shown on the concept plan that was attached to the submission and that will support the effective management of potential reverse sensitivity effects.
- e) The 'cap' on the number of residential units in Area A, in combination with the limit of GFA relative to the GFA of buildings used for airfield activities, will ensure that the residential units are ancillary to the primary airfield activity purpose.

Short-term accommodation versus 'permanent' residential units

71 In Paragraphs 181-182 of the s42A report, I noted "*residential*" was not mentioned in the concept plan that was attached to Mr. Smith's submission, only "*short-term accommodation*," which I take as being transient accommodation similar to visitor accommodation or overnight accommodation for employees at, or visitors to, the Airfield).

72 "*Short-term accommodation*" is not defined in the notified Proposed Plan or in the National Planning Standards. Similarly, the term 'tenancy' is not included or excluded from the definition of "residential unit", noting the following definition (as adopted from the National Planning Standards):

"means a building(s) or part of a building that is used for a residential activity exclusively by one household, and must include sleeping, cooking, bathing and toilet facilities."

73 I therefore consider that applying the notified Proposed Plan definition of "residential unit" is appropriate and could be seen as a natural consequence of Mr. Smith's submission. Therefore, relying upon the legal expertise that I have summarised in Paragraphs 171-177 of the s42A report, I conclude that enabling residential units in Area A is within the scope of Mr. Smith's original submission.

74 Notwithstanding the issue of scope, in my experience, administering rules or land use consent conditions that restrict the occupancy period

or limit occupancy to certain people or groups of people, is challenging to administer and/or enforce. It is my view that such provisions would not be relevant to the resource management issues at play in this case (such as reverse sensitivity issues), or particularly helpful in realising the purpose of the SPZ(RA).

- 75 From a plan drafting perspective, I consider it more appropriate and effective to include provisions that will establish a link between the residential units and airfield activities rather than to impose restrictions on the duration of stay or the people who can reside within Area A.

Z Energy submission

- 76 Z Energy [Submission 286.12] outlined that they hold a neutral position on whether the site is zoned RLZ, though indicated that they sought to retain the RLZ zoning and rollover the existing airfield designation (WDC-1), without modification.

- 77 The proposed changes to remove *“facilities for the handling and storage of hazardous substances”* from the definition of *“airfield activities”* will not affect the ongoing operation and development of the Z Energy fuel pump facilities. The definition of *“airfield activities”* includes *“aircraft fuel installations”* and these are permitted activities in the SPZ(RA) under SPZ(RA)-R2 (subject to standards).

Statutory Assessment

National Policy Statement – Urban Development (NPSUD)

- 78 I am satisfied that the SPZ(RA), as amended to include changes agreed by the Planning Experts, will support the operation and development of the Airfield as regional ‘strategic infrastructure.’ In particular, the changes to the SPZ(RA) framework have reduced the range of activities permitted without resource consent to those that are more typically associated with a rural airfield. Commercial activities are now limited to 150m² GFA (in total) within the SPZ(RA).

- 79 The submitter has provided sufficient information to demonstrate that there is demand for the enabled activities in an airside location, at the

intensity and scale enabled by the SPZ(RA) provisions. I am satisfied therefore that the SPZ(RA) provisions (as amended) are no longer inconsistent with Policy 8 of the NPSUD.

80 For the reasons stated in Appendix A, I am satisfied that the drafting of the SPZ(RA) provisions has taken into account the principles of the Treaty of Waitangi, as required by Policy 9 of the NPSUD.

81 The purpose of the SPZ(RA) is to support a rural airfield that is not part of an existing urban area. It is therefore inherent that the rezoning proposal will not lead to a “well-functioning urban environment” in a traditional or localised sense, with parks, schools and other amenities nearby and accessible on foot. However, the Airfield is not remote, being 1.5km to the west of Rangiora, where all the elements of a well-functioning urban environment are provided.

82 I remain of the opinion that greenhouse gas emissions are a peripheral issue for this rezoning proposal. However, I note that the scale of commercial activities is now limited, and this may reduce vehicle trips from what would have been enabled by the SPZ(RA) provisions attached to Mr. Chrystal’s EIC.

Canterbury Regional Policy Statement (CRPS)

83 I agree with Mr. Chrystal that the zoning proposal can be considered under Policy 6.3.5, which implements Objective 6.2.1.

84 I am satisfied that the airfield activities and residential activities enabled by the SPZ(RA) in Areas A and B will “...maintain or enhance the operational effectiveness, viability and safety” of the Airfield (Policy 6.3.5(2)(b)).

85 I am satisfied that the scale of commercial activities enabled in Area A will not detract from the functioning of other commercial centres (Policy 6.3.6).

86 I am satisfied that all practical measures have been adopted to avoid effects on noise sensitive activities on the efficient operation of the Airfield.

87 I am satisfied that the SPZ(RA) provisions (as amended) will be effective in mitigating adverse effects on rural character, as sought by Policy 6.3.9(6).

Proposed Plan

88 The SPZ(RA) provisions and proposed changes to the district-wide provisions of the Proposed Plan are consistent with the approach and format of the Proposed Plan and hearing topic recommendations.

Strategic Direction (SD) and Urban Form and Development (UFD) chapters

89 The SPZ(RA) can be considered without requiring changes to the SD and UFD chapters to reference the SPZ(RA). This is because while the SPZ(RA) would rezone land outside of an urban centre, the zoning proposal would give effect to SD-03 by supporting the operation and development of strategic infrastructure.

90 I understand that this is consistent with the approach taken in Hearing Streams 1 and 2.

91 I am satisfied that noise sensitive activities within the SPZ(RA) can be undertaken in a manner that will not adversely affect the operation of the Airfield, and the rezoning proposal is consistent with UFD-P10 (both in its current form in the Proposed Plan and as recommended in the Strategic Directions and Urban Form and Development topics).

Hazardous Substances (HS) and Natural Hazards (NH)

92 Recommended changes to the Hazardous Substances (HS) and Natural Hazards (NH) chapters to include reference to the SPZ(RA) and as recommended in the HS and NH topics.

Noise (NOISE)

93 There are no changes recommended to the Noise chapter of the notified Proposed Plan that would affect aircraft operations or activities at the Airfield, or the changes requested by the submitter to enable residential units and other noise sensitive activities to establish within the 55 dBA

Ln overlay. No changes are proposed to the acoustic standards that would apply at the notional boundary of noise sensitive activities within the RLZ and at the boundary of land within the SPZ(RA).

94 I understand that the Council Officer recommended that the Panel not adopt a request to refer to “*anticipated amenity values*” in NOISE-P1, which may be relevant in the context of enabling residential units and other noise sensitive activities within proximity to the Airfield and industrial airfield related activities³. The relief sought by the submitter would not replace the Airfield’s duty to avoid and mitigate adverse effects on sensitive activities, as expressed in NOISE-O3 and NOISE-P5 and the proposed objectives and policies of the SPZ(RA).

95 The “*anticipated amenity values*” for residential units in Area A are also somewhat reflected by the proposed noise standards, which are higher than what is generally expected in residential zones.

Earthworks (EW)

96 There are no changes recommended to the NOISE chapter of the notified Proposed Plan that would affect the Panel’s consideration of the relief sought by Mr. Smith.

97 There are no identified values on SPZ(RA) land that would be affected by the change to the recommended change to the earthwork thresholds in EW-1.

Signs (SIGN)

98 There are no changes recommended to the SIGN chapter of the notified Proposed Plan that would affect the Panel’s consideration of the relief sought by Mr. Smith.

³ Paragraph 119 of Council’s reply on Te orooro – Noise on behalf of Waimakariri District Council, dated 30 November 2024.

Subdivision (SUB)

99 There are no changes recommended to the SUB chapter of the notified Proposed Plan that would affect the Panel's consideration of the changes to the SUB chapter that are proposed by Mr. Smith.

100 It is noted that an additional clause to SUB-MCD10 (Reverse Sensitivity) has been recommended, which would apply to subdivision in the SPZ(RA). The Panel would be considering that recommended change, in addition to the changes that are sought by Mr. Smith to SUB-MCD10.

101 I conclude that the additional clause will not contradict or affect the administration of SUB-MCD10 as notified, with the additional clause sought by Mr. Smith relating specifically to measures to ensure that subsequent owners are aware of the existing and permitted activities operating from the Rangiora Airfield.

Other

102 While the SPZ(RA) is a unique or bespoke zone, I acknowledge the framework has been informed by standards that were included in the notified Light Industrial (LIZ), Rural Lifestyle (RLZ), and Commercial Mixed Use (CMUZ) zone provisions. I also note that:

- a) No changes have been recommended to the outdoor living space standard and related matters for discretion, as applied to the CMUZ.
- b) No changes are proposed to outdoor storage requirements and the setback that applies to a public road boundary (10m) in the LIZ.
- c) No changes are proposed to the RLZ built form standards that have been incorporated into the SPZ(RA).

Conclusion

103 I recommend that the relief sought by Submission [10] be granted with changes made to the SPZ(RA) provisions as agreed by the Planning and Acoustic Experts following expert conferencing.

104 The amendments to the notified Proposed Plan that are provided in **Appendix C** to this report:

- 1. Would achieve the purpose of the RMA and give effect to the higher order planning documents; and
- 2. Would achieve the objectives of the notified Proposed Plan.

Date: 4 October 2024



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Appendix A – Table summarising response to contentious issues

Appendix A: Matters of Contention Table

This table responds Paragraph 22 of Minute 37, which requested that Mr. Powell presents the following information in a table:

- The outstanding matters in contention as at the time of the hearing.
- Both technical experts' views, then the planners' views,
- Any final recommendation for a particular ODP, and
- Mr. Powell's recommendation.

Matter in contention	View of submitters experts	View of Council experts	Officer's Recommendation
Information required to support the request of the submission			
Whether the submission demonstrates that the enabled activities within Area A are sufficiently aligned with the operation and future development of the Rangiora Airfield.	The submitter's experts have provided further information on the type of activities that are anticipated within Area A.	The submitter has provided sufficient information to resolve this matter. Amendments to the SPZ(RA) provisions will better link the Area A activities to the operation and development of the Airfield.	It is recommended that the Panel accepts the amendments to the SPZ(RA). These amendments include: <ul style="list-style-type: none"> a) Limiting the GFA of commercial activities to 150m²; and b) Narrowing the range of airfield activities included within the definition of "airfield activities" that could be established as a permitted activity.
Information on the future plans for the development and operation of the Airfield and if its development has been masterplanned with input from users of the Airfield and other stakeholders.	The future development of the Airfield has been masterplanned, with involvement from users and stakeholders. The SPZ(RA) provisions respond to demand for residential units and airfield activities. These activities will also improve the financial viability of the Airfield and pay for identified infrastructure upgrades to realise	The submitter has provided sufficient information to resolve this matter.	Not applicable.

Matter in contention	View of submitters experts	View of Council experts	Officer's Recommendation
<p>Information is needed to confirm whether the existing airfield has the capacity to provide for airfield related activities.</p>	<p>growth and development aspirations under the masterplan.</p> <p>The submitter has provided further information on the constraints that affect the development and growth of the Airfield.</p> <p>Information provided in the supplementary evidence confirms that the registered interest for hangars exceeds the capacity available to build hangars at the Airfield.</p>	<p>The submitter has provided sufficient information to resolve this matter.</p>	<p>Not applicable.</p>
<p>Alignment with designations</p>			
<p>The enlargement of the airfield, as enabled by the SPZ(RA), would change the nature of airfield, without altering the size and purpose of designation WDC-1.</p>	<p>The SPZ(RA) zone is no intended to replace the Airfield, which is a designated activity. The SPZ(RA) is intended to provide complementary residential and airfield related activities.</p> <p>Changes to the SPZ(RA) provisions to remove consenting pathway for runway extension outside of designation WDC-1 will ensure that the expansion of the Airfield will be subject to a separate designation process.</p> <p>Changes to the proposed definition of "airfield activity" will also prevent activities that are more akin to those at larger commercial airports (e.g.</p>	<p>This matter was resolved to my satisfaction during expert conferencing.</p> <p>I am satisfied that the changes to the SPZ(RA) provisions have addressed my concern that the proposed zoning may be relied upon instead of the changes to the purpose of the Airfield being considered through a separate Notice of Requirement and/ or Plan Change process.</p>	<p>I recommend that the changes to the SPZ(RA) definition of "airfield activity" are incorporated into the Proposed Plan.</p> <p>I recommend that the Proposed Plan incorporates the changes to the SPZ(RA) that would make extensions to Airfield runways outside of designation WDC-1 a prohibited activity.</p>

Matter in contention	View of submitters experts	View of Council experts	Officer's Recommendation
	<p>passenger facilities and airport terminals).</p> <p>Subdivision and development must also be in accordance with the ODP, which shows the Airfield activities as being contained within the existing WDC-1 designation.</p>		
<p>The indicative noise contours in the ODP differ from those in WDC-2. Does WDC-2 need to be altered to reflect what is shown in the ODP?</p>	<p>The indicative noise contours shown in the ODP were provided for information purposes and reflect the changes that would be required to the WDC-2 noise contours should the runways be extended beyond the designated Airfield land.</p> <p>The 65 dBA Ldn noise overlay in the ODP (as modelled for possible future extensions to the runway), has been "re-badged" as a "Noise Sensitive Activity Constraint Area" to avoid complexities that may be associated with having two sets of noise contours in the Proposed Plan.</p>	<p>This matter was resolved to my satisfaction during expert conferencing¹.</p> <p>The agreed changes to the SPZ(RA) have resolved this matter. The changes to the SPZ(RA) and the ODP will restrict noise sensitive activities from land that could be unreasonably affected by aircraft noise if / when the runways are extended.</p> <p>The WDC-2 noise contours will need to be altered at the same time as the airfield designation (WDC-1) to accommodate the longer runways. This will provide Council with the opportunity to review noise modelling to confirm the extent of the 65 dBA Ldn and 55 dBN Ldn noise contours.</p>	<p>I recommend that the changes to the SPZ(RA) provisions are adopted into the Proposed Plan.</p> <p>The "Noise Sensitive Activity Constraint Area" will only apply to land within the SPZ(RA) and it will avoid complexities that may be associated with having two sets of noise contours in the Proposed Plan.</p> <p>I recommend that the ODP does not show the altered 55 dBA Ldn noise overlay (as modelled for possible future extensions to the runway), as the modelled ODP 55 dBA Ldn noise overlay extended beyond land that is subject to the SPZ(RA) zoning proposal.</p>
<p>Alignment with airfield activities and the Rangiora Airfield</p>			
<p>Purported economic benefits of the SPZ(RA).</p>	<p>Mr. Smith has provided further information pertaining to the economic benefits of the SPZ(RA). The analysis includes additional information on the nature of existing businesses in the</p>	<p>Agree that there will be economic benefits, even if these have not been quantified in monetary terms or supported by an independent expert.</p>	<p>Not applicable.</p>

Matter in contention	View of submitters experts	View of Council experts	Officer's Recommendation
	airfield and information on possible businesses that could establish within the SPZ(RA). They include activities enabled by the SPZ(RA) and the definition of "airfield activities."	An economic assessment, prepared by an economic expert as suggested in the s42A report, is not required.	
Purported benefits of the SPZ(RA) to support the financial position of the Airfield.	The SPZ(RA) will benefit the financial position of the airfield by increasing potential take-off and landing fees and supporting necessary infrastructure upgrades.	This is addressed in the Right of Reply report because it is important for the submitter to demonstrate how the SPZ(RA) would support the operation and development of strategic infrastructure in terms of the NPSUD and the CRPS.	Not applicable.
Ensuring that the SPZ(RA) enabled capacity for residential and business-related airfield activities meet the requirements of the Airfield under future growth scenarios.	<p>The submitter has provided information based on registrations of interest in Area A and Area B, which indicate that there is an appetite in the market for airfield related development opportunities.</p> <p>Submitter has demonstrated that there is insufficient space available within designation WDC-1 to meet demand for hangars and other airfield activities.</p>	<p>Registrations of interest in Area B airside titles are consistent with the expected yield under the now proposed 7,000m² minimum allotment size scenario.</p> <p>Restrictions on commercial activity and the number of residential units in Area A will ensure that there is not an over-supply of business and residential capacity.</p>	<p>I recommend that the SPZ(RA) includes the proposal to limit on commercial activity and residential units in Area A.</p> <p>I recommend that the SPZ(RA) established minimum allotment sizes of 500m² in Area A and 7,000m² in Area B.</p>
Ensuring that the SPZ(RA) enabled activities remain ancillary to the Airfield to protect the primary of the Airfield under current and future scenarios.	The SPZ(RA) is complementary to the designated airfield operation.	The agreed amendments to the SPZ(RA) will ensure that the enabled activities are ancillary to the Airfield and that the airfield remains the dominant land use.	All changes to the SPZ(RA) that were agreed to in the expert conferencing are adopted.

Matter in contention	View of submitters experts	View of Council experts	Officer's Recommendation
<p>Ensuring that residential units are ancillary to airfield activities in Area A.</p>	<p>Proposed SPZ(RA) measures are appropriate to ensure that the residential units within Area A ancillary to an airfield activity.</p> <p>Only one residential unit per site is permitted under SPZ(RA)-R5 and SUB-R12 requires that a consent notice is registered on the created titles, which will state that the residential units are “accessory” to an airfield activity.</p> <p>No alternatives to the consent notice approach were outlined in s32 analysis provided by Mr. Chrystal.</p> <p>The submitter amended the SPZ(RA) provisions so that a residential cannot be larger than 50% of the of the buildings that are being used for airfield activities. (A reduction from 75% in the SPZ(RA) attached to Mr. Chrystal's evidence in chief.</p> <p>Changes to SPZ(RA)-P1 have been made since the hearing to better link visitor accommodation activities in Area A to airfield activities.</p>	<p>I consider the proposed measures to be generally sufficient to ensure that residential units are “accessory” to an airfield activity.</p> <p>It is unclear why Mr. Chrystal favoured a consent notice approach over alternatives, such as a land use standard in the Proposed Plan. While an unusual approach, it is noted that it will ensure that the residential unit is accessory / ancillary to an aircraft activity.</p> <p>It is noted that the word “accessory” is used in SPZ(RA)-R5), and not “ancillary.” Both “ancillary” and “accessory building” are defined in the Proposed Plan (both adopted from the National Planning Standards). The term “ancillary” is preferred to “accessory” to ensure a consistent application of terminology within the SPZ(RA), and to ensure that it is not misconstrued with “accessory building,” which is a detached building.</p> <p>A SPZ(RA) provision that links the occupants of residential buildings to an airfield activity is not required.</p>	<p>It is recommended that the SPZ(RA) includes amendments to the permitted activity standard that require that a residential unit GFA is no more than 50% of the GFA of all buildings on site used for an airfield activity are supported. (This was agreed in the expert conferencing²).</p> <p>It is recommended that the “accessory” is replaced with the word “ancillary” to ensure that there is consistency in terminology in the SPZ(RA).</p>
<p>Issues relating to the fairness in limiting the total number of residential units in Area A (30).</p>	<p>Concerns relating to the “fairness” of the limitation can be managed by Council establishing clear processes around the administration of the rule.</p>	<p>I consider that significant issues of fairness could arise if SPZ(RA)-R5(1)(c) is poorly administered and the information being publicly accessible.</p> <p>Even if Council maintained a database, it is still favours “first in, first serve,” which</p>	<p>It is recommended that the Panel makes changes to SUB-MCD2 to ensure that the limit is considered at the time of subdivision. It is my view that issues of “fairness” can be resolved by imposing consent notices that either</p>

Matter in contention	View of submitters experts	View of Council experts	Officer's Recommendation
		<p>could lead to some property owners making investment decisions that cannot be implemented if 30 residential units have already been established.</p> <p>It is noted that there would be no consenting pathway available to establish more than 30 residential units in Area A under SPZ(RA)-R5 (i.e. it would be a prohibited activity).</p>	<p>provide for or prohibit residential units on created titles.</p> <p>In my opinion, this recommendation will also improve Council's monitoring and enforcement of land use rule SPZ(RA)-R5(1)(c).</p>
<p>Issues relating to the compliance and administration of consent notices to ensure that residential units are ancillary to airfield activities on site.</p>	<p>Consent notices registered at the time of subdivision will ensure that established residential units are ancillary to airfield activities on the same site.</p>	<p>I agree with Mr. Chrystal that the consent notice requirements can be administered by Council, in combination with the listed permitted standards in SPZ(RA)-R5.</p> <p>The consent notice will be administered at building consent stage. For instance, a residential unit that is linked to a hangar on the same site will be ancillary to an airfield activity.</p> <p>No consenting pathway is available under SPZ(RA)-R5 if a residential unit exceeds a GFA of more than 50% of the airfield activity related buildings on site.</p>	<p>It is recommended that the Panel adopts the amendments to SPZ(RA)-R5 that establish a clear expectation that residential units must have a GFA that is at least 50% of the GFA of buildings that are used for airfield activities on site.</p> <p>It is also recommended that the Panel adopts SUB-R12 which requires a consent notice to be registered on allotments created by the subdivision of SPZ(RA) Area A land.</p>
<p>Ensure that the residential units in Area B are linked to the Airfield.</p>	<p>All practical measures have been adopted to ensure that the residential units in Area B have a link to the Airfield. These measures have been formulated by looking at other Airpark examples in New Zealand.</p>	<p>The SPZ(RA) requires that all created lots in Area B have access to a taxiway, and that the taxiway is formed, designed, and protected in accordance with Civil Aviation Authority requirements.</p> <p>This measure is supported and is preferable to the Proposed Plan excluding occupants who are not members of an aero club or the aviation</p>	<p>It is recommended that the Panel adopts the requirement for Area B allotments to have access to the taxiway as the most practical means available to ensure that residential units are occupied by persons with an interest in aircraft activities.</p>

Matter in contention	View of submitters experts	View of Council experts	Officer's Recommendation
		community, as was discussed at the hearing.	
Mana whenua engagement			
Evidence of mana whenua engagement undertaken and outcomes.	The submitter has not directly engaged mana whenua. They are of the understanding that Mahaanui Kurataiao Limited have advised their preferred method of engagement is directly with Council to assess submissions.	<p>The Council has not engaged with Mahaanui Kurataiao Limited on the submitter's SPZ(RA) proposal because there are no recorded sites of significance.</p> <p>However, I understand from WDC Development Planning representatives, that mana whenua are advised of all submissions that were received on the Plan Change.</p> <p>WDC's Development Planning representatives advise that this is an established process, applied consistently throughout the submission period.</p>	<p>I am satisfied that this matter has been adequately addressed under procedures that were set up for the Plan Review process.</p> <p>Notwithstanding the Panel's decision on Submission [10], mana whenua may also be engaged on future development proposals.</p>
Infrastructure and Servicing			
Whether the submitter has given effect to the subdivisions on adjacent land that would result in Priors Road being realigned / straightened.	<p>Submitter's transportation expert (Mr. Alan Metherell) advises that Priors Road needs to be straightened and sealed to Area B being fully developed. Sealing and the formation of Priors Road can be considered at the time of subdivision and development.</p> <p>Mr. Chrystal advises that the road stopping process and vesting of land to legal road is a requirement of subdivision consent R215363. While</p>	<p>Council's Transportation Specialist (Mr. Shane Binder) is of the opinion that the Priors Road improvements should be a precursor to the development of Area B.</p> <p>Council's Transportation Specialist (Mr. Shane Binder) advises: <i>"Priors Road will be the primary route for 90% of traffic entering/exiting Area B as well as a portion of the south side of Area A (for traffic navigating between various airfield-related activities along the airfield</i></p>	<p>I am satisfied from the information provided in the hearing that there is a reasonably degree of certainty that subdivision consent R215363 will be given legal effect.</p> <p>I note that the submitter is also the consent holder and sole owner of the land that would be subject to the Area B provisions. This includes a land parcel that would otherwise have a split zoning if left unsubdivided to create a straighter Priors Road alignment, and</p>

Matter in contention	View of submitters experts	View of Council experts	Officer's Recommendation
	<p>the subdivision has not been given effect to (i.e. a s223), physical works are well underway and there is a degree of certainty that the works will be completed soon.</p> <p>The straightened road alignment is also shown in the Outline Development Plan (ODP).</p> <p>Mr. Chrystal is therefore of the opinion that the requirements of R215363 and BFS1, which requires all development to be in accordance with the ODP.</p>	<p><i>periphery). Thus, its realignment is central to the development of Area B and will contribute (albeit at a far lesser level) to Area A. I consider it appropriate to attach the realignment to development of Area B."</i></p> <p>Mr. Binder also suggests: <i>"An alternate method could be that, as ~400 ADT is the threshold for Council to consider sealing a road, and as Priors Road west of Merton Rd was last counted this year with 100 ADT, then the realignment of western Priors Road could be tied to the sealing of eastern Priors Road, i.e., when activities in either Area B or the southern side of Area A contribute 300 ADT or more."</i></p>	<p>this would reduce its development and subdivision potential.</p> <p>For these reasons, I concur with Mr. Chrystal that the requirement to develop the land zoned SPZ(RA) in accordance with the ODP will be sufficient. A specific "prerequisite to development" type standard, in addition to the requirement to comply with the ODP, is therefore not required.</p>
<p>Information to demonstrate that the development enabled by the SPZ(RA) can be adequately serviced by water, wastewater, telecommunication and electricity services.</p>	<p>The submitter (Mr. Daniel Smith) provided supplementary evidence that confirmed that the SZ(RA) land can be serviced by telecommunication and electricity services³.</p> <p>Within his supplementary evidence, Mr. Smith also provided an update on the water and sewer connection that WDC have been laid to connect the airfield with reticulated supply⁴. It is also understood a reticulated connection is required to serve the airfield regardless of whether the land is rezoned⁵.</p>	<p>Council's Senior Civil and Geotechnical Engineer (Mr. John Aramowicz) confirmed that there is no impediments or fatal flaws to the SPZ(RA) land connecting to reticulated water and wastewater⁷.</p> <p>Mr. Aramowicz was not asked to review the serviceability of the SPZ(RA) land from telecommunications and electricity perspective.</p>	<p>I am satisfied that there is a high level of confidence that the SPZ(RA) can be serviced with electricity, telecommunications, and reticulated water and wastewater services.</p> <p>No specific SPZ(RA) provisions are required as the EI chapter of the Proposed Plan can be relied upon to ensure that the SPZ(RA) land is connected to reticulated water and wastewater services. If development proceeds ahead of reticulated services being available, resource consent would be required to service buildings / activities within onsite servicing⁸.</p>

Matter in contention	View of submitters experts	View of Council experts	Officer's Recommendation
	<p>These connections are subject to a draft funding agreement between WDC and Mr. Smith⁶.</p>		
Amenity for occupants of residential units			
<p>Will a reasonable level of on-site amenity be secured for occupants of residential units within Area A.</p>	<p>The matter was not addressed in the evidence in chief.</p> <p>Post-hearing, the submitter included a standard that required all residential units within Area A to have a private outdoor living space within a minimum area of 6m² and a minimum dimension of 1.5m.</p>	<p>The quantity of private outdoor living space that was suggested by the submitter was accepted in expert conferencing (JWS-Planning)⁹.</p>	<p>A private outdoor living space standard has been recommended for residential units in Area A, as agreed in the JWS-Planning.</p> <p>A “<i>waste management area</i>” requirement has also been recommended to ensure that the relatively small area of private outdoor space does not need to also perform that function.</p>
<p>Compatibility of residential units in Area A with airfield operations and airfield related businesses.</p>	<p>The SPZ(RA) and changes to the district wide provisions will ensure that the Area A residential units are compatible with airfield operations and airfield related businesses.</p> <p>Mr. Hay supports applying the Local Centre zone and Neighbourhood Centre zone to Area A of the SPZ(RA).</p>	<p>There are provisions within the SPZ(RA) that will ensure that the ancillary residential units in Area A are compatible with the Airfield and airfield related businesses.</p> <p>Council's acoustic specialist supports the acoustic standards that will apply at the site boundary of land within Area A.</p> <p>The acoustic limits are the same as those that apply in other zones where residential units and business activities are provided for near one another in the Proposed Plan.</p>	<p>It is recommended that the acoustic limits that apply to activities within the Local Centre zone and Neighbourhood Centre zone also apply to Area A of the SPZ(RA).</p>
<p>Lack of amenities to support a community of 50 or more residential units.</p>	<p>The submitter has not provided any information or analysis relating to this matter.</p>	<p>This remains a concern, noting that the Airfield will enable residential units in a location that is far from most amenities. This is inherent with an airfield location, but the location does provide housing</p>	<p>It is recommended that the Panel adopts the minimum allotment size requirements for Areas A and B to limit the number of residential units that can establish within the SPZ(RA) and</p>

Matter in contention	View of submitters experts	View of Council experts	Officer's Recommendation
		<p>choice that is not available in a conventional urban setting.</p> <p>Amendments to the SPZ(RA) will reduce yield.</p>	<p>therefore limit the size of the resident airpark community.</p>

Issues of scope and procedural fairness

<p>Residential unit versus short-term accommodation, and whether the extent and intensity of residential activities within Area A can be considered within the scope of the original submission.</p>	<p>The submitter has not provided any information or analysis relating to this specific matter. However, Mr. Schultz has provided legal commentary on scope issues more generally. Mr. Chrystal has also provided a broad/high level analysis of scope related issues in his supplementary evidence.</p> <p>Mr. Schultz and Mr. Chrystal are of the opinion that the residential units are within scope of the original submission and the intensity is a natural consequence of the submission.</p> <p>Mr. Schultz and Mr. Chrystal are of the opinion that designation WDC-1 provides for residential units.</p>	<p>This matter was not discussed in expert conferencing.</p> <p>My concerns have been satisfied to some degree by the amendments to the Area A that have agreed during expert conferencing. There is a clear requirement for residential units within Area A to be ancillary to an airfield activity on the same site, and this intent was in my view clearly set out in the submission.</p> <p>Because there is a requirement for the residential unit to be ancillary to an airfield activity, it also addresses my concern about the residential units being “permanent” and not “short-term accommodation” as stated on the concept plan that was attached to the submission.</p> <p>I disagree with Mr. Schultz and Mr. Chrystal that residential units are provided for in WDC-1. I consider that residential units would be inconsistent with the airfield purpose of the designation.</p>	<p>I recommend that the Panel can consider the provisions that authorise up to 30 residential units in Area A as these provisions are within the scope of the submission.</p>
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Matter in contention	View of submitters experts	View of Council experts	Officer's Recommendation
<p>The intensity of residential activities within Area B (including the minimum 5,000m² lot size).</p>	<p>The submitter has increased the minimum allotment size in Area B from 5,000m² to 7,000m².</p> <p>The submitter also proposed development standards that would manage the size.</p> <p>The submitter has explained how there is a lot of land within Area B that cannot be built upon, and this will limit the yield of residential units.</p>	<p>I am satisfied with the explanation provided by the submitter, and I agree that with the increased minimum allotment size, the number of residential units within Area B would be less than what I had estimated in the s42A report (43).</p>	<p>This matter was resolved in expert conferencing¹⁰.</p> <p>I have recommended changes to the minimum allotment standard and the built form standards that align with what was agreed in the expert conferencing.</p>
<p>Are the proposed extensions to runways that are shown on concept plan SPAr2 002, on land outside of WDC-1, within the scope of the submission?</p>	<p>The submitter has sought to address this issue by making such extensions a prohibited activity under the proposed SPZ(RA) provisions.</p>	<p>The proposed extensions fall outside the scope of the original submission and if accepted, would lead to issues of procedural fairness.</p>	<p>This matter was resolved in expert conferencing¹¹.</p> <p>I support the modifications to SPZ(RA)-R2 (Airfield Activities) that have been made by Mr. Chrystal. These changes would make extensions to the runway outside of the designated area a prohibited activity.</p> <p>This means that a separate plan change / notice of requirement process will be required to extend the runways outside of the land that is designated for airfield purposes.</p>
<p>Noise and reverse sensitivity issues</p>			
<p>Appropriateness of legal mechanisms to prevent reverse sensitivity issues relating to the operation of the airfield</p>	<p>Mr. Hay is of the opinion that the use of no-complaints covenants is acceptable as they are part of a suite of measures proposed in the SPZ(RA) and in the changes that are sought to the district wide provisions.</p>	<p>Mr. Healy supports Mr. Hay's position.</p>	<p>I recommend that the Panel adopts the requirement to register a no complaints covenant in addition to the other SPZ(RA) measures that include the acoustic insulation requirements.</p>

Matter in contention	View of submitters experts	View of Council experts	Officer's Recommendation
<p>No complaints covenant for land in Area B does not apply to airfield activities enabled within Area A.</p>	<p>Acoustic effects arising from airfield activities within Area A will be managed by the acoustic standards. A no complaints covenant is not required.</p>	<p>Activities within Area A have a duty to avoid and mitigate effects of the NOISE chapter. Those activities will need to comply with the acoustic standards of the Proposed Plan.</p> <p>SUB-MCD10 (Reverse Sensitivity) is a relevant matter for Council to consider when assessing any subdivision proposal in the SPZ(RA). SUB-MCD10 will provide Council with the opportunity to consider whether a legal instrument is needed to protect an existing activity from reverse sensitivity issues.</p>	<p>That the Panel adopts the recommended acoustic standards that apply to activities undertaken within Area A.</p> <p>It is recommended that there is no mandatory requirement to register a no complaints covenant in favour of the (unknown) airfield activities in Area A.</p>
<p>Effects relating to the scale, intensity, and nature of enabled SPZ(RA) activities and developments</p>			
<p>Potential effects on landscape character arising from the potential intensity of airfield activities within Area A.</p>	<p>The submitter has made changes to the SPZ(RA) Area A provisions that seek to manage the intensity of airfield activities within Area A and resulting adverse effects on landscape / character and amenity.</p> <p>The provisions include a minimum allotment size (500m²), restrictions on the scale of commercial activities (150m² GFA), and road edge planting provisions.</p> <p>Mr. Chrystal notes that most of Area A is designated and will never be developed (e.g. areas adjacent to runways).</p>	<p>Mr. Nicholson supports the minimum allotment size, limit on the scale of commercial buildings and landscaping provisions.</p> <p>Mr. Nicolson is of the opinion that additional built form standards are needed to maintain the openness / greenness of the airfield. He has suggested a minimum building size standard, maximum building coverage standard, and a maximum impervious surface coverage standard.</p>	<p>This matter was resolved in expert conferencing¹².</p> <p>The minimum allotment size, landscaping, and limit on commercial activities have been incorporated into the recommended SPZ(RA) provisions.</p> <p>The minimum building size standard, maximum building coverage standard, and a maximum impervious surface coverage standard, as recommended by Mr. Nicholson, have not been included in the recommended SPZ(RA) provisions.</p> <p>In paragraph 148 of the s42A report, I identified a concern that in the absence of a minimum allotment standard for Area A, there was no requirement for subdivision to align</p>

Matter in contention	View of submitters experts	View of Council experts	Officer's Recommendation
	<p>Mr. Langbridge and Mr. Chrystal are of the opinion that additional built form standards are not required to mitigate effects arising from the scale and intensity of buildings in Area A.</p>		<p>with an authorised land use development. This has been addressed by establishing a minimum allotment size of 500m².</p>
<p>Potential adverse effects on the transportation network relating to the scale and intensity of enabled airfield activities within Area A.</p>	<p>The submitter has made changes to the SPZ(RA) provisions that limit the scale, intensity and nature of activity that can occur within Area A without resource consent.</p> <p>The submitter has restricted the range of activities that are included within the definition of "airfield activities." The amended definition excludes activities that had the capacity to generate significant numbers of traffic movements, depending upon the scale of the activity.</p> <p>The submitter has also limited the range of commercial activities that can establish within Area A.</p>	<p>Mr. Binder supports the limit on commercial activity.</p> <p>The changes to the definition of "airfield activity" was not reviewed by Mr. Binder. However, it is noted that potentially high traffic generating activities have been removed from the definition (depending on scale). These include activities more typically associated with commercial airports (e.g. airport terminals and passenger facilities).</p>	<p>This matter was resolved in expert conferencing</p> <p>The changes to the definition of airfield activities and the limit on commercial activities have addressed this issue.</p>
<p>Does Area B offer a reasonable transition between the Airfield and adjacent RLZ zoned activities?</p>	<p>Mr. Langbridge considers that Area B will provide a reasonable transition between the Airfield and adjacent RLZ zoned activities.</p> <p>A maximum impervious surface standard is not required to mitigate effects on rural character.</p>	<p>Mr. Nicholson considers that the measures suggested by Mr. Langbridge will be inadequate to maintain rural character and provide a reasonable transition between the adjacent RLZ zoned land.</p> <p>Mr. Nicholson suggests that a maximum impervious surface standard (25%) is needed to maintain a sense of openness and greenness.</p>	<p>I have preferred the evidence of Mr. Langbridge.</p> <p>Mr. Chrystal and I agree that the recommended built form standards will maintain rural character and the transition between Area B and RLZ activities.</p>

Matter in contention	View of submitters experts	View of Council experts	Officer's Recommendation
Other			
<p>Whether the development of Area A will maintain the safe operation of the Airfield.</p>	<p>The New Zealand Civil Aviation Authority (NZCAA) have specific requirements on where buildings can be located within the airfield. These rules apply within the designated airfield and includes obstacle limitation surfaces outside of the designated airfield.</p> <p>The NZCAA does not manage aircraft movements on taxiways.</p> <p>The Rangiora Airfield (NZRT) Safety Manual covers emergencies at the Airfield¹³.</p>	<p>Changes were agreed to in the expert conferencing to ensure that the taxiways are designed and formed in accordance with Civil Aviation requirements.</p> <p>It is noted that any subdivision within the SPZ(RA) will need to demonstrate compliance with any Civil Aviation rule (SUB-S5(3)).</p> <p>It is also noted that a large area of the SPZ(RA) is designated WDC-1. This means that approval would be required from the requiring authority under s176(1)(b) of the RMA for any works. This process will ensure that subdivision and development within the Airfield itself complies with Civil Aviation rules.</p> <p>This standard was taken from the provisions that apply to a similar airpark, therefore it is unclear whether the NZCAA perform a technical advisory role in such matters.</p>	<p>It is recommended that the Panel seeks advice on whether the Civil Aviation Authority has a technical advisory role.</p> <p>Alternatively, it is recommended that the Panel considers alternative wording to the effect of "or a qualified Aviation Auditor and Incident Investigator."</p> <p>It is recommended that the Panel accepts the changes to SUB-S5(3) that will ensure that works within the Airfield meet Civil Aviation requirements or accepts alternative wording to ensure that the taxiways are fit for purpose.</p>
<p>Safety issues associated with providing hazardous substance facilities in a location where residential units and visitor accommodation is enabled.</p>	<p>The submitter has removed "hazardous substance facilities" from the "airfield activity" definition.</p>	<p>I support the amendments to the "airfield activity" definition.</p>	<p>I recommend that the Panel accepts the following changes to the SPZ(RA) and district wide provisions that were attached to Mr. Chrystal's EIC:</p> <ul style="list-style-type: none"> a) Remove "hazardous substances" from the definition of "airfield activity." b) Retain reference to "Special Purpose zones" in the notified Hazardous

Matter in contention	View of submitters experts	View of Council experts	Officer's Recommendation
			<p>Substances (HS) chapter of the Proposed Plan. This means that resource consent would be required for a non-complying activity under HS-R2 to establish a hazardous substance facility in the SPZ(RA).</p> <p>c) Retain reference to “<i>aircraft fuel installations and aircraft fuel servicing facilities</i>” in the definition of “<i>airfield activities</i>.” These activities can be established under SPZ(RA)-R2 as a permitted activity (subject to complying with standards).</p>

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- ¹ Paragraphs 21-26 of the Joint Witness Statement, prepared by Mr. Chrystal and Mr. Powell, dated 27 September 2024.
- ² Paragraphs 60-64 of the Joint Witness Statement, prepared by Mr. Chrystal and Mr. Powell, dated 27 September 2024.
- ³ Paragraph 19 of the Supplementary Evidence prepared by Mr. Daniel Smith, dated 5 August 2024.
- ⁴ Paragraph 20 of the Supplementary Evidence prepared by Mr. Daniel Smith, dated 5 August 2024.
- ⁵ Paragraph 37 of the Legal Evidence prepared by Mr. Schultz, dated 12 August 2024.
- ⁶ Paragraphs 69-75 of the s42A report.
- ⁷ Statement of Evidence prepared by John Aramowicz, dated 28 May 2024.
- ⁸ Paragraphs 254-256 of the s42A report.
- ⁹ Paragraphs 43-46 of the Joint Witness Statement, prepared by Mr. Chrystal and Mr. Powell, dated 27 September 2024.
- ¹⁰ Paragraphs 52-55 of the Joint Witness Statement, prepared by Mr. Chrystal and Mr. Powell, dated 27 September 2024.
- ¹¹ Paragraphs 12-16 of the Joint Witness Statement, prepared by Mr. Chrystal and Mr. Powell, dated 27 September 2024.
- ¹² Paragraphs 65-78 of the Joint Witness Statement, prepared by Mr. Chrystal and Mr. Powell, dated 27 September 2024.
- ¹³ Paragraphs 21-23 of the Supplementary Evidence prepared by Mr. Groome, dated 7 August 2024.

Appendix B – Joint Witness Statements

**Before the Hearings Panel
At Waimakariri District Council**

Under the Resource Management Act 1991

In the matter of the Proposed Waimakariri District Plan

Joint Witness Statement (Planning) – Daniel Smith [10] – Rangiora Airfield

Date: 27 September 2024

INTRODUCTION:

- 1 This Joint Witness Statement (JWS) relates to expert conferencing that was undertaken on the following days:
 - a) Wednesday, 28 August 2024,
 - b) Wednesday, 4 September 2024, and
 - c) Thursday 19 September 2024.
- 2 The following participants were involved in this conferencing and authored this JWS:
 - (a) Mr. Dean Chrystal – representing Daniel Smith [10], and
 - (b) Mr. Bryce Powell -representing Waimakariri District Council (District Council).
- 3 Meetings between the experts were held online, and further discussions about the potential landscape / visual effects of the relief sought by Submitter [10] have been held since. This JWS has resulted from the meeting and discussions.
- 4 In preparing this statement, the experts have read and understand the Code of Conduct for Expert Witnesses as included in the Environment Court of New Zealand Practice Note 2023¹.
- 5 Ms. Rachel McClung of the District Council was not present at the conferencing, but Mr. Powell did liaise with Ms. McClung during the period when conferencing took place, in her capacity as the Council's Project Manager for Stream 12F of the hearings for the Waimakariri District Plan review. Ms. McClung advised Mr. Powell when the matters that were to be discussed in the conferencing may have been covered in other hearing streams, but she did not provide planning advice or

¹ <https://www.environmentcourt.govt.nz/assets/Practice-Note-2023-.pdf>

recommendations to Mr. Powell during the period of post-hearing conferencing and discussions.

PURPOSE AND SCOPE OF CONFERENCING:

6 The conferencing was focused on narrowing the areas of contention raised in the s42A report, as directed in Minute 37, dated 30 August 2024. This included finalising details of an appropriate Outline Development Plan (ODP) and associated Special Purpose Zone – Rangiora Airfield (SPZ(RA)) provisions.

7 The experts also discussed the specific request contained in Paragraph 20 of Minute 37, which stated:

“Of particular interest will be provisions that adequately address the concerns raised by Council’s legal adviser with respect to the provision for the future extensions to the runway, and natural justice issues concerning this.”

ACTIONS TAKEN:

8 In addition to the original submission materials and evidence available at the hearing, we both read the following:

- a) Letter prepared by Aaron Healy of Powell Fenwick Ltd titled: *“RE: Rangiora Airfield Acoustic Post Hearing Comments,”* dated 12 September 2024,
- b) Response to Supplementary Evidence, prepared by Hugh Nicholson of UrbanShift New Zealand, dated 16 September 2024, and
- c) Memo dated 13 September 2024, prepared by Jennifer McSloy of the District Council, in relation to transportation matters, titled: *“RE: Stream 12F – Rangiora Airfield – Post-hearing conferencing.”*

9 We have also read the Joint Witness Statement (JWS) prepared by Mr. Rob Hay of Marshall Day Acoustics Ltd and Mr. Aaron Healy of Powell Fenwick Ltd, dated 18 September 2024.

10 Mr. Hugh Nicholson of UrbanShift Ltd (representing Council), and Mr. Rory Langbridge of Rough Milne Mitchell Landscape Architects Limited (representing the submitter), were unable to engage in expert conferencing within the timeframe set by the Panel in Minute 37.

MATTERS THAT THE EXPERTS AGREE ON:

11 During the 28 August 2024, 4 September, and 19 September 2024 meetings, Mr. Powell and Mr. Chrystal reached agreement on the following:

- (a) The wording of the SPZ(RA) introduction to strengthen the purpose of the zone to provide for 'aircraft related' activities and to emphasise that 'limited' commercial activities are provided for.
- (b) Changes to SPZ(RA) policies so that they better emphasise the limited number of residential units in Area A and Area B, and they clearly state that subdivision and the development must occur in accordance with the Outline Development Plan (ODP).
- (c) Changes to SPZ(RA) rules so that:
 - (i) Hangars ancillary to residential units, taxiways, and aircraft movements on taxiways are provided for as a permitted activity in Area B (subject to standards).
 - (ii) Commercial activities with a Gross Floor Area (GFA) of up to 150m² are permitted within Area A.
 - (iii) Visitor accommodation and residential units are prohibited from establishing on land where future possible extensions to the runways are shown on the ODP.
- (d) Changes to the SPZ(RA) built form standards so that:
 - (i) Extensions to runways within Area A that occur outside of designation WDC-1 are assessed as a prohibited activity.

- (ii) Residential units in Area A require an area of private outdoor living space and a waste management area for the storage or rubbish and recycling.
 - (iii) Landscaping requirements that would apply to the zone perimeter / road interface in both Areas A and B, and internal property boundaries of Area B.
 - (iv) Building coverage standard (15%) and a maximum building size standard would apply to Area B.
- (e) Changes to the matters over which Council has restricted its discretion relating to non-compliance with built form standards relating to landscaping and private outdoor living space.
- (f) Changes to the ODP to remove the indicative 55dBN and 65dBN acoustic overlays that would apply if / when the runways were extended. The 55dBN overlay has been replaced with a Noise Sensitive Activity Constraint Area.
- (g) Changes in the NOISE chapter to prohibit noise sensitive activities from establishing within the Noise Sensitive Activity Constraint Area).
- (h) Changes to remove reference to SPZ(RA) from the SD - Rautaki ahuna - Strategic Directions objectives and UFD – Ahuatanga a taone – Urban Form and Development objectives.
- (i) Changes to the NOISE 2 noise limits that would apply at the boundary of any property within the SPZ(RA) Area B.
- (j) Changes to the subdivision minimum lot sizes in Area A (500m²) and Area B (7,000m²).
- (k) Changes to the proposed definition of “aircraft activity” to remove commercial activities, hazardous substance facilities, and buildings and activities that could normally be associated with larger aircraft facilities (e.g. passenger facilities and terminals).

- (l) Changes to the definition of “urban environment” to include the SPZ(RA).

Amendments to address concerns relating to extensions to the runway

- 12 The SPZ(RA) provisions that were attached to Mr. Chrystal’s evidence in chief allowed for runways to be extended on land outside of the airfield designation (WDC-1) as a permitted activity (subject to the standards and rules of the Proposed Plan).
- 13 The Panel asked in Minute 37 whether this introduced natural justice issues, and we acknowledge that during the hearing, the Panel asked whether the permitted activity status of a runway would render a future request to alter the designation (to include land needed to extend runways), a “*fait accompli*.”
- 14 We both agree that these issues have been addressed by the revised SPZ(RA) provisions (Attachment A). Extensions to the runway on land outside of Designation WDC-1, be assessed as a prohibited activity under Built Form Standard SPZ(RA)-BFS1.
- 15 The runways could be extended (effectively only runway 28) or realigned, within designation WDC-1, under the existing Proposed Plan provisions, regardless of whether the Panel decide to grant the relief sought by Daniel Smith. As such, we agree that the Outline Plan of Works (OPW) process will provide WDC with the opportunity to assess whether the works would first require changes to be made to the Take Off and Climb Obstacle Limitation and Noise Contour Overlay (WDC-2).
- 16 We concluded that there is value in indicatively showing the extensions to the runways on the ODP to safeguard the operation and development of the Rangiora Airfield, and therefore we agree with the amendments to SPZ(RA)-BFS1(2) that would prohibit buildings from establishing within the indicative future extensions that are shown in the ODP. As all land affected by runway extensions is within the SPZ(RA), there are no issues of natural justice.

Future airfield function / alignment with designation purpose

17 In Section 3.6 of the s42A report, Mr. Powell had requested further information on the future role of the airfield, noting that the SPZ(RA) would have provided for the expansion of the airfield. Mr. Powell also raised issues relating to the alignment of the activities included within the proposed definition of “airfield activity” and the airfield purpose of designation WDC-1. This is because the definition of “airfield activity” that was provided in Mr. Chrystal’s evidence in chief included activities that are not typically associated with airfields, such as airport terminals, catering and food preparation activities, luggage facilities, and activities and facilities directly associated with servicing the needs of airfield passengers².

18 We agree that this matter has been resolved through the amended SPZ(RA) provisions, for the following reasons:

a) The proposed amendments to the definition of “airfield activity” will provide sufficient alignment with the airfield purpose of designation WDC-1 (Attachment A). Resource consent would be required for a discretionary activity to establish the activities that have been deleted from the definition of “airfield activity” under SPZ(RA)-R8; and

b) Development associated with an airfield activity would need to be undertaken in accordance with the Rangiora Airfield Outline Development Plan (OPD) under SPZ(RA)-BFS1(1) to be assessed as a permitted activity. Resource consent would be required for a discretionary activity to undertake development that is not in accordance with the ODP (SPZ(RA)-BFS1).

19 Mr. Powell also supports the other changes made by Mr. Chrystal to the definition of “aircraft activities” so that the range of activities are limited to those that are more commonly associated with an airfield. Runway

² See Paragraphs 113-115 of the s42A report where the differences between an “airfield” and an “airport” were discussed.

lighting, residential hangars, and facilities for the handling and storage of hazardous substances, are excluded from the definition.

- 20 We agree that Hazardous Substance are appropriately managed by HSNO, HSWA, Health and Safety at Work (Major Hazard Facilities) Regulations 2016, Health and Safety at Work (Hazardous Substances) Regulations 2017. We note that Rangiora Airfield is not identified as a Major Hazardous Facility by Worksafe and therefore not subject to those specific provisions in the Hazardous Substances chapter. We note that Rule HS-R1 relating to the Non-Urban Flood Assessment Overlay is still applicable to those parts of the SPZ(RA)) impacted by this overlay.

Changes to the 55 dBA LN contour in the ODP

- 21 The ODP attached to Mr. Chrystal's evidence in chief showed 65 dBA Ldn and 55 dBA Ldn contours that differed from that shown in designation WDC-2. The submission did not seek any changes to the WDC-2 55dBA Ldn noise contour that included in the notified Proposed Plan. We agree that changes to the WDC-2 noise contours, to reflect those in the ODP, would fall outside the scope of the submission and would require a separate / future plan change and notice of requirement process.
- 22 Mr. Powell accepts that the noise contours that were included in the ODP were provided for information purposes only and were intended to prevent noise sensitive activities from establishing in areas where that could be adversely affected by future extensions to the main runway.
- 23 We agreed that it is good resource management practice to restrict noise sensitive activities from areas where future extensions to the runway were likely, and that the potential issues related to the administration of two sets of noise contours within the Proposed Plan could be addressed by refining the ODP and SPZ(RA) provisions.
- 24 Mr. Powell supports the changes that have been made by Mr. Chrystal to the ODP, being:

- a) The 55 dBA Ldn and 65 dBA Ldn noise overlays that are shown in the amended ODP are the same that depicted in WDC-2.
- b) The 65 dBA Ldn noise overlay (as modelled for possible future extensions to the runway), would be “re-badged” as a “*Noise Sensitive Activity Constraint Area.*”

25 We conclude that the changes to the ODP that are outlined in Paragraph 24 would prevent any complexities that may be associated with having two sets of noise contours in the Proposed Plan.

26 Changes have been made to SPZ(RA)-R4 and SPZ(RA)-R5 that would make residential units and visitor accommodation within the Noise Sensitive Activity Constraint Area a prohibited activity. We agree that this rule would be within the scope of the original submission because these rules would only affect land owned by the submitter and within the SPZ(RA). The Noise Sensitive Activity Constraint Area does not extend beyond land that would be zoned SPZ(RA).

Appropriateness of residential land use adjacent to an airfield

27 We acknowledge that the Panel queried the appropriateness of enabling residential land uses as a permitted activity adjacent to an airfield, both from a residential amenity and reverse sensitivity perspective.

28 We are satisfied that the SPZ(RA) sets reasonable amenity expectations for future residents and that the proposed measures are sufficient to maintain a reasonable standard of residential amenity and to avoid and mitigate reverse sensitivity effects. This includes registering legal instruments on created titles.

29 We consider that the amended SPZ(RA)-P1 (Attachment A) provides clearer direction on the need to associate residential activities and visitor accommodation to the airfield and to manage reverse sensitivity effects.

Taxiways and hangars within Area B

30 In the SPZ(RA) provisions that were attached to Mr. Chrystal's evidence in chief, resource consent would have been required for a non-complying activity to establish hangars and taxiways within Area B under SPZ(RA)-R2, as these activities are included within the definition of "airfield activity" and were not provided for within Area B. Mr. Chrystal advised that this was an oversight, and Mr. Powell agreed that a more permissive activity status for hangars and taxiways in Area B was needed to give effect to objectives and policies of the SPZ(RA).

31 We agreed that the non-complying activity status for the other "airfield activities" within Area B was appropriate. This meant that hangars and taxiways would need to be dealt with separately if they were to have a less restrictive activity status.

32 We agreed on the following changes to SPZ(RA)-R2 (Airfield Activities):

- a) Taxiways in accordance with the ODP is a permitted activity.
- b) Aircraft movements on taxiways is a permitted activity.
- c) Hangars ancillary to a residential unit in accordance with the ODP is a permitted activity.

33 We agreed that hangars in Area B should be ancillary to residential units. This better aligns with the purpose of Area B, and the relationship a residential unit will prevent Area B from becoming an extension of Area A.

Commercial Activities

34 The SPZ(RA) provisions that were attached to Mr. Chrystal's evidence in chief provided for commercial activities as a permitted activity where they were associated with the needs of airfield passengers, pilots, visitors and employees, etc. In the s42A report, Mr. Powell expressed his concern that there was a lack of control on the scale and intensity of

commercial activities within the SPZ(RA), and this would be insufficient to ensure that they were ancillary to the airfield.

35 We agreed that these concerns were largely addressed when Mr. Chrystal changed the definition of “airfield activities” to cap the total Gross Floor Area (GFA) of commercial activities within the SPZ(RA) to 150m². However, it was later agreed in conferencing that the threshold amounted to a standard, and its inclusion as part of a definition would be inconsistent with how the Proposed Plan had been drafted.

36 SPZ(RA)-R3 is our preferred approach (Attachment A). This is a rule that applies solely to “commercial activities” in the SPZ(RA), with the 150m² GFA threshold being a permitted activity standard. Resource consent would be required for a discretionary activity to establish a commercial activity or multiple commercial activities with a GFA of more than 150m², and this would provide Council with an opportunity to assess the alignment of the proposal to the objectives and policies of the Proposed Plan and the adverse effects of the activity (such as those related to traffic movements).

37 We agreed that the 150m² GFA permitted activity standard would be sufficient to limit the scale of commercial activities within Area A without the permitted activity standards requiring that the activity be ancillary or related to the airfield. We concluded that such a link would be difficult to demonstrate in practice, and this may lead to compliance and enforcement challenges for the District Council. For example, if a café were established, the District Council would need to determine whether it was ancillary to the airfield, and this may require an analysis of whether the café would mostly be serving airfield traffic and/or workers, or customers drawn from the wider catchment, with no connection to the airfield.

38 We also considered establishing a new activity, could include examples of acceptable airfield related commercial activities. However, we concluded that most of the commercial activities that are anticipated

within Area A are included in the Proposed Plan definition. This would include activities such as a café / restaurant and a diary / superette.

39 We agreed to add a permitted development standard that would limit commercial activities occurring outdoors to outdoor seating areas. This would avoid unintended consequences associated with permitting a broader range of commercial activities that could be undertaken at scale with a low GFA (for instance, farm equipment sales and trade supply retail).

40 We agreed that drive through restaurants and cafés should also be excluded as a commercial activity that could establish as a permitted activity. This is because these activities would require further assessment in terms of traffic effects.

41 We noted that the proposed acoustic standard that would apply to activities within Area A is the same as that which applies in the Local Centre Zone and the Neighbourhood Centre Zone. The acoustic limit that would apply at nighttime (10:00pm to 7:00am) is 40 DB LAeq. This is the also the same evening standard as what applies in Residential zones. As such, we both conclude that the acoustic standards, along with the restrictions on the scale of commercial activities, will adequately manage amenity effects on the occupants of residential units within Area A.

42 Mr. Powell agreed with Mr. Chrystal that the threshold that is now proposed by the submitter would be adequate to cover the range and scale of commercial activities that are foreseeable within the SPZ(RA).

On-site amenity for residential units in Area A

43 Mr. Powell identified in the s42A report that there were no minimum outdoor living space requirements that would apply to residential units in Area A.

44 Mr. Chrystal has included a minimum outdoor living space standard (SPZ(RA)-BFS7). Mr. Chrystal explains that SPZ(RA)-BFS7 replicates the outdoor living space requirements from the Mixed Use and Town Centre

zones of the Proposed Plan, by requiring a minimum area of 6m² and a minimum dimension of 1.5m. Mr. Chrystal also replicated the waste management area requirements of the Mixed Use and Town Centre zones to ensure that the provided outdoor living space is clear of these 'service' requirements. Outdoor living space must also be provided clear of any taxiway.

45 While Mr. Powell has some reservations about the proposed minimum size and dimensions for outdoor living space, he agrees that erring on a low standard would cover for a range of residential unit typologies, including smaller units at first floor level that are secondary or ancillary to the airfield activity on site (e.g. above a workshop).

46 We agree that the definition of "outdoor living space" provides for the exclusive use of the occupants of the residential unit and it cannot include space used by an aircraft activity.

Strategic Direction (SD) and Urban Development and Form (UDF) objectives

47 We agree that specific objectives relating to the SPZ(RZ) are not required in the SD and UFD chapters of the Proposed Plan.

Acoustic limits that apply between SPZ(RA) and adjacent zones

48 We have both relied on the expertise of the acoustic specialists and we both conclude that noise can be adequately managed through the existing acoustic limits of the Proposed Plan that applies at notional boundary of land within the Rural Living zone (RLZ).

Acoustic limits that apply between activities within Area A and Area B

49 We note that the Council's and submitter's acoustic specialists have agreed to amendments to noise limits in Table NOISE-2. The amendments would make Area A subject to same acoustic standards as the Local Centre zone and the Neighbourhood Centre zone, and Area B be subject to the same acoustic standards as residential zones.

50 We have both relied on the expertise of the acoustic specialists and consider that the amendments to Table NOISE-2 are appropriate.

Off-site signage

51 We agreed that off-site signage should require resource consent for a non-complying activity in the SPZ(RA), in line with the recommendations of the District Council's landscape specialist, Mr. Hugh Nicholson.

Minimum allotment size / intensity of residential activities in Area B

52 Mr. Powell noted in the s42A report that a minimum allotment size of 5,000m² would result in a density that was greater than what was shown in the concept plan that was attached to Submission 10, and therefore the SPZ(RA) provisions could result in a more intensive layout, potentially enabling 43 residential units, exceeding the 20 residential units from which the specialist assessments in the evidence in chief were based³.

53 It is acknowledged that Mr. Chrystal disagrees with Mr. Powell's estimate of yield in Area B and has pointed out that there are parts of Area B that cannot be built upon (such as taxiways, runway approaches, and the 65 dBA Ldn overlay). However, we both agreed that irrespective of whether 20 or 43 residential units would be enabled by the SPZ(RA), Area B will not significantly add to the district's housing supply and will provide housing choice for people who wish to live next to the airfield.

54 Mr. Powell supports Mr. Chrystal's proposal to increase the minimum allotment size of Area B to 7,000m². The minimum lot size is more consistent with the concept plan that was supplied with the original submission, where the smallest lot was 7,440m². We agreed that other standards are not required to limit the number of lots created in Area B, such as an average allotment size standard or a cap on the number of residential units in Area B, as was suggested in Paragraph 164 of the s42A report. This is because the minimum allotment size standard would adequately manage density.

³ Paragraph 164 of s42A report.

55 We concluded that the 7,000m² minimum allotment size would better provide for the scale of buildings needed to accommodate aircraft. In this regard, we agreed that the actual area that could be built upon would be significantly less than this, given that the definition “allotment” included all areas that were subject to an easement, such as the taxiways, as well as yard setbacks (distance from buildings to taxiways).

Minimum allotment size / intensity of activities – Area A

56 There was no minimum allotment size that was proposed in the SPZ(RA) provisions that were attached to Mr. Chrystal’s evidence in chief.

57 It is noted that no infrastructure capacity issues were identified by Council’s Development Engineer in the s42A report when no minimum allotment sizes were proposed⁴. Therefore, intensity controls (such as a minimum allotment size), are not required to manage effects on services. The primary purpose for a minimum allotment size standard in Area A would be to ensure that the resulting lots are fit to meet the requirements of the range of land uses that are anticipated within Area A. (Mr. Powell also acknowledged that the minimum allotment size may also better manage traffic and landscape / visual related effects, but this aspect has not been commented on by Council’s transportation and landscape / visual experts).

58 A minimum allotment size of 500m² is now proposed for the SPZ(RA), which is the same minimum allotment size that applies to subdivision in the Light Industrial zone. Mr. Chrystal also advises that 500m² is of sufficient size to accommodate small workshop, while meeting the proposed built form standards of the SPZ(RA).

59 We concluded that the minimum allotment size 500m² would be appropriate for Area A and it would not be too small to facilitate the nature of the activities and development that are enabled by the SPZ(RA).

⁴ See section 3.1.4 of the s42A report.

Ancillary residential units – Area A

60 Residential units in Area A could occupy up to 75% of the buildings on site under the SPZ(RA) provisions that were attached to Mr. Chrystal's evidence in chief. In Mr. Powell's view, this was inadequate to ensure that the residential units were ancillary to airfield activities.

61 In response, Mr. Chrystal has amended the permitted activity standard so that a residential unit occupies no more than 50% of the buildings GFA on an Area A site. We concluded that this would better link the residential units to the aircraft activities.

62 We note that the intention of proposed rule SPZ(RA) is to ensure that residential units established within Area A are ancillary to aircraft activities. In this regard, we share the view that it would be of little consequence if a large residential unit established in Area A that had a GFA that was 50% of the GFA of a large hanger building, or 50% of several buildings spread across a large site.

63 Furthermore, we note that this concern is somewhat mitigated by proposed rules that limit residential units to one per site.

64 In our discussions following conferencing, we have agreed to amend the standard so that residential units could be no larger than 50% of "*airfield related*" buildings.

Maximum size of buildings, building coverage, and impervious surface coverage standards in Area A

Background

65 Council's landscape / visual consultant (Mr. Hugh Nicholson) has recommended that a maximum building coverage standard (50%), an impermeable surface coverage (25%), and maximum building size standard (550m²) for Area A.

66 We noted that following the issue of Mr. Nicholson's Response to Supplementary Evidence (16 September 2024), he clarified that he

thought that the “impervious coverage” applied to both buildings and paved / impervious surfaces, as it does in other District Plans.

67 Mr. Chrystal observed that the Proposed Plan contains a definition of both “impervious surface” and “impermeable surface.” We agreed that the definition of “impermeable surface” is more widely applied in the Proposed Plan than “impervious surface” and it appears to be applied as more of a stormwater management control. “Impervious surface” appears to be applied to maintain greenness / openness and is only applied in the Sport and Active Recreation Zone and the Open Space Zone. We both consider that “impervious surface” is the correct terminology to manage the effects that Mr. Nicholson is concerned with, and this was confirmed by Mr. Nicholson to Mr. Powell. No stormwater issues are raised by Council’s engineer in the s42A report.

68 Mr. Powell advises that Mr. Nicholson has since indicated that the 50% figure could be a combined maximum building coverage and maximum impervious surface standard (or similar). Mr. Powell passed this recommendation on to Mr. Chrystal.

Discussion

69 Mr. Chrystal advises that the building standards that would apply to Area A were replicated from the Light Industry zone of the Proposed Plan, where there are no building coverage, impermeable surface coverage, or maximum building size standards that apply.

70 Mr. Nicholson holds the view that Area A would have a different character to a Light Industrial zone and the existing development along the northern edge of the airfield would have a more open character than what would result under the Area A SPZ(RA) provisions⁵. Mr. Nicholson is of the opinion that the proposed yard setback and boundary landscaping standards (also adopted from the Light Industrial zone), would be insufficient to main a sense of openness.

⁵ See section 6 of Mr. Nicholson’s response to Supplementary Evidence.

71 While Mr. Nicholson supports the proposed SPZ(RA) landscaping standards, he considers that on their own, the landscape provisions would not assist with maintaining a green open character.

72 Mr. Chrystal does not support Mr. Nicholson's recommendations for Area A and is of the opinion that the airfield will provide large areas of open space, including runways, taxiways, and obstacle limitations. He also noted that all subdivision and development would need to be undertaken in accordance with the ODP, which also shows an indicative road and street planting. Mr. Chrystal has drawn on the conclusions of Mr. Langbridge that the yard setback and planting that applies at the public road edge of Area A will be sufficient to mitigate landscape / visual effects at the RLZ / SPZ(RA) interface.

73 We agreed that the existing designation WDC-1 covers much of the Area A land, and theoretically, a similar scale and intensity of built form could occur within the designation to establish hangers and other airfield related activity. WDC-1 has no conditions relating to building coverage, maximum building size, or impervious surface coverage. There are no conditions that would require landscape planting along public road frontages.

Areas of agreement

74 We agreed that the standards that have been recommended by Mr. Nicholson would apply to a relatively small part of the SPZ(RA), once designated WDC-1 area, taxiways, runways and obstacle limitations were considered. We also agreed that the runways, taxiways and obstacle limitations would provide a sense of openness, which would be visible from Priors Road and RLZ zoned property opposite the airfield.

75 We agreed that changes to the SPZ(RA) would discourage large commercial buildings from establishing with Area A. Residential units are also limited to one per site. Commercial buildings and residential buildings are the only buildings that would have had to rely on the underlying SPZ(RA) provisions if established on land that is subject to the

Designation WDC-1 (as they may not have been in accordance with the designated “airfield” purpose). Commercial activities are limited to a GFA of 150m² in total across the SPZ(RA).

76 For these reasons, we considered that the effectiveness of the standards that have been recommended by Mr. Nicholson would be limited.

77 We agree that a maximum building size standard may also undermine the purpose of Area A in the SPZ(RA). We noted that many of the existing buildings at the airfield exceed 550m². Mr. Chrystal advised that many reasonable proposals could fall foul of maximum size standard, noting that some of the existing larger buildings at the airfield were built at scale to lower build costs, with internal walls separating individual tenancies. We concluded that a threshold of 550m² may lead to a situation where multiple buildings are constructed instead of one large building, to avoid resource consent requirements, which may lead to a potential inefficient use of the Area A resource. We also note that within the context of Area A and its purpose it is unclear what effects a maximum building size standard would be seeking to address.

78 In conclusion, we preferred the evidence of Mr. Langbridge, who has recommended a boundary treatment approach at the road edges in preference to the building form standards that have been proposed by Mr. Nicholson.

Maximum size of buildings, building coverage, and impervious surface coverage standards in Area B

79 We agreed with to the 15% building coverage standard in Area B, as recommended by Mr. Nicholson.

80 The “*building coverage*” standard applies to the net site area⁶. To comply, all buildings on a 7,000m² site (gross area), would need to be less than 1,050m², and potentially less than this if the site contains part of a taxiway easement or a right of way easement.

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- 81 The adopted building coverage standard (15%) is less than the building coverage standard that applies in the RLZ under RLZ-BFS1 (20%). This will promote a sense of openness or greenness in Area B where the allotments are generally smaller than those within the RLZ.
- 82 We agreed to adopt the maximum 550m² (GFA) individual building size standard that was recommended by Mr. Nicholson for Area B. This standard and the 550m² GFA threshold has been adopted from the RLZ (RLZ-BFS6). This will ensure that the amenity and character effects of larger buildings and structures of up to 12m in height are assessed through a resource consent process.
- 83 Mr. Chrystal advises that single aircraft that use Rangiora Airfield are generally accommodated within a 300m² building. Therefore, the standard may only apply to very large buildings accessory to residential units, or larger hangars that are designed to house multiple aircraft.
- 84 In adopting the building coverage and maximum building size standards, it is noted that in Area B, a minimum 3m setback from internal site boundaries applies and there is no height in relation to boundary standard. Mr. Powell considers that these standards are important to maintain a reasonable standard of amenity within an area that is predominantly residential in character.
- 85 If a single building exceeded 550m² GFA, resource consent would be required for a restricted discretionary activity with discretion restricted to matters relating to building form, materials, site layout, and the extent to which the adverse effects of the building and the activity within it can be avoided and mitigated. These matters differ from those that would apply for the assessment of buildings that are greater than 550m² in RURZ-MD3 to better reflect the purpose of Area B. Resource consent would be required for activities that fall outside the limited range of enabled activities within Area B.
- 86 It is noted that the maximum building size and maximum building coverage standards would enable a hanger of a typical size to

accommodate a single aircraft and a large standalone residential unit as a permitted activity.

- 87 We agreed to not adopt the impervious surface standard that was recommended by Mr. Nicholson (25%), and we preferred the evidence of Mr. Langbridge on this matter. We concluded that the building coverage, maximum building size, and boundary planting requirements would be sufficient to manage character and amenity related effects. We noted that the required taxiways would also provide a sense of ‘openness’ in the landscape.

Formation and subdivision of taxiways

- 88 We agreed that the SPZ(RA) provisions did not need to specify that the taxiways must be grassed to mirror the requirements of WDC-1 as it applied to runways. In this regard, we did not adopt a standard based on the observations of Mr. Langbridge. In reaching this conclusion, we were aware that Mr. Nicholson of the opinion that the taxiways did not need to be grassed from a landscape / visual perspective.

- 89 We agreed to insert a taxiway standard, which has been adopted and modified from the Dairy Flats Precinct in the Auckland Unitary Plan 2016 – Operative in Part (AUP(OP))⁷:

“All taxiways must be designed (including safety fencing if necessary) and formed in accordance with the requirements of the Civil Aviation Authority.”

- 90 The adopted taxiway standard has been modified to remove the requirement that the taxiway is “formed and concreted.” We are not experts in Civil Aviation Authority requirements and therefore we decided to build maximum flexibility into the standards.

⁷ Standard I506.6.11 of the Auckland Unitary Plan 2016 – Operative in Part.

Agriculture

- 91 We agree to include a permitted agricultural activity to allow for continue pastoral farming use of the land, particularly where allotments are created that are significantly larger than the minimum 7,000m² in Area B.
- 92 Permitted standards would require the planting of trees to be in accordance with the restrictions in the ODP. Plantation forests and Woodlots are assessed as prohibited activities as they may hinder the safe operation of the airfield.

MATTERS THAT THE EXPERTS DISAGREE ON:

- 93 There are no matters of disagreement.

Date: 27 September 2024

Signatories



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Bryce Powell

Senior Planner / Team Leader



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Dean Chrystal

Partner – Planz Consultants Ltd

APPENDIX A

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 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	
SPZ(RA)-O1	<p>Purpose of the Special Purpose Zone (Rangiora Airfield) 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.</p>
SPZ(RA)-O2	<p>Management of Environmental Effects</p> <ul style="list-style-type: none"> (a) 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. (b) The adverse effects of airfield related, residential and other activities are managed to ensure acceptable amenity outcomes.
SPZ(RA)-O3	<p>Compatibility of Activities with the Airfield Operation Airfield-related activities:</p> <ul style="list-style-type: none"> (a) Are compatible with the efficient operation, maintenance and upgrading of the airfield and its associated effects; (b) Manage reverse sensitivity effects on the airfield.
Policies	
SPZ(RA)-P1	<p>Activities in the Special Purpose Zone (Rangiora Airfield)</p> <ul style="list-style-type: none"> (a) Provide for the continued operation and development of aviation activities <u>except the development of the indicative runways shown on the Outline Development Plan in SPZ(RA)-APP1 (ODP).</u> (b) 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. (c) Enable residential units <u>and visitor accommodation</u> within Activity Area A where they are airfield related and within Area B where the residential unit <u>limits visitor numbers and</u> manages reverse sensitivity effects on adjoining aviation activities.
SPZ(RA)-P2	<p>Management of effects Manage the effects arising from development, subdivision and use, having regard to:</p> <ol style="list-style-type: none"> 1. Compatibility with the role and function of the Rangiora Airfield Zone; 2. The requirements of SPZ(RA) – APP1; 3. Whether the development, subdivision and use is ancillary to and/or supports airfield activities; 4. The safety, security and resilience of the airfield as regionally significant infrastructure; 5. Whether the activity can be appropriately serviced, including wastewater, stormwater and potable drinking water supply; 6. The potential for reverse sensitivity effects on the established and permitted activities within the Special Purpose Zone (Rangiora Airfield); 7. The effects of the development, subdivision and use on the surrounding area including by: <ol style="list-style-type: none"> a. Managing the height, bulk and location of buildings and structures. b. Screening outdoor storage and refuse storage areas. c. Providing landscaping at zone boundaries.

Activity Rules

SPZ(RA)-R1 Construction of, or alterations or additions to a building or other structure	
<p>Activity status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> The activity complies with all built form standards (as applicable). 	<p>Activity status when compliance not achieved: as set out in the relevant built form standards.</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>	
SPZ(RA)-R2 Airfield activities	
<p>Activity status: PER</p> <p>Where</p> <ol style="list-style-type: none"> <u>Within Activity Area A on the ODP:</u> <ol style="list-style-type: none"> The activity occurs within Activity Area A, and The activity complies with all built form standards (as applicable). <u>Within Activity Area B on the ODP:</u> <ol style="list-style-type: none"> <u>The activity is limited to:</u> <ul style="list-style-type: none"> <u>Taxiways</u> <u>Aircraft movement on taxiways</u> <u>Hangars ancillary to a residential unit</u> 	<p>Activity status when compliance is not achieved with SPZ(RA)-R2(1)(a): DIS</p> <p>Activity status when compliance with SPZ(RA)-R2(1)(b) is not achieved: as set out in the relevant built form standards.</p> <p>Matters of discretion are restricted to:</p> <p>As set out in the applicable matters of discretion for the built form standard.</p> <p><u>Activity status when compliance is not achieved with SPZ(RA)-R2(2)(a): NC</u></p>
<p>Activity status: NC</p> <p>Where:</p> <ol style="list-style-type: none"> The activity occurs within Activity Area B 	<p>Activity status when compliance is not achieved: NC</p>
SPZ(RA)-R3 Commercial activities	
<p>Activity status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> <u>The activity occurs within Activity Area A on the ODP, and</u> <u>The maximum GFA for the commercial activity within the SPZ(RA) shall be 150m² in total, and</u> 	<p><u>Activity status when compliance is not achieved with SPZ(RA)-R3(1) and SPZ(RA)-R3(2): DIS</u></p> <p><u>Activity status when compliance with SPZ(RA)-R3(3) is not achieved: as set out in the relevant built form standards.</u></p>

<p>3. <u>The activity complies with all built form standards (as applicable), and</u></p> <p>4. <u>Outdoor commercial activities are limited to outdoor seating ancillary to food and beverage retail; and</u></p> <p>5. <u>The activity is not a drive through restaurant.</u></p>	<p><u>Matters of discretion are restricted to:</u></p> <p><u>As set out in the applicable matters of discretion for the built form standard.</u></p>
<p><u>Activity status: NC</u></p> <p><u>Where:</u></p> <p>6. <u>The activity occurs within Activity Area B on the ODP.</u></p>	<p><u>Activity status when compliance is not achieved: NC</u></p>
<p>SPZ(RA)-R34 Visitor accommodation</p>	
<p>Activity status: PER</p> <p>1. Within Activity Area A on the ODP:</p> <p>(a) It is located outside the 65dBA LdN Noise Contour boundary.</p> <p>(b) <u>It is located outside the Noise Sensitive Activity Constraint Area.</u></p> <p>(c) It is ancillary and attached to the use of a building for an airfield activity on the same site.</p> <p>1. Within Activity Area B on the ODP:</p> <p>(a) It is located outside the 65 dBA LdN Noise Contour boundary.</p> <p>(b) <u>It is located outside the Noise Sensitive Activity Constraint Area.</u></p> <p>(c) The activity shall be undertaken within a residential unit.</p> <p>(d) A maximum of eight visitors shall be accommodated per site.</p>	<p>Activity status when compliance not achieved with <u>SPZ(RA)-R34(1)(a), <u>SPZ(RA)-R4(1)(b), <u>SPZ(RA)-R34(2)(a) or <u>SPZ(RA)-R4(2)(b): PR</u></u></u></u></p> <p>Activity status when compliance not achieved with SPZ(RA)-R3(1)(b) or SPZ(RA)(2)(b) <u>SPZ(RA)-R4(1)(c) or SPZ(RA)(2)(c) or SPZ(RA)-R4(2)(d): NC</u></p>
<p><i>Advisory Note: NOISE – Te orooro – Noise contains standards relevant to visitor accommodation in the Special Purpose Zone (Rangiora Airfield).</i></p>	
<p>SPZ(RA)-R45 Residential unit</p>	
<p>Activity status: PER</p> <p>1. Within Activity Area A on the ODP:</p> <p>a. The activity shall comprise a maximum of 50% 75% of the GFA of all airfield related buildings on the site.</p> <p>b. There is no more than one residential unit per site.</p>	<p>Activity status when compliance not achieved with <u>SPZ(RA)-R45(1)(a): DIS</u></p> <p>Activity status when compliance not achieved with <u>SPZ(RA)-R45(1)(b)-(e) or <u>SPZ(RA)-R45(2)(b) or <u>SPZ(RA)-R5(2)(c): PR</u></u></u></p>

<p>c. There is no more than 30 residential units in total within Activity Area A.</p> <p>d. The residential unit is located outside the 65 dBA LdN Noise Contour boundary.</p> <p>e. <u>The residential unit is located outside the Noise Sensitive Activity Constraint Area.</u></p> <p>2. Within Activity Area B on the ODP:</p> <p>a. There is no more than one residential unit per site.</p> <p>b. The residential unit is located outside the 65 dBA LdN Noise Contour boundary.</p> <p>c. <u>The residential unit is located outside the Noise Sensitive Activity Constraint Area.</u></p>	
<p>Advisory Note: <i>NOISE – Te orooro – Noise</i> contains standards relevant to residential unit’s in the Special Purpose Zone (Rangiora Airfield).</p>	
<p>SPZ(RA)-R56 Minor residential unit</p>	
<p>Activity status: PR</p>	<p>Activity status when compliance not achieved: N/A</p>
<p>SPZ(RA)-R7 Agriculture</p>	
<p>Activity status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> <u>The development complies with all built form standards (as applicable).</u> <u>Planting of trees must comply with the ODP.</u> <u>Excludes Plantation Forest or Woodlots.</u> 	<p><u>Activity status when compliance not achieved with SPZ(RA)-R7(1): DIS</u></p> <p><u>Activity status when compliance not achieved with SPZ(RA)-R7(2): PR</u></p>
<p>SPZ(RA)-R78 Accessory building or structure</p>	
<p>Activity status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> The development complies with all built form standards (as applicable). 	<p>Activity status when compliance not achieved: as set out in the relevant built form standards.</p>

SPZ(RA)-R89 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 – Appendix 1	
<p>1. <u>Development shall be in accordance with the Outline Development Plan in SPZ(RA)-APP1.</u></p> <p>2. <u>No buildings or runway development shall occur on the Indicative Future Runway extensions which are outside of the Rangiora Airfield Designation WDC-1.</u></p>	<p>Activity status when compliance not achieved with SPZ(RA)-BFS1(1): DIS</p> <p>Activity status when compliance not achieved with SPZ(RA)-BFS1(2): PR</p>
SPZ(RA)-BFS2 Building Height	
<p>1. The maximum height of buildings and structures above ground level shall be:</p> <p>a. Activity Area A <u>on the ODP:</u> 12m</p> <p>b. Activity Area B <u>on the ODP:</u></p> <p>i. 10m for any residential unit or accessory building to a residential unit (excluding hangar).</p> <p>ii. 12m for any hangar or other structure.</p> <p>SPZ(RA)-BFS2 does not apply to antennas, aerials, satellite dishes, flues, flag poles and airfield control structures.</p>	<p>Activity status when compliance is not achieved: RDIS</p> <p>Matters of control and discretion are restricted to:</p> <p>SPZ-RA-MCD1 – Height</p> <p>SPZ-RA-MCD6 – Civil Aviation requirements</p>
<p>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.</p>	
SPZ(RA)-BFS3 Building coverage	
<p>1. The building coverage shall not exceed the maximum percentage of net site area:</p> <p>a. Activity Area A <u>on the ODP:</u> No maximum</p> <p>b. Activity Area B <u>on the ODP:</u> 20% <u>15%</u> of the net site area.</p>	<p>Activity status when compliance is not achieved: RDIS</p> <p>Matters of control and discretion are restricted to:</p> <p>SPZ-RA-MCD2 – Coverage</p> <p>SPZ-RA-MCD6 – Civil Aviation requirements</p>
SPZ(RA)-BFS4 Gross Floor Area	
<p>1. <u>The maximum GFA of any single building or structure within Area B shall be 550m².</u></p>	<p>Activity status when compliance is not achieved: RDIS</p> <p>Matters of control and discretion are restricted to:</p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p> <p><u>SPZ-RA-MC9 – Character and amenity values</u></p>

SPZ(RA)-BFS4-BFS5 Building and structure setbacks (excluding building and structure setbacks from taxiways).	
<p>1. The minimum building setback within the Activity Areas shall be:</p> <p style="margin-left: 20px;">a. Activity Area A on the ODP:</p> <p style="margin-left: 40px;">i. 100m from the centreline of the stopbank of the Ashley River/Rakahuri</p> <p style="margin-left: 40px;">ii. 10m from a road boundary.</p> <p style="margin-left: 40px;">iii. 3m from an internal boundary.</p> <p style="margin-left: 20px;">b. Activity Area B on the ODP:</p> <p style="margin-left: 40px;">i. 10m from any zone boundary, road boundary and/or internal boundary.</p>	<p>Activity status when compliance is not achieved: RDIS</p> <p>Matters of control and discretion are restricted to:</p> <p>SPZ-RA-MCD3 – Building and structure setbacks</p> <p>SPZ-RA-MCD6 – Civil Aviation requirements</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>
SPZ(RA)-BFS5-BFS6 Setback from taxiway	
<p>1. The minimum setback for buildings and structures from the edge of a taxiway in all activity areas shall be 3m.</p> <p>2. The minimum setback for trees from a taxiway in all activity areas shall be 20m.</p>	<p>Activity status when compliance is not achieved: RDIS</p> <p>Matters of control and discretion are restricted to:</p> <p>SPZ-RA-MCD4 – Setback from taxiway</p> <p>SPZ-RA-MCD6 – Civil Aviation requirements</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>
SPZ(RA)-BFS6-BFS7 Outdoor storage and screening (including refuse storage)	
<p>1. Within Area A:</p> <p style="margin-left: 20px;">a. Outdoor storage of goods, materials or equipment must be associated with an airfield activity operating from the site.</p> <p style="margin-left: 20px;">b. 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.</p>	<p>Activity status when compliance is not achieved: RDIS</p> <p>Matters of control and discretion are restricted to:</p> <p>SPZ-RA-MCD5 – Outdoor storage and screening</p> <p>SPZ-RA-MCD6 – Civil Aviation requirements</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>
<p>SPZ(RA)-BFS7BFS8 Residential units</p>	
<p>Within Area A:</p> <p>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:</p> <ol style="list-style-type: none"> 1. <u>a private outdoor living space with a minimum area of 6m² and a minimum dimension of 1.5m; and</u> 2. <u>a waste management area for the storage of rubbish and recycling of 5m² with a minimum dimension of 1.5m;</u> <p><u>which shall be clear of any taxiway.</u></p>	<p>Activity status when compliance is not achieved: RDIS</p> <p>Matters of control and discretion are restricted to:</p> <p>SPZ-RA-MCD7 – Outdoor living space and waste management area for storage</p> <p>SPZ-RA-MCD6 – Civil Aviation requirements</p> <p><u>Notification</u></p> <p><u>An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</u></p>
<p>SPZ(RA)-BFS8BFS9 Landscaping</p>	
<ol style="list-style-type: none"> 1. Within Area A <u>on the ODP:</u> <ol style="list-style-type: none"> a. 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. b. 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. c. All tree and plant species shall be taken from the Native Tree Species <u>list in SPZ(RA)-APP2 – Plant Species.</u> 2. Within Area B <u>on the ODP</u> <ol style="list-style-type: none"> a. Boundary plantings shall be provided along all internal boundaries and be capable of achieving a height of 4m. b. No boundary plantings shall extend beyond a point 20m from of any taxiway. 	<p>Activity status when compliance is not achieved: RDIS</p> <p>Matters of control and discretion are restricted to:</p> <p>SPZ-RA-MCD6 – Civil Aviation requirements</p> <p>SPZ-RA-MCD8 – Landscaping</p> <p><u>Notification</u></p> <p>An application for a restricted discretionary activity under this rule is precluded from being publicly notified but may be limited notified.</p>

<p>c. 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.</p> <p>d. Properties fronting Priors Road shall be provided with a post and rail fence of at least 1.2m high along these road boundaries.</p> <p>e. All tree and plant species shall be taken from SPZ(RA)-APP2 – Plant Species.</p>	
<p>SPZ(RA)-BFS10 Taxiways</p>	
<p>1. <u>All taxiways must be designed (including safety fencing if necessary) and formed in accordance with the requirements of the Civil Aviation Authority.</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-MCD6 – Civil Aviation requirements</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>

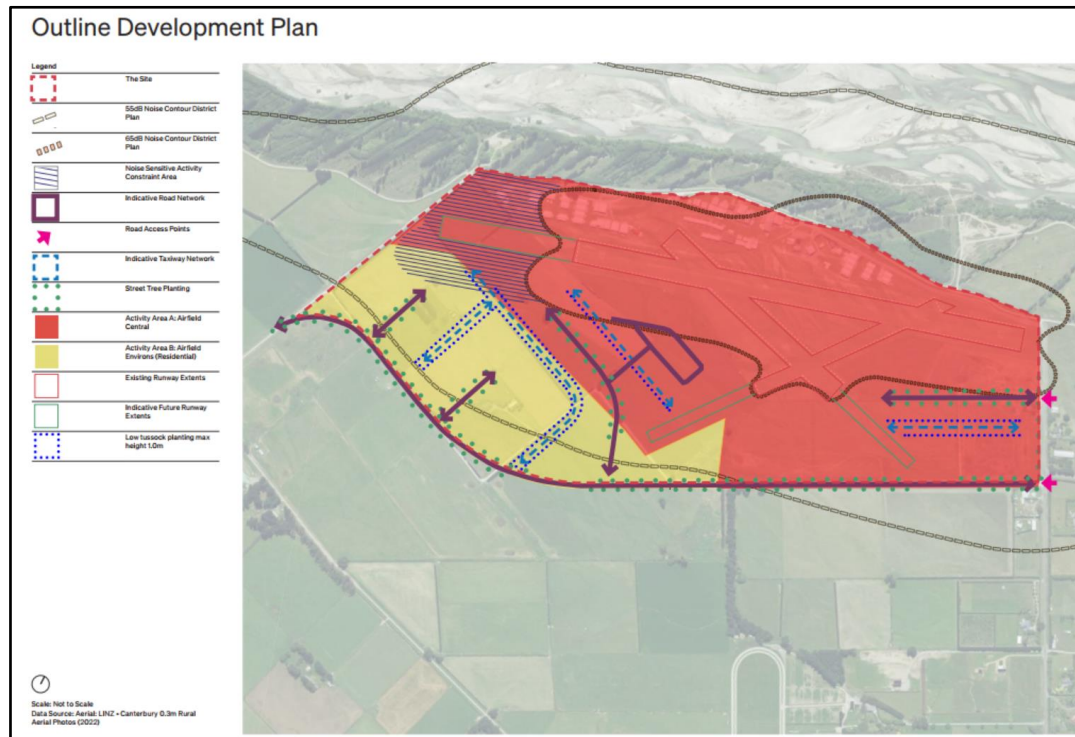
Matters of Control and Discretion for Special Purpose Zone (Rangiora Airfield)

<p>SPZ-RA-MCD1</p>	<p>Height</p> <ol style="list-style-type: none"> 1. 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. 2. 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. 3. The need for the height breach to allow more efficient or practical use of the remainder of the site. 4. The ability to mitigate adverse effects through the use of screening, planting, landscaping and alternative design.
<p>SPZ-RA-MCD2</p>	<p>Coverage</p> <ol style="list-style-type: none"> 1. 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. 2. The extent to which the building coverage breach is necessary due to the shape of the site. 3. 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. 4. Extent of impermeable surfacing on the site. 5. Any impacts on stormwater management or the management of water on the site.
<p>SPZ-RA-MCD3</p>	<p>Building and structure setbacks</p> <ol style="list-style-type: none"> 1. The need for the setback breach to result in a more efficient, practical and better use of the site. 2. 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. 3. The potential adverse impacts of activities within the SPZ(RA) on residents in Activity Area B and/or the adjoining Rural Lifestyle zone. 4. With respect to a road setback, any adverse effects on the efficient and safe functioning of the road. 5. With respect to a setback from the stopbank of the Ashley River/Rakahuri, the potential adverse effects on natural values and natural hazards.
<p>SPZ-RA-MCD4</p>	<p>Setback from taxiway</p> <ol style="list-style-type: none"> 1. 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. 2. 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. 3. The effect of the reduced setback on amenity values.

<p>SPZ-RA-MCD5</p>	<p>Outdoor storage and screening</p> <ol style="list-style-type: none"> 1. The extent of visual impacts on the adjoining environment. 2. 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. 3. The extent to which any proposed landscaping or screening mitigates the effects amenity effects of the outdoor storage.
<p>SPZ-RA-MCD6</p>	<p>Civil Aviation Requirements</p> <ol style="list-style-type: none"> 1. 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. 2. <u>Whether the infringement of the standard will affect aircraft operations and safety.</u>
<p>SPZ-RA-MCD7</p>	<p>Outdoor living space and waste management area for storage for residential units</p> <ol style="list-style-type: none"> 1. 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. 2. <u>The extent which the reduction in the waste management area:</u> <ol style="list-style-type: none"> a. <u>is necessary due to the site constraints and/or the functional requirements of the activity.</u> b. <u>impacts upon the amenity of pedestrians or adjoining residential activities.</u> c. <u>is screened by proposed landscaping or screening.</u>
<p>SPZ-RA-MCD8</p>	<p>Landscaping</p> <ol style="list-style-type: none"> 1. 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. 2. 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.
<p><u>SPZ-RA-MCD9</u></p>	<p><u>Character and amenity values</u></p> <ol style="list-style-type: none"> 1. <u>The scale of the building on the site and its compatibility with the character and amenity values of the surrounding zone.</u> 2. <u>The extent to which the site layout and building design will internalise and mitigate effects including noise, lighting, impact on privacy.</u> 3. <u>The extent to which the colour and use of external materials integrate the building into the character of the surrounding zone and mitigate reflectivity.</u> 4. <u>The extent to which there is a practical and functional need for the increased scale.</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

Asplenium bulbiferum

Astelia species

Blechnum discolor

Blechnum novae-zelandiae

Brachyglottis greyi 'Sunshine'

Carex Testacea

Chionochloa flavicans

Clianthus puniceus

Coprosma species

Corokia species

Dianella nigra

Griselinia littoralis var.

Hebe species

Libertia species

Lobelia angulata

Lophomyrtus obcordata

Myosotidium hortensia

Olearia paniculata

Pachystegia insignis

Phormium var.

Pimelea prostrata

Pittosporum species

Poa cita

Pseudopanax lessonii var.

Pseudowintera colorata

Rengarenga, rock lily

Hen and chicken fern

Astelia

Crown fern

Kiokio, palm leaf fern

Bright eyes

Orange Sedge

Miniature toetoe

Kaka beak

Mirror plant

Corokia

New Zealand blueberry

New Zealand broadleaf

New Zealand lilac

New Zealand iris

Pānakenake

New Zealand myrtle

Chatham Islands forget-me-not

Golden akeake

Marlborough rock daisy

New Zealand flax

New Zealand daphne

New Zealand pittosporum

Silver Tussock

Five finger

Pepper tree

EXOTIC TREE SPECIES:

Acer species

Aesculus hippocastanum

Alnus species

Carpinus betulus 'Fastigiata'

Cercis canadensis

Cornus species

Fagus species

Fraxinus species

Ginkgo biloba

Liquidambar var.

Liriodendron var.

Maple (Japanese)

Horse chestnut

Alder

Upright hornbeam

Forest pansy

Dogwood

Beech

Ash

Maidenhair tree

Sweet gum

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
Dietes 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-O2	<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; and c. 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; and 10. recognise and support Ngāi Tūāhuriri cultural values through the protection of <u>sites</u> 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	
Residential Non-Urban Flood Assessment Overlay Special Purpose Zone (Rangiora Airfield)	<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 Special Purpose Zone (Rangiora Airfield), 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"> • NH-MD1 - Natural hazards 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 within Rural Zones or the Special 	<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>Purpose Zone (Rangiora Airfield), 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	
<p>General Rural Zone, Rural Lifestyle Zone, Special Purpose Zone (Kāinga Nohoanga) - sites outside of Tuahiwi Precinct, Special Purpose Zone (Rangiora Airfield)</p>	<p>500m³ or 100m³ per ha, whichever is greater</p>

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 <u>Noise Contour and Noise Sensitive Activity Constraint Area on the ODP and 55dBA for Rangiora Airfield.</u> 2. The avoidance of noise sensitive activities within the 55dBA Ldn Noise Contour for Rangiora Airfield except on land zoned Special Purpose Zone (Rangiora Airfield).
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>Within the Special Purpose Zone (Rangiora Airfield) mitigate adverse noise effects from the operations of the Rangiora Airfield on noise sensitive activities, by:</p> <ol style="list-style-type: none"> 1. Prohibiting new <u>buildings for</u> noise sensitive activities within the 65dBA noise contour <u>and Noise Sensitive Activity Constraint Area on the ODP</u>; and 2. Requiring noise mitigation for new noise sensitive activities within the 55dBA Ldn noise contour for Rangiora Airfield. <p>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.</p>

Activity Rules		
NOISE-R13	Aircraft operations at Rangiora Airfield	
Special Purpose (Rangiora Airfield) Zone	<p>Activity status: PER</p> <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; 	<p>Activity status when compliance not achieved: NC</p>

	<p>b. Measurement and assessment of noise from aircraft operations at Rangiora Airfield shall be carried out in 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 noise sensitive activity and additions to an existing noise sensitive activity.</i>	
55 dBA Ldn Noise Contour for Rangiora Airfield And <u>Noise Sensitive Activity Constraint Area within SPZ(RA)</u>	Activity status: PER 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.	Activity status when compliance not achieved: NC
NOISE-R23	Residential units, minor residential units, <u>visitor accommodation</u> or <u>other noise sensitive activities</u>	
65 dBA Ldn Noise Contour for Rangiora Airfield And <u>Noise Sensitive</u>	Activity status: PR Where: 1. The activity is located in the 65 dBA Ldn Noise Contour for Rangiora Airfield.	Activity status when compliance not achieved: N/A

Activity Constraint Area within SPZ(RA)		
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Table NOISE-2 Noise Limits

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

SIGN – Nga tohu – Signs

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

<p>and Kairaki Regeneratio)</p> <p>Special Purpose Zone (Museum and Conference Centre)</p> <p>Special Purpose Zone (Kāinga Nohoanga)</p> <p>Special Purpose Zone (Pegasus Resort)</p> <p>Special Purpose Zone (Hospital)</p> <p><u>Special Purpose Zone (Rangiora Airfield)</u></p>		
SIGN-R7		
<p>Industrial Zones</p> <p><u>Special Purpose Zone (Rangiora Airfield) Area A</u></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>Activity status when compliance not achieved: NC</p>

	Matters of discretion are restricted to: SIGN-MD1 - Transport safety SIGN-MD2 - Amenity values and character	
Commercial and Mixed Use Zones Rural Zones Residential Zones Open Space and Recreation Zones Special Purpose Zone (Pines Beach and Kairaki Regeneration) Special Purpose Zone (Kāinga Nohoanga) Special Purpose Zone (Hospital) Special Purpose Zone (Pegasus Resort) Special Purpose Zone (Museum and Conference Centre) Special Purpose Zone (Rangiora Airfield) Area B	Activity status: NC	Activity status when compliance not achieved: N/A

Advisory Note: *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.*

SUB – Wāwāhia whenua – Subdivision

SUB-R12	Subdivision within the Special Purpose Zone (Rangiora Airfield)	
<p>Special Purpose Zone (Rangiora Airfield)</p>	<p>Activity status: RDIS</p> <p>Where:</p> <ol style="list-style-type: none"> 1. SUB-S1-S18 are met. 2. 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: <ol style="list-style-type: none"> a. All residential activity within Activity Area A must be associated ancillary to with an airfield related activity on the same site. b. All new noise sensitive land uses must enter into a no-complaints covenant in favour of the Waimakariri District Council. <p>Matters of control/discretion are restricted to:</p> <ul style="list-style-type: none"> SUB-MCD1 - Allotment area and dimensions SUB-MCD2 - Subdivision design SUB-MCD3 - Property access SUB-MCD4 - Natural hazards SUB-MCD6 - Infrastructure SUB-MCD7 - Mana whenua SUB-MCD8 - Archaeological sites SUB-MCD9 – Airport and aircraft noise SUB-MCD10 - Reverse sensitivity SUB-MCD13 - Historic heritage, culture and notable trees <p>Notification</p> <p>An application for a controlled activity under this rule is precluded from being publicly or limited notified.</p>	<p>Activity status when not achieved with SUB-R12(1): DIS</p> <p>Activity status when not achieved with SUB-R12(2): PR</p>

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 and Special Purpose Zone (Rangiora Airfield), 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. Within the Special Purpose Zone (Rangiora Airfield) at each stage of 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: <ol style="list-style-type: none"> a. Be between the relevant applicant/landowner and the owner of the Rangiora Airfield; b. Be registered on the certificate of title for any new site created. c. The section 224(c) certificate for the subdivision must not be issued until the Council is satisfied that this requirement is met. 3. <u>All taxiways within the Special Purpose Zone (Rangiora Airfield) must be legally protected, formed, and designed (with safety fencing</u> 	Activity status when compliance not achieved: NC

<u>if necessary), in accordance with the requirements of the Civil Aviation Authority.</u>	
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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, Residential Zones **and the Special Purpose Zone (Rangiora Airfield)** 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)
Special Purpose Zone (Rangiora Airfield) <ul style="list-style-type: none">• Activity Area A (Airfield Central)• Activity Area B Airfield Environs (Residential)	<ul style="list-style-type: none">• <u>500m²</u>• <u>5000m²</u> <u>7000m²</u>		

<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, 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. Within the Special Purpose Zone (Rangiora Airfield): <ol style="list-style-type: none"> a) whether information is provided to show the subdivision demonstrates compliance with any Civil Aviation rule; and b) <u>whether appropriate legal mechanisms are proposed for identified allotments to restrict the total number of residential units within Area A to 30, in accordance with SPZ(RA)-R5(1)(1)(c).</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. Any reverse sensitivity effect on the operation of the Rangiora Airfield from subdivision; and 3. Any effects from aircraft noise on the use of the site for its intended purpose.
<p>SUB-MCD10</p>	<p>Reverse sensitivity</p> <ol style="list-style-type: none"> 1. 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:

	<ul style="list-style-type: none"> a. Existing and permitted activities operating from the Rangiora Airfield and/or b. Lawfully established rural activities, including but not limited to intensive farming.
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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 except as provided for through the Special Purpose Zone (Rangiora Airfield).

DEFINITIONS

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

	<ul style="list-style-type: none"> n. stormwater facilities, infrastructure, and utility activities; o. monitoring and site investigation activities; p. signs, artwork, sculptures, flags, and landscaping; q. administration and offices associated with any airfield activity; r. any ancillary activities, buildings and structures related to the above.
URBAN ENVIRONMENT	<p>means any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:</p> <ul style="list-style-type: none"> a. is, or is intended to be, predominantly urban in character; and b. is, or is intended to be, part of a housing and labour market of at least 10,000 people. <p>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).</p>

BEFORE THE HEARING PANEL ON THE PROPOSED WAIMAKARIRI DISTRICT PLAN

IN THE MATTER OF the Resource Management Act 1991 (RMA)

AND

IN THE MATTER OF the hearing of submissions and further submissions on the Proposed Waimakariri District Plan – Stream 12: Rezoning of land

JOINT WITNESS STATEMENT OF ACOUSTIC EXPERTS

18 September 2024

Joint Witness Statement of Acoustic Experts

Topic: Acoustics / Noise

Date: 17 September 2024

Location: Teams

Attendances:

- Rob Hay (on behalf of the applicant)
- Aaron Healy (on behalf of the Waimakariri District Council)

1. INTRODUCTION

- 1.1 This Joint Witness Statement (JWS) has been prepared jointly following an online expert conferencing session.
- 1.2 The discussions on noise issues and the drafting of the noise-related sections of this JWS took place on 17 September via Teams, with the document finalised by email.
- 1.3 The experts confirm that they have read the Environment Court Practice Note 2023, Section 9 - Code of Conduct for Expert Witnesses, and agree to abide by it.
- 1.4 We have also received, shared, or already hold copies of the following documents:
 - The letter from Powell Fenwick summarising post hearing comments dated 12 September 2024 prepared by Aaron Healy.
 - The Outline Development Plan (ODP) prepared by RMM on behalf of the applicant (20240902_ODP_Smith_Priors).
 - The Masterplan prepared by RMM on behalf of the applicant dated 29 February 2024.
 - The encumbrance (instrument number 11962127.1) representing a no-complaints covenant on Lot 1 DP 426606.
- 1.5 Below we reproduce each of the items from the 12th September letter relevant to noise matters, followed by our comments. Except where noted the experts agree. Where there is disagreement or partial agreement individual responses are provided.

2. TABLE NOISE-2 NOISE LIMITS

- 2.1 We agree that the proposed noise limits for the SPZ(RA) zone are appropriate and should be included in Table NOISE-2.

3. TAXIING WITHIN ACTIVITY AREA B

- 3.1 We agree means are available to sufficiently link residents of this area to the airfield and that for aviation aware residents, noise from taxing aircraft is anticipated in the proposed setting. The ODP provides for adequate separation of the 'living' and 'hangar' sides of dwellings.

4. ACTIVITIES NEAR 183 AND 198 MERTON ROAD

- 4.1 Since preparing his letter of 12th September, Mr Healy has become aware of the no-complaint covenant applying to 198 Merton Road. We agree that it is not appropriate to discuss noise effects at this property given this covenant.
- 4.2 Given the exclusion of 198 Merton Road from consideration both experts now agree that aircraft using the east taxiway is not of concern.
- 4.3 Mr Healy has expressed concern that given the permitted activity noise levels in Area A are greater than those applying in the rural zone (183 Merton Road), there is the potential for an activity to establish nearby 183 Merton Road and be inadvertently unable to comply with the rural zone noise limit, at least initially. He proposes additional setbacks to mitigate this possibility.
- 4.4 Mr Hay notes that a disparity of noise limits at a zone interface is commonplace, both within the District and more generally across the country. Setbacks have already been proposed

that are regarded as suitable for a wide range of potential activities within Area A. He does not support increased setback distances or additional rule adjustments designed to further mitigate the potential effects Mr Healy is concerned about because this may have the effect of making permitted benign use of the area more difficult.

- 4.5 Mr Hay notes that a likely potential use of the land closest to 183 Merton Road would be for a dwelling associated with a hanger or aviation allied business, and that as in other zones in the District it is up to potential users of land to ensure they establish and run their businesses in an appropriate location and manner. Where a breach occurs Council addresses this.
- 4.6 Mr Healy is also concerned that the character of the noise from a commercial or industrial style activity in Area A may be more continuous/ongoing than existing noise from the airfield and that this would change the predominantly rural character of the area.
- 4.7 Mr Hay is of the view that while rural, the character of land immediately adjoining the airfield is already subject to noise character that is consistent with the airfield and associated activities, as well as rural agricultural activities.
- 4.8 Both Mr Hay and Mr Healy agree that the proposed rules and controls are acceptable over the longer term and that the potential for any initial non-compliance or conflict arising from excessive 'industrial' noise being generated nearby 183 Merton road can be addressed outside the District Plan process by means of advisory notes in the LIM, or civil contracts/sale and purchase agreements for any site within 100m of the notional boundary of 183 Merton Road flagging the specific need to comply with the noise limits and take all practicable steps to mitigate noise.
- 4.9 Mr Hay has undertaken to provide this feedback to the applicant and their planner.
- 4.10 On this basis the experts do not see the need for any further change to the proposed rules.

5. ENGINE TESTING

- 5.1 The experts clarify that this discussion does not include engine testing per se, which requires extended durations of high-power testing, but rather engine run-ups. We agree that should someone seek to establish an engine rebuild activity at the airfield that a specifically designed facility would be required to mitigate the noise to an appropriate level.
- 5.2 Mr Hay clarifies that engine run-ups occur post-maintenance and pre-flight. These are not extended full power tests, but a few rather typically 2-4 minutes at elevated rpm (typically as high as 1800rpm for General Aviation aircraft although this is type specific). This is conducted outside the maintenance facility following routine maintenance; or for pre-flight checks usually at the runway holding point. This activity already occurs on site and is permitted inside the current designation thus forming existing baseline.
- 5.3 To the extent that the activity will occur outside the designation, the experts agree that it is sufficiently distant from 183 Merton Road and other existing dwellings, and of brief enough occurrence that the activity is acceptable without defining a specific location where this must be undertaken.

6. RUNWAY EXTENSION AND DEVELOPMENT CONSTRAINT AREAS

- 6.1 We agree that the extension of the runways for operational use are tied to the inclusion of the revised noise contours in the District Plan. This requires a process separate from the current plan review.
- 6.2 With regard to the constraint area proposed at the existing threshold of runway 07, this is because the future 65 L_{dn} noise contour extends over an area of land that could potentially be developed. Until the contours are correctly established this constraint area is necessary to prevent the establishment of noise sensitive activities that have not been properly designed to accommodate the anticipated future noise level.
- 6.3 Mr Hay has clarified that this situation does not arise at the threshold of other runways, despite the future extension of the runways. This is because the number of movements is too small to result in the 65 L_{dn} noise contour extending into proposed development areas. Instead, the future 65 L_{dn} noise contour stays on the future runway itself.
- 6.4 Mr Hay and Mr Healy agree that on this basis no additional constraint areas are required.

Dated this 18th day of September 2024



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Mr Rob Hay



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Mr Aaron Healy

Appendix C – Recommended amendments to PDP provisions

I confirm that all the recommended changes within this Appendix are within scope of the submission from Daniel Smith [10]. I am aware that other reporting planners have made recommended changes to some of the District Wide provisions that I am recommending changes to, however, I have not reconciled these with my own.

In order to distinguish between the notified PDP and the recommendations that arise from this report:

- Recommendations from this report in response to evidence are shown in **blue text** (with underline and ~~strike-out~~ as appropriate).

There were no recommended changes to the Proposed Plan in the s42A report for the Special Purpose zone – Rangiora Airfield SPZ(RA).

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 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 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></p> <p><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> <p>(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></p> <p>(b) <u>The adverse effects of airfield related, residential and other activities are managed to ensure acceptable amenity outcomes.</u></p>
<u>SPZ(RA)-O3</u>	<p><u>Compatibility of Activities with the Airfield Operation</u></p> <p><u>Airfield-related activities:</u></p> <p>(a) <u>Are compatible with the efficient operation, maintenance and upgrading of the airfield and its associated effects;</u></p> <p>(b) <u>Manage reverse sensitivity effects on the airfield.</u></p>
Policies	
<u>SPZ(RA)-P1</u>	<p><u>Activities in the Special Purpose Zone (Rangiora Airfield)</u></p> <p>(a) <u>Provide for the continued operation and development of aviation activities except the development of the indicative runways shown on the Outline Development Plan in SPZ(RA)-APP1 (ODP).</u></p> <p>(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></p> <p>(c) <u>Enable residential units and visitor accommodation within Activity Area A where they are airfield related and within Area B where the residential unit limits visitor numbers and manages reverse sensitivity effects on adjoining aviation activities.</u></p>
<u>SPZ(RA)-P2</u>	<p><u>Management of effects</u></p> <p><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

SPZ(RA)-R1 Construction of, or alterations or additions to a building or other structure	
<p>Activity status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> The activity complies with all built form standards (as applicable). 	<p>Activity status when compliance not achieved: as set out in the relevant built form standards.</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>	
SPZ(RA)-R2 Airfield activities	
<p>Activity status: PER</p> <ol style="list-style-type: none"> Within Activity Area A on the ODP: <ol style="list-style-type: none"> The activity occurs within Activity Area A, and The activity complies with all built form standards (as applicable). Within Activity Area B on the ODP: <ol style="list-style-type: none"> The activity is limited to: <ul style="list-style-type: none"> Taxiways Aircraft movement on taxiways Hangars ancillary to a residential unit 	<p>Activity status when compliance is not achieved with SPZ(RA)-R2(1)(a): DIS</p> <p>Activity status when compliance with SPZ(RA)-R2(1)(b) is not achieved: as set out in the relevant built form standards.</p> <p>Matters of discretion are restricted to:</p> <p>As set out in the applicable matters of discretion for the built form standard.</p> <p>Activity status when compliance is not achieved with SPZ(RA)-R2(2)(a): NC</p>
SPZ(RA)-R3 Commercial activities	
<p>Activity status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> The activity occurs within Activity Area A on the ODP, and The maximum GFA for the commercial activity within the SPZ(RA) shall be 150m² in total, and The activity complies with all built form standards (as applicable), and Outdoor commercial activities are limited to outdoor seating ancillary to food and beverage retail; and The activity is not a drive through restaurant. 	<p>Activity status when compliance is not achieved with SPZ(RA)-R3(1) and SPZ(RA)-R3(2): DIS</p> <p>Activity status when compliance with SPZ(RA)-R3(3) is not achieved: as set out in the relevant built form standards.</p> <p>Matters of discretion are restricted to:</p> <p>As set out in the applicable matters of discretion for the built form standard.</p>

<p>Activity status: NC</p> <p>Where:</p> <p>6. <u>The activity occurs within Activity Area B on the ODP.</u></p>	<p>Activity status when compliance is not achieved: NC</p>
<p><u>SPZ(RA)-R4 Visitor accommodation</u></p>	
<p>Activity status: PER</p> <p>1. <u>Within Activity Area A on the ODP:</u></p> <p>(a) <u>It is located outside the 65dBA LdN Noise Contour boundary.</u></p> <p>(b) <u>It is located outside the Noise Sensitive Activity Constraint Area.</u></p> <p>(c) <u>It is ancillary and attached to the use of a building for an airfield activity on the same site.</u></p> <p>1. <u>Within Activity Area B on the ODP:</u></p> <p>(a) <u>It is located outside the 65 dBA LdN Noise Contour boundary.</u></p> <p>(b) <u>It is located outside the Noise Sensitive Activity Constraint Area.</u></p> <p>(c) <u>The activity shall be undertaken within a residential unit.</u></p> <p>(d) <u>A maximum of eight visitors shall be accommodated per site.</u></p>	<p>Activity status when compliance not achieved with <u>SPZ(RA)-R4(1)(a), SPZ(RA)-R4(1)(b), SPZ(RA)-R4(2)(a) or SPZ(RA)-R4(2)(b): PR</u></p> <p>Activity status when compliance not achieved with <u>SPZ(RA)-R4(1)(c) or SPZ(RA)(2)(c) or SPZ(RA)-R4(2)(d): NC</u></p>
<p><u>Advisory Note: NOISE – Te orooro – Noise contains standards relevant to visitor accommodation in the Special Purpose Zone (Rangiora Airfield).</u></p>	
<p><u>SPZ(RA)-R5 Residential unit</u></p>	
<p>Activity status: PER</p> <p>1. <u>Within Activity Area A on the ODP:</u></p> <p>a. <u>The activity shall comprise a maximum of 50% of the GFA of all airfield related buildings on the site.</u></p> <p>b. <u>There is no more than one residential unit per site.</u></p> <p>c. <u>There is no more than 30 residential units in total within Activity Area A.</u></p> <p>d. <u>The residential unit is located outside the 65 dBA LdN Noise Contour boundary.</u></p> <p>e. <u>The residential unit is located outside the Noise Sensitive Activity Constraint Area.</u></p>	<p>Activity status when compliance not achieved with <u>SPZ(RA)-R5(1)(a): DIS</u></p> <p>Activity status when compliance not achieved with <u>SPZ(RA)-R45(1)(b)-(e) or SPZ(RA)-R5(2)(b) or SPZ(RA)-R5(2)(c): PR</u></p>

<p>2. <u>Within Activity Area B on the ODP:</u></p> <ol style="list-style-type: none"> a. <u>There is no more than one residential unit per site.</u> b. <u>The residential unit is located outside the 65 dBA LdN Noise Contour boundary.</u> c. <u>The residential unit is located outside the Noise Sensitive Activity Constraint Area.</u> 	
<p><u>Advisory Note: NOISE – Te orooro – Noise contains standards relevant to residential unit’s in the Special Purpose Zone (Rangiora Airfield).</u></p>	
<p><u>SPZ(RA)-R6 Minor residential unit</u></p>	
<p><u>Activity status: PR</u></p>	<p><u>Activity status when compliance not achieved: N/A</u></p>
<p><u>SPZ(RA)-R7 Agriculture</u></p>	
<p><u>Activity status: PER</u></p> <p><u>Where:</u></p> <ol style="list-style-type: none"> 1. <u>The development complies with all built form standards (as applicable).</u> 2. <u>Planting of trees must comply with the ODP.</u> 3. <u>Excludes Plantation Forest or Woodlots.</u> 	<p><u>Activity status when compliance not achieved with SPZ(RA)-R7(1): DIS</u></p> <p><u>Activity status when compliance not achieved with SPZ(RA)-R7(2): PR</u></p>
<p><u>SPZ(RA)-R8 Accessory building or structure</u></p>	
<p><u>Activity status: PER</u></p> <p><u>Where:</u></p> <ol style="list-style-type: none"> 1. <u>The development 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><u>SPZ(RA)-R9 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</u></p>	
<p><u>Activity status: DIS</u></p>	<p><u>Activity status when compliance not achieved: N/A</u></p>

Built Form Standards

SPZ(RA)-BFS1 Site Layout Rangiora Airfield Outline Development Plan – Appendix 1	
<p>1. <u>Development shall be in accordance with the Outline Development Plan.</u></p> <p>2. <u>No buildings or runway development shall occur on the Indicative Future Runway extensions which are outside of the Rangiora Airfield Designation WDC-1.</u></p>	<p><u>Activity status when compliance not achieved with SPZ(RA)-BFS1(1): DIS</u></p> <p><u>Activity status when compliance not achieved with SPZ(RA)-BFS1(2): PR</u></p>
SPZ(RA)-BFS2 Building Height	
<p>1. <u>The maximum height of buildings and structures above ground level shall be:</u></p> <p style="margin-left: 20px;">a. <u>Activity Area A on the ODP: 12m</u></p> <p style="margin-left: 20px;">b. <u>Activity Area B on the ODP:</u></p> <p style="margin-left: 40px;">i. <u>10m for any residential unit or accessory building to a residential unit (excluding hangar).</u></p> <p style="margin-left: 40px;">ii. <u>12m for any hangar or other structure.</u></p> <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>
<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></p>	
SPZ(RA)-BFS3 Building coverage	
<p>1. <u>The building coverage shall not exceed the maximum percentage of net site area:</u></p> <p style="margin-left: 20px;">a. <u>Activity Area A on the ODP: No maximum</u></p> <p style="margin-left: 20px;">b. <u>Activity Area B on the ODP: 15% of the net site area.</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-MCD2 – Coverage</u></p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p>
SPZ(RA)-BFS4 Gross Floor Area	
<p>1. <u>The maximum GFA of any single building or structure within Area B shall be 550m².</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-MCD6 – Civil Aviation requirements</u></p> <p><u>SPZ-RA-MC9 – Character and amenity values</u></p>

SPZ(RA)-BFS5 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> <p>a. <u>Activity Area A on the ODP:</u></p> <p>i. <u>100m from the centreline of the stopbank of the Ashley River/Rakahuri</u></p> <p>ii. <u>10m from a road boundary.</u></p> <p>iii. <u>3m from an internal boundary.</u></p> <p>b. <u>Activity Area B on the ODP:</u></p> <p>i. <u>10m from any zone boundary, road boundary and/or internal 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-MCD3 – Building and structure setbacks</u></p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</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>
SPZ(RA)-BFS6 Setback from taxiway	
<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></p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</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>
SPZ(RA)-BFS7 Outdoor storage and screening (including refuse storage)	
<p>1. <u>Within Area A:</u></p> <p>a. <u>Outdoor storage of goods, materials or equipment must be associated with an airfield activity operating from the site.</u></p> <p>b. <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></p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</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>
<p><u>SPZ(RA)-BFS8 Residential units</u></p>	
<p><u>Within Area A:</u></p> <p><u>Each residential unit shall be provided with:</u></p> <ol style="list-style-type: none"> <u>1. a private outdoor living space with a minimum area of 6m² and a minimum dimension of 1.5m; and</u> <u>2. a waste management area for the storage of rubbish and recycling of 5m² with a minimum dimension of 1.5m;</u> <p><u>which shall be clear of any taxiway.</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 and waste management area for storage</u></p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p> <p><u>Notification</u></p> <p><u>An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</u></p>
<p><u>SPZ(RA)-BFS9 Landscaping</u></p>	
<ol style="list-style-type: none"> <u>1. Within Area A on the ODP:</u> <ol style="list-style-type: none"> <u>a. 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> <u>b. 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> <u>c. All tree and plant species shall be taken from the Native Tree Species list in SPZ(RA)-APP2 – Plant Species.</u> <u>2. Within Area B on the ODP</u> <ol style="list-style-type: none"> <u>a. Boundary plantings shall be provided along all internal boundaries and be capable of achieving a height of 4m.</u> <u>b. No boundary plantings shall extend beyond a point 20m from of any taxiway.</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>

<p>c. <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></p> <p>d. <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></p> <p>e. <u>All tree and plant species shall be taken from SPZ(RA)-APP2 – Plant Species.</u></p>	
<p><u>SPZ(RA)-BFS10 Taxiways</u></p>	
<p>1. <u>All taxiways must be designed (including safety fencing if necessary) and formed in accordance with the requirements of the Civil Aviation Authority.</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-MCD6 – Civil Aviation requirements</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>

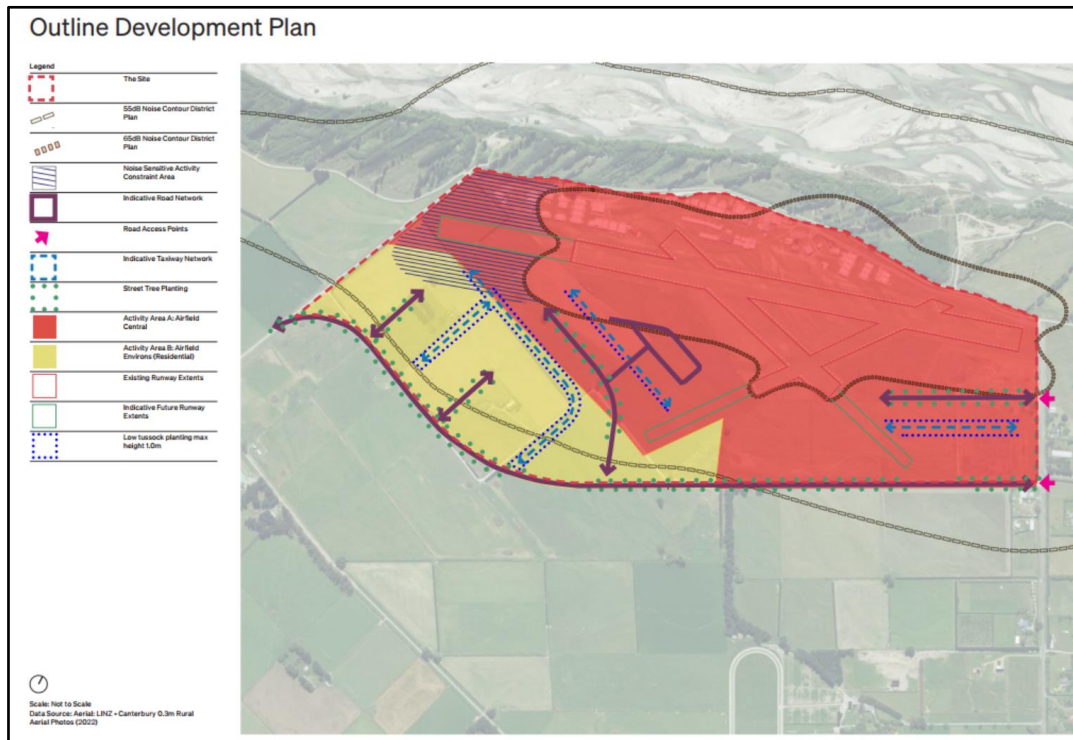
Matters of Control and Discretion for Special Purpose Zone (Rangiora Airfield)

<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><u>SPZ-RA-MCD5</u></p>	<p><u>Outdoor storage and screening</u></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><u>SPZ-RA-MCD6</u></p>	<p><u>Civil Aviation Requirements</u></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> 2. <u>Whether the infringement of the standard will affect aircraft operations and safety.</u>
<p><u>SPZ-RA-MCD7</u></p>	<p><u>Outdoor living space and waste management area for storage for residential units</u></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> 2. <u>The extent which the reduction in the waste management area:</u> <ol style="list-style-type: none"> a. <u>is necessary due to the site constraints and/or the functional requirements of the activity.</u> b. <u>impacts upon the amenity of pedestrians or adjoining residential activities.</u> c. <u>is screened by proposed landscaping or screening.</u>
<p><u>SPZ-RA-MCD8</u></p>	<p><u>Landscaping</u></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>
<p><u>SPZ-RA-MCD9</u></p>	<p><u>Character and amenity values</u></p> <ol style="list-style-type: none"> 1. <u>The scale of the building on the site and its compatibility with the character and amenity values of the surrounding zone.</u> 2. <u>The extent to which the site layout and building design will internalise and mitigate effects including noise, lighting, impact on privacy.</u> 3. <u>The extent to which the colour and use of external materials integrate the building into the character of the surrounding zone and mitigate reflectivity.</u> 4. <u>The extent to which there is a practical and functional need for the increased scale.</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

<u>Arthropodium cirratum</u>	<u>Rengarenga, rock lily</u>
<u>Asplenium bulbiferum</u>	<u>Hen and chicken fern</u>
<u>Astelia species</u>	<u>Astelia</u>
<u>Blechnum discolor</u>	<u>Crown fern</u>
<u>Blechnum novae-zelandiae</u>	<u>Kiokio, palm leaf fern</u>
<u>Brachyglottis greyi 'Sunshine'</u>	<u>Bright eyes</u>
<u>Carex Testacea</u>	<u>Orange Sedge</u>
<u>Chionochloa flavicans</u>	<u>Miniature toetoe</u>
<u>Clianthus puniceus</u>	<u>Kaka beak</u>
<u>Coprosma species</u>	<u>Mirror plant</u>
<u>Corokia species</u>	<u>Corokia</u>
<u>Dianella nigra</u>	<u>New Zealand blueberry</u>
<u>Griselinia littoralis var.</u>	<u>New Zealand broadleaf</u>
<u>Hebe species</u>	<u>New Zealand lilac</u>
<u>Libertia species</u>	<u>New Zealand iris</u>
<u>Lobelia angulata</u>	<u>Pānakenake</u>
<u>Lophomyrtus obcordata</u>	<u>New Zealand myrtle</u>
<u>Myosotidium hortensia</u>	<u>Chatham Islands forget-me-not</u>
<u>Olearia paniculata</u>	<u>Golden akeake</u>
<u>Pachystegia insignis</u>	<u>Marlborough rock daisy</u>
<u>Phormium var.</u>	<u>New Zealand flax</u>
<u>Pimelea prostrata</u>	<u>New Zealand daphne</u>
<u>Pittosporum species</u>	<u>New Zealand pittosporum</u>
<u>Poa cita</u>	<u>Silver Tussock</u>
<u>Pseudopanax lessonii var.</u>	<u>Five finger</u>
<u>Pseudowintera colorata</u>	<u>Pepper tree</u>

EXOTIC TREE SPECIES:

<u>Acer species</u>	<u>Maple (Japanese)</u>
<u>Aesculus hippocastanum</u>	<u>Horse chestnut</u>
<u>Alnus species</u>	<u>Alder</u>
<u>Carpinus betulus 'Fastigiata'</u>	<u>Upright hornbeam</u>
<u>Cercis canadensis</u>	<u>Forest pansy</u>
<u>Cornus species</u>	<u>Dogwood</u>
<u>Fagus species</u>	<u>Beech</u>
<u>Fraxinus species</u>	<u>Ash</u>
<u>Ginkgo biloba</u>	<u>Maidenhair tree</u>
<u>Liquidambar var.</u>	<u>Sweet gum</u>
<u>Liriodendron var.</u>	<u>Tulip tree</u>

<u>Magnolia grandiflora</u>	<u>Evergreen magnolia (Little Gem)</u>
<u>Phebalium squameum</u>	<u>Satin wood</u>
<u>Platanus species</u>	<u>Plane</u>
<u>Prunus species</u>	<u>Flowering cherry</u>
<u>Quercus species</u>	<u>Oak</u>
<u>Sorbus aria</u>	<u>Whitebeam</u>
<u>Tilia species</u>	<u>Lime tree</u>
<u>Ulmus species</u>	<u>Elm tree</u>
<u>Zelkova serrata</u>	<u>Japanese elm</u>

EXOTIC PLANT SPECIES

<u>Abelia grandiflora var.</u>	<u>Glossy abelia</u>
<u>Agapanthus (dwarf var.)</u>	<u>African lily</u>
<u>Ajuca reptans var.</u>	<u>Carpet bugle</u>
<u>Aristea</u>	<u>Blue iris</u>
<u>Armeria maritima</u>	<u>Sea thrift</u>
<u>Aucuba japonica</u>	<u>Japanese laurel</u>
<u>Azalea species</u>	<u>Azalea</u>
<u>Bergenia</u>	<u>Pig squeak</u>
<u>Buxus species</u>	<u>Boxwood</u>
<u>Camellia species</u>	<u>Camellia</u>
<u>Canna</u>	<u>Bush lily</u>
<u>Choisya species</u>	<u>Mexican orange blossom</u>
<u>Cistus var.</u>	<u>Rock rose</u>
<u>Coleonema pulchellum var.</u>	<u>Breath of heaven</u>
<u>Convolvulus cneorum</u>	<u>Silverbush</u>
<u>Daphne odora var.</u>	<u>Winter daphne</u>
<u>Dichroa versicolor</u>	<u>Blue sapphire</u>
<u>Dietes grandiflora</u>	<u>Wild iris</u>
<u>Erica carnea</u>	<u>Winter heath</u>
<u>Euonymus japonicus</u>	<u>Japanese spindle</u>
<u>Euphorbia</u>	<u>Spurges</u>
<u>Euryops pectinatus</u>	<u>Golden daisy bush</u>
<u>Felicia amelloides</u>	<u>Blue marguerite</u>
<u>Gazania</u>	<u>Treasure flower</u>
<u>Heuchera var.</u>	<u>Coral bells</u>

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.

NH – Matepā māhorahora– Natural Hazards

Activity Rules

Activity Rules		
NH-R2	Natural hazard sensitive activities	
Residential Non-Urban Flood Assessment Overlay Special Purpose Zone (Rangiora Airfield)	Activity status: PER Where: <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 Special Purpose Zone (Rangiora Airfield), it has a finished floor level that is either: <ol style="list-style-type: none"> a. 400mm above the natural ground level; or 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. 	Activity status where compliance with NH-R2 (1), NH-R2 (2)(b), NH-R2 (2)(c) and NH-R2 (3) is not achieved: RDIS Matters of discretion are restricted to: <ul style="list-style-type: none"> • NH-MD1 - Natural hazards general matters Activity status where compliance with NH-R2 (2)(a) is not achieved: NC Notification An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified.
NH-R3	Natural hazard sensitive addition to existing natural hazard sensitive activities	
Urban Flood Assessment Overlay Kaiapoi Fixed Minimum Finished Floor Level Overlay	Activity status: PER Where: <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: 	Activity status where compliance is not achieved: RDIS Matters of discretion are restricted to:

<p>Non-Urban Flood Assessment Overlay</p> <p>Ashley Fault Avoidance Overlay</p> <p>Rural Zones Special Purpose Zone (Rangiora Airfield)</p>	<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 within Rural Zones or the Special Purpose Zone (Rangiora Airfield), it has a finished floor level that is either: <ol 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. 	<ul style="list-style-type: none"> • NH-MD1 - Natural hazards general matters <p>Notification</p> <p>An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified.</p>
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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, Special Purpose Zone (Rangiora Airfield)	500m ³ or 100m ³ per ha, whichever is greater

Noise – Te orooro – Noise

Objectives	
<p>NOISE-O3</p>	<p>Rangiora Airfield</p> <p>Within the Rangiora Airfield Noise Contours:</p> <ol style="list-style-type: none"> 1. <u>The avoidance of noise sensitive activities within the 65dBA Noise Contour and Noise Sensitive Activity Constraint Area on the ODP and 55dBA- for Rangiora Airfield.</u> 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	
<p>NOISE-P5</p>	<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 buildings for noise sensitive activities within the 65dBA noise contour and Noise Sensitive Activity Constraint Area on the ODP; 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	
Special Purpose (Rangiora Airfield) Zone Rural Lifestyle Zone	Activity status: PER Where: <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 accordance with NZS 6805:1992 Airport Noise Management and Land Use Planning; 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; 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. 	Activity status when compliance not achieved: NC
NOISE-R15	Buildings in the 55 dBA Ldn Noise Contour for Rangiora Airfield <i><u>This rule applies to any new noise sensitive activity and additions to an existing noise sensitive activity.</u></i>	
55 dBA Ldn Noise Contour for Rangiora Airfield And	Activity status: PER 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.	Activity status when compliance not achieved: NC

Noise Sensitive Activity Constraint Area within SPZ(RA)		
NOISE-R23	Residential units, minor residential units, visitor accommodation or other noise sensitive activities	
65 dBA Ldn Noise Contour for Rangiora Airfield And Noise Sensitive Activity Constraint Area within SPZ(RA)	Activity status: PR Where: 1. 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 <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>

SIGN – Nga tohu – Signs

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

<u>Special Purpose Zone (Rangiora Airfield)</u>		
SIGN-R7		
Industrial Zones	<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 Person 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: SIGN-MD1 - Transport safety SIGN-MD2 - Amenity values and character</p>	Activity status when compliance not achieved: NC
Commercial and Mixed Use Zones Rural Zones Residential Zones Open Space and	Activity status: NC	Activity status when compliance not achieved: N/A

Recreation
Zones

Special
Purpose Zone
(Pines Beach
and Kairaki
Regeneration)

Special
Purpose Zone
(Kāinga
Nohoanga)

Special
Purpose Zone
(Hospital)

Special
Purpose Zone
(Pegasus
Resort)

Special
Purpose Zone
(Museum and
Conference
Centre)

[Special
Purpose Zone
\(Rangiora
Airfield\)](#)

Advisory Note: [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](#).

SUB – Wāwāhia whenua – Subdivision

SUB-R12	Subdivision within the Special Purpose Zone (Rangiora Airfield)	
<p><u>Special Purpose Zone (Rangiora Airfield)</u></p>	<p><u>Activity status: RDIS</u></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> <ol style="list-style-type: none"> a. <u>All residential activity within Activity Area A must be associated with an airfield related activity on the same site.</u> b. <u>All new noise sensitive land uses must enter into a no-complaints covenant in favour of the Waimakariri District Council.</u> <p><u>Matters of control/discretion are restricted to:</u></p> <ul style="list-style-type: none"> <u>SUB-MCD1 - Allotment area and dimensions</u> <u>SUB-MCD2 - Subdivision design</u> <u>SUB-MCD3 - Property access</u> <u>SUB-MCD4 - Natural hazards</u> <u>SUB-MCD6 - Infrastructure</u> <u>SUB-MCD7 - Mana whenua</u> <u>SUB-MCD8 - Archaeological sites</u> <u>SUB-MCD9 – Airport and aircraft noise</u> <u>SUB-MCD10 - Reverse sensitivity</u> <u>10 SUB-MCD13 - Historic heritage, culture and notable trees</u> <p><u>Notification</u></p> <p><u>An application for a controlled activity under this rule is precluded from being publicly or limited notified.</u></p>	<p><u>Activity status when not achieved with SUB-R12(1): DIS</u></p> <p><u>Activity status when not achieved with SUB-R12(2): PR</u></p>

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 and Special Purpose Zone (Rangiora Airfield) , 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. Within the Special Purpose Zone (Rangiora Airfield) at each stage of 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: <ol style="list-style-type: none"> a. Be between the relevant applicant/landowner and the owner of the Rangiora Airfield; b. Be registered on the certificate of title for any new site created. c. The section 224(c) certificate for the subdivision must not be issued until the Council is satisfied that this requirement is met. 3. All taxiways within the Special Purpose Zone (Rangiora Airfield) must be legally protected, formed, and designed (with safety fencing if 	Activity status when compliance not achieved: NC

<u>necessary), in accordance with the requirements of the Civil Aviation Authority.</u>	
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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, Residential Zones [and the Special Purpose Zone \(Rangiora Airfield\)](#) 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)
Special Purpose Zone (Rangiora Airfield) <ul style="list-style-type: none">• Activity Area A (Airfield Central)• Activity Area B Airfield Environs (Residential)	<ul style="list-style-type: none">• 500m²• 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. Within the Special Purpose Zone (Rangiora Airfield) whether information is provided to show the subdivision demonstrates compliance with any Civil Aviation rule.
<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. Any reverse sensitivity effect on the operation of the Rangiora Airfield from subdivision; and 3. Any effects from aircraft noise on the use of the site for its intended purpose.
<p>SUB-MCD10</p>	<p>Reverse sensitivity</p> <ol style="list-style-type: none"> 1. 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. Existing and permitted activities operating from the Rangiora Airfield and/or

	b. Lawfully established rural activities, including but not limited to intensive farming.
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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 except as provided for through the Special Purpose Zone (Rangiora Airfield).

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>	<u>Means the following use of land and/or buildings related to or ancillary to the function and operation of the Rangiora Airfield:</u> <ul style="list-style-type: none"> <u>a. any activity associated with Aircraft Operation (excluding aircraft operation);</u> <u>b. runways, taxiways, aprons, and other aircraft movement areas;</u> <u>c. hangars and control towers;</u> <u>d. rescue, fire, police and medical facilities;</u> <u>e. aircraft fuel installations and aircraft fuel servicing facilities;</u> <u>f. navigation and safety aids, meteorological stations, lighting (other than runway lighting) and telecommunications facilities;</u> <u>g. commercial and industrial activities associated with the needs of pilots, visitors and employees and/or aircraft maintenance and airfield business;</u> <u>h. freight facilities;</u> <u>i. activities and facilities directly associated with servicing the needs of airfield visitors, pilots and employees;</u> <u>j. aviation related educational activities, including aircraft training facilities and accommodation facilities;</u> <u>k. aviation warehouses and aviation storage facilities;</u> <u>l. stormwater facilities, infrastructure, and utility activities;</u> <u>m. monitoring and site investigation activities;</u> <u>n. signs;</u> <u>o. administration and offices associated with any airfield activity;</u> <u>p. any ancillary activities, buildings and structures related to the above.</u>
URBAN ENVIRONMENT	means any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that: <ul style="list-style-type: none"> a. is, or is intended to be, predominantly urban in character; and b. is, or is intended to be, part of a housing and labour market of at least 10,000 people. 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) <u>and Special Purpose Zone (Rangiora Airfield).</u>

Appendix D – s32AA analysis

D. Section 32AA Evaluation

D1. Overview and purpose

This evaluation is undertaken in accordance with section 32AA of the RMA.

Section 32AA requires a further evaluation of any changes that have been made to, or are proposed for, a proposal since the evaluation report for the proposal was completed. The further evaluation must be undertaken in accordance with section 32(1) to (4) and at a level of detail that corresponds to the scale and significant of the changes.

This assessment should be read in conjunction with:

- a) The s32 Report for the development of the Proposed Plan, including the reports prepared for Part 1 – Overview, Part 5 – Hazardous Substances, Part 7 Natural Hazards, Part 15 – Subdivision, Part 18 – Earthworks, Part 20 – Noise, and Part 24 – Rural; and
- b) The s32AA report in Appendix 3 of Mr. Chrystal’s Evidence in Chief (EIC).

I have generally adopted the assessments provided in these reports.

This report examines the appropriateness of the recommended amendments to the objectives, policies and rules for the Special Purpose Zone - Rangiora Airfield (SPZ(RA)) and the district wide provisions of the Proposed Plan, that have been made since the hearing.

D2. Recommended amendments

Changes to the SPZ(RA) and the district wide provisions of the Proposed Plan contained within Appendix 1 of Mr. Chrystal’s EIC have been agreed by the Planning and Acoustic Experts through expert conferencing to achieve the following ‘high-level’ outcomes:

- a) Changes to the SPZ(RA) to strengthen the purpose of the zone to provide for “airfield activities” and better link residential units to the airfield activities in Area A.
- b) Changes to the SPZ(RA) to limit the range and scale of airfield activities and commercial activities enabled by the zone framework.

- c) Changes to the SUB chapter to provide a minimum allotment size requirement for Area A and to increase the minimum allotment size of Area B.
- d) Changes to remove the permitted activity status of runway extensions outside of the WDC-1 designation.
- e) Changes to the built form standards that apply to new buildings in Area B to mitigate landscape / visual effects and onsite amenity effects as much as practical.
- f) Changes to the NOISE chapter to better avoid and mitigate acoustic effects of activities within Areas A and B.
- g) Various amendments to improve the application and administration of the provisions that relate to the subdivision, development and use of land within the SPZ(RA).

D3. Statutory Tests

The District Council must ensure that, prior to adopting an objective, policy, rule or other method in a district plan, that the proposed provisions meet the requirements of the RMA through an evaluation of matters outlined in Section 32.

In achieving the purpose of the RMA, the District Council must carry out a further evaluation under section 32AA if changes are made to a proposal as a result of the submissions and hearings process. This evaluation must cover all the matters in sections 32(1)-(4).

Objectives

The objectives are to be examined in relation to the extent to which they are the most appropriate way to achieve the purpose of the RMA.⁴ For the purposes of evaluation under section 32AA the following criteria form the basis for assessing the appropriateness of the proposed objectives:

- Relevance;
- Usefulness;

⁴ RMA s32(1)(a)

- Reasonableness; and
- Achievability.

Provisions

Each provision is to be examined as to whether it is the most appropriate method for achieving the objectives. For a proposed plan, the provisions are defined as the policies, rules, or other methods that implement, or give effect to, the objectives of the proposed plan.⁵

The examination must include assessing the efficiency and effectiveness (including costs and benefits of the environmental, economic, social, and cultural effects, quantified if practicable, and the risk of acting or not acting) and a summary of the reasons for deciding the provisions.

D4. Evaluation of Recommended Amendments to Objectives

The version of Objective NOISE-O3(1) attached to Mr. Chrystal's EIC is recommended to be amended as set out in Appendix A, and below (changes in red text, additions underlined and deleted text in strikethrough font).

NOISE-O3 Rangiora Airfield

Within the Rangiora Airfield Noise Contours:

1. *The avoidance of noise sensitive activities within the 65dBA Noise Contour and Noise Sensitive Activity Constraint Area on the ODP ~~and 55dBA~~ for Rangiora Airfield.*

The following table provides an evaluation of the recommended amendments to the objective.

⁵ RMS s32(6)(a)

Table D 1: Recommended Amendments to Objective NOISE-O3

Relevance	<p>Addresses a relevant resource management issue The amendment addresses potential reverse sensitive issues that may arise from the operation and development of the Rangiora Airfield and establishing residential units and other noise sensitive activities close to the Airfield.</p>
	<p>Assists the District Council to undertake its functions under s31 The amendment assists the District Council to undertake its function to establish objectives to manage the use and development of land (s31(1)(a)). The amendment also assists the District Council to control to control the emission of noise and to mitigate the effects of noise (s31(1)(d)).</p>
	<p>Gives effect to higher level documents The amendment gives effect to Parts 5 and 6 of the Canterbury Regional Policy Statement 2013 (CRPS). In particular, the amendments to NOISE-O3 give effect to Objective 62.1(10) of the CRPS to allow for development in a manner that will not affect the appropriate upgrade and future planning of strategic infrastructure.</p>
Usefulness	<p>Guides decision-making The amended NOISE-O3 provides clear direction that noise sensitive activities are to be <u>avoided</u> within the Noise Sensitive Activity Constraint Area.</p>
	<p>Meets best practice for objectives The amended NOISE-O3 is consistent with best practice for writing Plan objectives. It is specific, sets out what is required, and clearly relates to the issue that it is trying to resolve.</p>
Reasonableness	<p>Will not impose unjustifiably high costs on the community / parts of the community The amendments relate to a relatively small geographic area that the submitter seeks to rezone. The amendments to the objective will therefore not impose an unjustifiable or significant cost on the community.</p>
	<p>Acceptable level of uncertainty and risk The amendments to NOISE-O3 clearly and unequivocally state the outcome and therefore there is no level of uncertainty or risk.</p>
Achievability	<p>Consistent with identified tangata whenua and community outcomes The amendment does not relate to an identified matter of significance and no feedback has been received from mana whenua.</p>
	<p>Realistically able to be achieved within the District Council's powers, skills and resources</p>

	The objective can realistically be achieved within the District Council's powers, skills and resources (i.e., through the building consent process).
Conclusion	The recommended amended objectives are the most appropriate way to achieve the purpose of the RMA by providing a coherent package of desired outcomes consistent with sustainable management.

Overall, the recommended amendments proposed to the objective NOISE-O3 enable the land surrounding the Rangiora Airfield to be developed without affecting future extensions to the runway on land outside of the Airfield designation (WDC-1). For the purposes of sections 32 and 32AA, I consider that the revised objectives are the most appropriate way of achieving the purpose of the RMA.

D5. Evaluation of Policies and Rules

I have assessed how the recommended changes to the policies, rules and other methods are the most appropriate to implement the objectives below. In undertaking this assessment, I have evaluated the recommended amendments against the provisions as notified.

Efficiency and Effectiveness of the Provisions

I have assessed the efficiency and effectiveness of the recommended amended provisions in achieving the objectives, including identification and assessment of the costs and benefits anticipated from the implementation of the provisions in Table D and Table D below.

Table D2: Assessment of efficiency and effectiveness – SPZ(RA)-P1

Recommended Amendments to Provisions:	
SPZ(RA)-P1 - Activities in the Special Purpose Zone (Rangiora Airfield)	
<p>a) Provide for the continued operation and development of aviation activities <u>except the development of the indicative runways shown on the Outline Development Plan in SPZ(RA)-APP1 (ODP).</u></p> <p>b) 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.</p> <p>c) <u>Enable residential units and visitor accommodation within Activity Area A where they are airfield related and within Area B where the residential unit limits visitor numbers and manages reverse sensitivity effects on adjoining aviation activities.</u></p>	
Costs	Benefits
Amendments to SPZ(RA)-P1 will limit the intensity and range of activities that could establish within Area A when compared to the version of SPZ(RA)-P1 in Mr. Chrystal’s EIC.	<p>The amendments will protect land from development that may compromise future runway extensions.</p> <p>The amendments make it clear that noise sensitive activities must be associated with an airfield activity and this is a good method to minimise reverse sensitivity issues relating to the operation of the Airfield.</p>
Efficiency	The policy will lead to an efficient resolution of the resource management issues through the standards, and assessment criteria of the SPZ(RA), NOISE, and SUB. SPZ(RA)-P1 provides for the consideration of airfield activities in appropriate locations next to the airfield.
Effectiveness	The amendments to the Policy will not be as effective at managing reverse sensitivity as the notified Proposed Plan with the RLZ, which seeks to does not provide for noise sensitive activities close to the Airfield.
Summary	
The amendments to SPZ(RA)-P1 will enable activities that are compatible with the Airfield, while supporting the operation and development of the Airfield, and this will give effect to the objectives SPZ(RA)-O1, SPZ(RA)-O2, and SPZ(RA)-O3.	

Table D3: Assessment of efficiency and effectiveness – SPZ(RA)-R2

Recommended Amendments to Provisions:	
<p>SPZ(RA)-R2 – Airfield activities</p> <p><u>Activity status: PER</u></p> <ol style="list-style-type: none"> 1. <u>Within Activity Area A on the ODP:</u> <ol style="list-style-type: none"> (a) <u>The activity occurs within Activity Area A, and</u> (b) <u>The activity complies with all built form standards (as applicable).</u> 2. <u>Within Activity Area B on the ODP:</u> <ol style="list-style-type: none"> (a) <u>The activity is limited to:</u> <ul style="list-style-type: none"> • <u>Taxiways</u> • <u>Aircraft movement on taxiways</u> • <u>Hangars ancillary to a residential unit</u> <p><u>Activity status when compliance is not achieved with SPZ(RA)-R2 1 (a): DIS</u></p> <p><u>Activity status when compliance with SPZ(RA)-R2 1 (b) 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"> 1. <u>As set out in the applicable matters of discretion for the built form standard.</u> <p><u>Activity status when compliance is not achieved with SPZ(RA)-R2 2(a): NC</u></p>	
Costs	Benefits
The amendments to SPZ(RA)-R2 will not add additional costs to those already considered by Mr. Chrystal in the s32 analysis attached to the EIC.	The amended rule will provide an opportunity for a limited range of airfield related activities within Area B as a permitted activity (subject to standards). The taxiway and hangars will enable the residential units to have a link to the Airfield.
Efficiency	The amendments will efficiently deliver upon the purpose of Area B to provide lifestyle choice for persons involved in the aviation community. Expert acoustic advise has identified this link as being critical to managing reverse sensitivity issues with the Airfield. This is because people with an interest in aviation are generally more tolerant of aircraft noise.
Effectiveness	The amended SPZ(RA)-R2 strikes an appropriate balance between avoiding and mitigating reverse sensitivity issues from

	<p>the operation of the airfield and allowing for a limited number of residential units with direct taxiway access to the Airfield.</p> <p>It is considered that SPZ(RA)-R2 will be more effective than other alternatives, such as limiting occupancy to members of an aero club or providing for the full range of airfield activities that may not provide the same lifestyle choice opportunity.</p>
Summary	
<p>The amendments are required to enable taxiways and hangars to be established in Area A and to give effect to the objectives and policies of the SPZ(RA).</p>	

Table D4: Assessment of efficiency and effectiveness – SPZ(RA)-R3

Recommended Amendments to Provisions:	
<p><u>SPZ(RA)-R3 Commercial activities</u></p> <p><u>Activity status: PER</u></p> <p><u>Where:</u></p> <ol style="list-style-type: none"> 1. <u>The activity occurs within Activity Area A on the ODP, and</u> 2. <u>The maximum GFA for the commercial activity within the SPZ(RA) shall be 150m² in total, and</u> 3. <u>The activity complies with all built form standards (as applicable), and</u> 4. <u>Outdoor commercial activities are limited to outdoor seating ancillary to food and beverage retail; and</u> 5. <u>The activity is not a drive through restaurant.</u> <p><u>Activity status when compliance is not achieved with SPZ(RA)-R3 (1) and SPZ(RA)-R3(2): DIS</u></p> <p><u>Activity status when compliance with SPZ(RA)-R3 (3) is not achieved: as set out in the relevant built form standards.</u></p> <p><u>Matters of discretion are restricted to:</u></p> <p><u>As set out in the applicable matters of discretion for the built form standard.</u></p>	
Costs	Benefits
<p>Commercial activities are limited in Area A. Resource consent would be required to exceed 150m² GFA, including commercial activities that may legitimately linked to the airfield.</p>	<p>SPZ(RA)-R3 will mitigate effects on the function and vitality of existing commercial centres.</p> <p>Commercial activities that comply with permitted activity standards will not need to demonstrate that there is a clear link to the airfield to establish without resource consent.</p>
Efficiency	<p>The rule will provide a limited range of commercial activities. Cumulative effects on the transportation network and alignment with the objectives and policies of the SPZ(RA) can be considered via the resource consent process for a discretionary activity.</p>

Effectiveness	<p>The rule will effectively mitigate adverse effects on the vitality and function of existing commercial centres and in making sure that Area A provides airfield related activities. The rule will also provide a means for Council to assess cumulative effects of commercial activities within Area A.</p> <p>Legitimate commercial activities with a link to the airfield can be considered as a discretionary activity or within designation WDC-1.</p>
Summary	
<p>The amendments are appropriate and required to avoid and mitigate effects on the transportation network and the function of other commercial centres.</p>	

Table D5: Assessment of efficiency and effectiveness – SPZ(RA)-R5(1)(a)

Recommended Amendments to Provisions:	
<p>SPZ(RA)-R5 Residential Unit</p> <p><u>Activity status: PER</u></p> <p>1. <u>Within Activity Area A on the ODP:</u></p> <p>a. <u>The activity shall comprise a maximum of 50% of the GFA of all airfield related buildings on the site.</u></p> <p><u>Activity status when compliance not achieved with SPZ(RA)-R5(1)(a): DIS</u></p>	
Costs	Benefits
<p>The cost is that resource consent would be required to establish a building where the size of the airfield buildings is small (e.g. a workshop). It also means that some buildings that are accessory to the residential unit cannot be used to calculate the maximum GFA allowed without resource consent.</p>	<p>Amendments to the rule will ensure that residential units are ancillary to buildings that are used for airfield activities on the same site. This will assist with protecting the purpose of Area A to provide for airfield related activities.</p>
Efficiency	<p>The rule will provide scope for residential units to establish within Area A without resource consent and is relatively permissive on the basis that Mr. Chrystal advises that a hangar for a single aircraft is typically between 300m² and 350m² in GFA (therefore, up to 150m² of residential unit GFA would be allowed in such circumstances).</p> <p>A resource consent process is available for proposals of more than 50% of the GFA of airfield related buildings.</p>
Effectiveness	<p>The rule will not be as effective as requiring resource consent to establish any residential unit in Area A. That would provide the council with an opportunity to consider whether the residential unit is ancillary to the airfield activity.</p>
Summary	
<p>The amendments are appropriate and will ensure that a residential unit is ancillary to an airfield activity on the same site.</p>	

Table D6: Assessment of efficiency and effectiveness – SPZ(RA)-R4(1)(b), SPZ(RA)-R4(1)(b), SPZ(RA)-R5(1)(e) and SPZ(RA)-R5(2)(c) and NOISE-P5

Recommended Amendments to Provisions:
<p>SPZ(RA)-R4(1)(b) and SPZ(RA)-R4(2)(b) – Visitor Accommodation</p> <p><u>Activity status: PER</u></p> <ol style="list-style-type: none"> 1. <u>Within Activity Area A on the ODP:</u> <ol style="list-style-type: none"> (a) <u>It is located outside the 65dBA LdN Noise Contour boundary.</u> (b) <u>It is located outside the Noise Sensitive Activity Constraint Area.</u> (c) <u>It is ancillary and attached to the use of a building for an airfield activity on the same site.</u> 2. <u>Within Activity Area B on the ODP:</u> <ol style="list-style-type: none"> (a) <u>It is located outside the 65 dBA LdN Noise Contour boundary.</u> (b) <u>It is located outside the Noise Sensitive Activity Constraint Area.</u> (c) <u>The activity shall be undertaken within a residential unit.</u> (d) <u>A maximum of eight visitors shall be accommodated per site.</u> <p><u>Activity status when compliance not achieved with SPZ(RA)-R4(1)(a), SPZ(RA)-R4(1)(b), SPZ(RA)-R4(2)(a) or SPZ(RA)-R4(2)(b): PR</u></p> <p><u>Activity status when compliance not achieved with SPZ(RA)-R4(1)(c) or SPZ(RA)-R4(2)(c) or SPZ(RA)-R4(2)(d): NC</u></p> <p>SPZ(RA)-R5(1)(e) and SPZ(RA)-R5(1)(c)</p> <p><u>Activity status: PER</u></p> <ol style="list-style-type: none"> 1. <u>Within Activity Area A on the ODP:</u> <ol style="list-style-type: none"> <u>e. The residential unit is located outside the Noise Sensitive Activity Constraint Area.</u> 2. <u>Within Activity Area B on the ODP:</u> <ol style="list-style-type: none"> <u>c. The residential unit is located outside the Noise Sensitive Activity Constraint Area.</u> <p><u>Activity status when compliance not achieved with SPZ(RA)-R5(1)(b)-(e) or SPZ(RA)-R5(2)(b) or SPZ(RA)-R5(2)(c): PR</u></p> <p><u>NOISE-P5</u></p>

Within the Special Purpose Zone (Rangiora Airfield) mitigate adverse noise effects from the operations of the Rangiora Airfield on noise sensitive activities, by:

1. Prohibiting new buildings for noise sensitive activities within the 65dBA noise contours and **Noise Sensitive Activity Constraint Area on the ODP;** and
2. Requiring noise mitigation for new noise sensitive activities within the 55dBA Ldn noise contour for Rangiora Airfield.

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.

NOISE-R15

55 dBA Ldn Noise Contour for Rangiora Airfield

And

Noise Sensitive Activity Constraint Area within SPZ(RA)

Activity status: PER

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.

NOISE-R23

65 dBA Ldn Noise Contour for Rangiora Airfield

And

Noise Sensitive Activity Constraint Area within SPZ(RA)

Activity status: PR

Where:

The activity is located in the 65 dBA Ldn Noise Contour for Rangiora Airfield.

Costs		Benefits
The changes to SPZ(RA)-R4 and NOISE-R23 from that attached to Mr. Chrystal's EIC will reduce the land area available for visitor accommodation to a very minor extent.		The changes to SPZ(RA)-R4 and NOISE-R23 will avoid and mitigate reverse sensitivity issues relating to the future development of the Airfield.
Efficiency	The amendments set clear expectations around where visitor accommodation is appropriate in Area A. The amendments to SPZ(RA)-R4 and NOISE-R23 will be uncomplicated to administer.	
Effectiveness	The amendments will be effective in avoiding and mitigating reverse sensitivity issues relating to the future development of the Airfield.	
Summary		
The amendments will avoid and mitigate effects from the operation and development of the Airfield.		

Table D7: Assessment of efficiency and effectiveness – SPZ(RA)-R7

Recommended Amendments to Provisions:	
<p>SPZ(RA)-R7 Agriculture</p> <p><u>Activity status: PER</u></p> <p><u>Where:</u></p> <ol style="list-style-type: none"> 1. <u>The development complies with all built form standards (as applicable).</u> 2. <u>Planting of trees must comply with the ODP.</u> 3. <u>Excludes Plantation Forest or Woodlots.</u> <p><u>Activity status when compliance not achieved with SPZ(RA)-R7(1): DIS</u></p> <p><u>Activity status when compliance not achieved with SPZ(RA)-R7(2)-(3): PR</u></p>	
Costs	Benefits
<p>There are no costs that would be additional to those identified by the s32 analysis attached to Mr. Chrystal’s EIC.</p>	<p>SPZ(RA)-R7 provides for the continued grazing of SPZ(RA) land, noting the potential for some Area B sites to be greater than 1ha.</p> <p>Large buildings (such as greenhouses) would require resource consent so that the activity can be assessed to ensure that it would be compatible with the Airfield and other land uses in the SPZ(RA).</p>
Efficiency	<p>Agriculture activities are enabled as a permitted activity.</p>
Effectiveness	<p>SPZ(RA)-R7 will provide for a limited range of agriculture activities to enable grazing, haysheds, etc.</p>
Summary	
<p>The amendments improve the administration of the Proposed Plan. Without the amendments, it would be unclear whether the grazing of animals or growing of crops in Area B would require resource consent.</p>	

Table D8: Assessment of efficiency and effectiveness – SPZ(RA)-BSF1

Recommended Amendments to Provisions:	
<p>SPZ(RA)-BSF1</p> <p>1. <u>Development shall be in accordance with the Outline Development Plan.</u></p> <p>2. <u>No buildings or runway development shall occur on the Indicative Future Runway extensions which are outside of the Rangiora Airfield Designation WDC-1.</u></p> <p>Activity status when compliance not achieved with SPZ(RA)-BFS1(1): DIS</p> <p>Activity status when compliance not achieved with SPZ(RA)-BFS1(2): PR</p>	
Costs	Benefits
Amendments to SPZ(RA)-BSF1 will result in a small part of the SPZ(RA) zoned land being unavailable for buildings.	The amendments to SPZ(RA)-BSF1 will ensure that land needed for extensions to runways outside of designation WDC-1 are not built upon.
Efficiency	Amendments to SPZ(RA)-BSF1 are clear and will be straight-forward for Council to administer. The rule is not as efficient as a designation process because if the Airfield does not extend runways, a plan change would be needed to build buildings on the affected land (because this would be a prohibited activity). Under a designation, the requiring authority could grant permission to build within a designation (even if for a temporary period).
Effectiveness	The most effective method to protect the land from development would be to alter designation WDC-1 to include the future extensions to runways. However, it is considered that this approach also protects the land from development.
Summary	
The amendments are needed to ensure that development does not compromise the future development of the Airfield.	

Table D9: Assessment of efficiency and effectiveness – SPZ(RA)-BFS3 and SPZ(RA)-BFS4

Recommended Amendments to Provisions:	
<p>SPZ(RA)-BFS3 – Building coverage</p> <p>1. <u>The building coverage shall not exceed the maximum percentage of net site area:</u></p> <p style="margin-left: 20px;">a. <u>Activity Area A on the ODP: No maximum</u></p> <p style="margin-left: 20px;">b. <u>Activity Area B on the ODP: 20% 15% of the net site area.</u></p>	
<p><u>SPZ(RA)-BFS4 – Gross floor area</u></p> <p>1. <u>The maximum GFA of any single building or structure within Area B shall be 550m².</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-MCD6 – Civil Aviation requirements</u></p>	
<p><u>SPZ-RA-MC9 – Character and amenity values</u></p>	
<p><u>SPZ-RA-MCD9 – Character and Amenity Values</u></p> <p>1. <u>The scale of the building on the site and its compatibility with the character and amenity values of the surrounding zone.</u></p> <p>2. <u>The extent to which the site layout and building design will internalise and mitigate effects including noise, lighting, impact on privacy.</u></p> <p>3. <u>The extent to which the colour and use of external materials integrate the building into the character of the surrounding zone and mitigate reflectivity.</u></p> <p>4. <u>The extent to which there is a practical and functional need for the increased scale.</u></p>	
Costs	Benefits
<p>The amendments will reduce the amount of developable land within Area B. Hangars designed to accommodate two planes (or a collection of planes), may exceed 550m² and therefore require resource consent for a restricted discretionary activity.</p>	<p>These provisions will maintain a sense of openness within Area B and will manage amenity related effects between sites and provide an appropriate transition between Area B and neighbouring RLZ properties.</p>

Efficiency	These provisions provide an opportunity to develop land for dwellings, outbuildings, and aircraft hangars, while providing Council with the opportunity to assess the adverse effects that could result from buildings on site.
Effectiveness	The most effective way to maintain openness and amenity values would be to either increase the minimum allotment size or increase boundary setback controls or introduce HIRTB controls.
Summary	
The amendments are an appropriate means to avoid and mitigate landscape character and amenity effects resulting from the development of the SPZ(RA).	

Table D10: Assessment of efficiency and effectiveness – SPZ(RA)-BFS8

Recommended Amendments to Provisions:
<p>SPZ(RA)-BFS8 Residential units</p> <p><u>Within Area A:</u></p> <p>1. <u>Each residential unit shall be provided with:</u></p> <ol style="list-style-type: none">1. <u>i a private outdoor living space with a minimum area of 6m² and a minimum dimension of 1.5m; and</u>2. <u>a waste management area for the storage of rubbish and recycling of 5m² with a minimum dimension of 1.5m;</u> <p><u>which shall be clear of any taxiway.</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 and waste management area for storage</u></p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p> <p><u>Notification</u></p> <p><u>An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</u></p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p> <p><u>SPZ-RA-MC9 – Character and amenity values</u></p> <p><u>Outdoor living space and waste management area for storage for residential units</u></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>2. <u>The extent which the reduction in the waste management area:</u><ol style="list-style-type: none">i. <u>is necessary due to the site constraints and/or the functional requirements of the activity.</u>ii. <u>impacts upon the amenity of pedestrians or adjoining residential activities.</u>

iii. is screened by proposed landscaping or screening.

Costs		Benefits
<p>There will be a minor cost in terms of the loss of land available to development within Area A.</p> <p>There will be a resource consent process should a proposal fail to meet the minimum requirements of the standard.</p>		<p>The standard will ensure that even small residential units attached to an airfield related building are provided with some private outdoor open space.</p>
Efficiency	<p>The amendment provides a relatively low minimum standard, which should be relatively easy to comply with. It ensures that very small residential units within or attached to an airfield related building (even at first-floor level), on a relatively small site, has some outdoor living space. The amendment would not prevent some residential units from having larger outdoor living spaces.</p>	
Effectiveness	<p>A minimum building coverage standard, or a private outdoor living space standard size based on dwelling size may be more effective at providing a larger area of onsite amenity for the occupants of larger residential units (such as families).</p>	
Summary		
<p>The amendments will provide an appropriate standard of onsite amenity for residential units in Area A where no maximum building coverage standard applies.</p>		

Table D11: Assessment of efficiency and effectiveness – SPZ(RA)-BFS9

Recommended Amendments to Provisions:
<p>SPZ(RA)-BFS9 Landscaping</p> <p>1. <u>Within Area A on the ODP:</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 on the ODP</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> <p><u>All tree and plant species shall be taken from SPZ(RA)-APP2 – Plant Species.</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-MCD6 – Civil Aviation requirements</u></p> <p><u>SPZ-RA-MCD8 – Landscaping</u></p> <p><u>Notification</u></p>

An application for a restricted discretionary activity under this rule is precluded from being publicly notified but may be limited notified.

SPZ-RA-MCD8 - Landscaping

1. 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.
2. 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.

Costs		Benefits
The cost of implementing the landscaping requirements will be worn either by the subdivider or the property owner. This will add to the cost of each allotment.		The boundary landscaping will assist with integrating the SPZ(RA) into the RLZ context. Landscaping will mitigate amenity effects between sites in Area B.
Efficiency	The landscaping provisions, when applied in combination with the built form standards, will mitigate the effects of buildings on the local landscape and will manage amenity effects within Area B.	
Effectiveness	The approach will not be as effective as setting more restrictive building coverage and yard setback standards.	
Summary		
The landscaping standard, along with other built form standards of the SPZ(RA) will avoid and mitigate landscape character effects arising with SPZ(RA) enabled development.		

Table D12: Assessment of efficiency and effectiveness – SPZ(RA)-BFS10

Recommended Amendments to Provisions:	
<p>SPZ(RA)-BFS9</p> <p>1. <u>All taxiways must be designed (including safety fencing if necessary) and formed in accordance with the requirements of the Civil Aviation Authority.</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-MCD6 – Civil Aviation requirements</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>	
Costs	Benefits
The developer / subdivider will need to demonstrate that the taxiway corridor is fit for purpose. This may involve upfront certification / consultation cost.	The provided taxiway is fit for purpose and can be used by airside titles to access the airfield in safe way.
Efficiency	The standard will ensure that the taxiways are correctly designed and formed, irrespective of whether they formed ahead of subdivision or part of a land use proposal.
Effectiveness	This standard will apply if development proceeds ahead of the subdivision. The standard, along with SPZ(RA)-BSF1, will ensure that the taxiways are provided and constructed in accordance with the ODP if the land is leased and not subdivided, or if they are formed ahead of subdivision.
Summary	
The built form standard is appropriate and required to ensure taxiways are appropriately designed, formed and legally protected, if they are provided ahead of a subdivision proposal.	

Table D13: Assessment of efficiency and effectiveness – SPZ(RA)-MCD6

Recommended Amendments to Provisions:	
<p>SPZ(RA)-MCD6</p> <p><u>Civil Aviation Requirements</u></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> 2. <u>Whether the infringement of the standard will affect aircraft operations and safety.</u> 	
Costs	Benefits
No costs have been identified.	The amendments will ensure that council considers the effect that non-compliance may have on aircraft operations and safety.
Efficiency	A resource consent application allows council to consider the implications of a built form standard infringement.
Effectiveness	This is the most effective method to avoid and mitigate effects of, for example, proposals to build a building within the taxiway setback.
Summary	
The amendments to SPZ(RA)-MCD6 are needed to administer the built form standards of the SPZ(RA).	

Table D14: Assessment of efficiency and effectiveness – TABLE NOISE-2

Recommended Amendments to Provisions:	
<p>TABLE NOISE-2</p> <p><u>Special Purpose Zone (Rangiora Airfield) – Area B (excluding aircraft taxiing):</u></p> <ul style="list-style-type: none"> • 50 dB LAeq (Daytime 7:00am-10:00pm) • 40 dB LAeq (Night-time 10:00pm-7:00am) <p><u>Special Purpose Zone (Rangiora Airfield) – Area A (excluding aircraft taxiing):</u></p> <ul style="list-style-type: none"> • 60 dB LAeq (Daytime 7:00am-10:00pm) • 40 dB LAeq (Night-time 10:00pm-7:00am) 	
Costs	Benefits
The amendments to TABLE NOISE-2 may impose restrictions that could prevent some aircraft activities from locating in Area A.	The noise limits will assist with ensuring that noise effects are mitigated to an appropriate level to ensure that the activities are compatible with residential units.
Efficiency	The limits have been recommended by acoustic experts as being appropriate for Areas A and B. Resource consent can be obtained to exceed these levels.
Effectiveness	Noise effects are applied in all District Plans to ensure that activities manage noise related effects.
Summary	
The noise limits will ensure that compatible activities establish within the SPZ(RA).	

Table D15: Assessment of efficiency and effectiveness – SUB-S5

Recommended Amendments to Provisions:	
<p>SUB-S5 Legal and physical access</p> <p>1. <u>All taxiways within the Special Purpose Zone (Rangiora Airfield) must be legally protected, formed, and designed (with safety fencing if necessary), in accordance with the requirements of the Civil Aviation Authority.</u></p> <p>Activity status when compliance not achieved: NC</p>	
Costs	Benefits
<p>There are no additional costs arising from these amendments, when compared to SUB-S5 attached to Mr. Chrystal’s EIC.</p>	<p>The benefit is that SUB-S5 requires that the taxiway be formed and protected at the time of subdivision, in accordance with the requirements of the Civil Aviation Authority.</p>
Efficiency	<p>The amendments to SUB-S5 will enable Council to ensure that the legal corridor is wide enough to function as intended and that the taxiways are designed and formed in accordance with the requirements of the Civil Aviation Authority, prior to the release of titles.</p>
Effectiveness	<p>The amendments to SUB-R5 will be effective in requiring the subdivider to design, form and legally protect the taxiways at the time of subdivision, in accordance with the requirements of the Civil Aviation Authority.</p>
Summary	
<p>The amendments to SUB-R5 will improve the administration of the Proposed Plan by providing the Council with the opportunity to ensure that the taxiways are appropriately designed, formed and legally protected prior to the release of titles.</p>	

Table D16: Assessment of efficiency and effectiveness – TABLE SUB-1

Recommended Amendments to Provisions:	
<p>TABLE SUB-1: Minimum allotment sizes and dimensions</p> <p><u>Minimum allotment sizes:</u></p> <ul style="list-style-type: none"> • <u>Activity Area A – N/A 500m²</u> • <u>Activity Area B – 5,000m² 7,000m²</u> 	
Costs	Benefits
<p>The minimum allotment sizes could affect a more intensive pattern of development.</p>	<p>The minimum allotment size for Area A will ensure that any resulting vacant allotments are of a sufficient size to accommodate SPZ(RA) enabled activities.</p> <p>The minimum allotment size for Area B will maintain landscape / visual amenity values.</p>
Efficiency	<p>The minimum lot size is an efficient mechanism used in all District Plans to manage outcomes from vacant subdivision, particularly where the rules are permissive and are applied to a “site.”</p>
Effectiveness	<p>The minimum lot size for Area B will effectively manage landscape character values in combination with the land use rules and built form standards.</p> <p>The minimum lot size for Area A will ensure that vacant lots are fit for purpose. Subdivision around an approved or permitted land use development is preferred to ensure lots are fit for purpose; however, this approach will allow Area A to be comprehensively designed at the outset with taxiways, roads, and building platforms that meet NZCAA requirements.</p>
Summary	
<p>The minimum allotments sizes for Areas A and B will give effect to the objectives and policies of the SPZ(RA) and SUB chapters.</p>	

Table D17: Assessment of efficiency and effectiveness – DEFINITIONS

Recommended Amendments to Provisions:	
<p>DEFINITION: Airfield Activity</p> <p><u>Means the following use of land and/or buildings related to or ancillary to the function and operation of the Rangiora Airfield:</u></p> <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. facilities for handling and storage of hazardous substances; 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 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. access roads, walkways, and cycleways; o. <u>stormwater facilities, infrastructure, and utility activities;</u> p. <u>monitoring and site investigation activities;</u> q. signs, artwork, sculptures, flags, and landscaping; r. <u>administration and offices associated with any airfield activity;</u> s. <u>any ancillary activities, buildings and structures related to the above.</u> 	
Costs	Benefits
<p>The amendments to the definition of “Airfield Activity” omit activities that may have otherwise been allowed without resource consent.</p>	<p>The amended definition only includes activities that are more usually associated with an airfield. This ensures that the SPZ(RA) will enable activities that are compatible and ancillary to the airfield.</p>
Efficiency	<p>The definition of “airfield activity” will ensure that the land use rules of the SPZ(RA) are efficiently applied with limited exclusions and permitted activity standards required.</p>

Effectiveness	The amendments to the definition of “airfield activities” will effectively frame the nature of activities anticipated within Area A.
Summary	
The definition of “airfield activity” has been carefully considered to ensure that it aligns with the purpose of the SPZ(RA) and the activities are compatible with the Airfield, the surrounding RLZ environment, and the transportation network.	

Table D18: Assessment of efficiency and effectiveness – SUB-MCD2(10)

Recommended Amendments to Provisions:	
<p>SUB-MCD2 – Subdivision Design</p> <p><u>10. Within the Special Purpose Zone (Rangiora Airfield):</u></p> <p>a) <u>Whether information is provided to show the subdivision demonstrates compliance with any Civil Aviation rule; and</u></p> <p>b) <u>Whether appropriate legal mechanisms are proposed for identified allotments to restrict the total number of residential units within Area A to 30, in accordance with SPZ(RA)-R5(1)(1)(c)."</u></p>	
Costs	Benefits
<p>No costs were identified over and above those that were outlined in the s32 analysis attached to Mr. Chrystal's EIC.</p>	<p>The amendments will encourage the subdivider to identify which allotments within Area A may or may not contain a residential unit and to impose consent notices or other mechanisms to ensure that no more than 30 residential units are created within Area A.</p> <p>This will provide an opportunity for Area A to be comprehensively masterplanned, with allotments containing residential units being identified early on to minimise reverse sensitivity effects on the Airfield.</p>
Efficiency	<p>It is considered that the 'cap' on residential units in Area A is best managed through a consent notice led approach.</p>
Effectiveness	<p>The amendments to SUB-MCD2 will be effective in providing Council with a trigger to manage the 'cap' on the number of residential units that may be established within Area A.</p>
Summary	
<p>The amendments to SUB-MCD2 will benefit the Council's administration of the Proposed Plan and may allow the developer to proactively identify allotments that are more appropriate for residential units that are ancillary to airfield activities.</p>	

Overall, taking into account the assessment above, I consider the recommended amendments to the policies and rules to be more efficient and effective in achieving the objectives than the notified provisions.

Adequacy of Information and Risk of Acting or Not Acting

Section 32(2)(c) of the RMA requires an assessment of the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.

Council experts have raised a number of matters that need to be addressed to provide clarity to the Stream 12F – Rangiora Airfield provisions of the Proposed Plan. If no action is taken and the Proposed Plan is retained as notified, it could lack of consistent interpretation of the Proposed Plan and increased costs in terms of time and money required by District Council staff to process resource consents.

The recommended amendments address this matter and will assist in making the provisions efficient and effective in achieving the objectives. The risk in not acting is that the provisions do not effectively or efficiently achieve the objectives.

After reviewing the amendments to the SPZ(RA) and district wide provisions of the Proposed Plan and considering the matters raised in expert conferencing, I consider there is sufficient information on which to base the recommended revised provisions.

D6. Conclusion

I have evaluated the recommended amendments to objectives to determine the extent to which they are the most appropriate way of achieving the purpose of the RMA where there is necessary, and otherwise to give effect to higher order planning documents. I have also evaluated the recommended amendments to the proposed provisions, including their efficiency and effectiveness of the provisions in achieving the proposed objective(s). I consider the proposed objectives as recommended to be amended are an appropriate way of achieving the purpose of the RMA and the recommended changes to provisions are the most appropriate means of achieving the objective(s).

Appendix E – Supplementary evidence prepared by Council experts

**Before an INDEPENDENT HEARING PANEL
Appointed by WAIMAKARIRI DISTRICT COUNCIL**

UNDER the Resource Management Act 1991

IN THE MATTER OF the Proposed Waimakariri District
Plan

AND

IN THE MATTER Hearing Stream 12: Rezoning
Requests (larger scale) and
submission number 10
Daniel Smith

**RESPONSE TO SUPPLEMENTARY EVIDENCE
HUGH ANTHONY NICHOLSON
ON BEHALF OF WAIMAKARIRI DISTRICT COUNCIL**

LANDSCAPE ARCHITECTURE

16TH SEPTEMBER 2024

1. INTRODUCTION

- 1.1 My name is Hugh Anthony Nicholson and I am a Director of UrbanShift, an independent urban design and landscape architecture consultancy.
- 1.2 I have prepared a statement of evidence on urban design and landscape matters for the Waimakariri District Council with respect to submission 10 for Hearing Stream 12: Rezoning Requests (larger scale) in the Proposed Waimakariri District Plan (Proposed WDP), and in response to the rezoning submission of Daniel Smith. My qualifications and experience are set out in that statement.

2. ACTIVITY STATUS

- 2.1 I note that amendments to the SPZ(RA) proposal have been made to enable the development of 'airfield activities', and to restrict the size of commercial activities. In addition residential activities in Area A are required to be associated with an airfield related activity, and residential lots in Area B are required to have guaranteed airfield access via a taxiway.
- 2.2 I support the intent of these provisions although I am not able to comment on their efficacy with regard to the case law established in *McElroy and Ors v Auckland International Airport Ltd* SC 11/2010.
- 2.3 I note that in the consequential amendments to the rules that off-site signs have been made a restricted discretionary activity in Area A presumably to reflect provisions in other light industrial zones. In my opinion the provision for off-site signs in this location has the potential to create adverse visual effects on adjacent rural and rural-residential areas, as well as on the character of Rangiora Airfield.
- 2.4 I recommend that it would be more appropriate that any signage in Area A should be associated with on-site airfield activities, and that off-site signs should have a non-complying activity status in the SPZ(RA) to reflect other mixed-use and residential zones.

3. ***Amendments to the SPZ(RA) now include a 150m² GFA threshold on commercial activities (this is embedded in the definition of “airfield activities”). It applies “per activity” not across Area A. Do you have any thoughts on this from a landscape / visual perspective?***
Do you support the minimum lot size of Area A? (300m²)

- 3.1 The proposal adds approximately 18 hectares to Area A for the development of ‘airfield activities’ including permitted commercial activities with a GFA less than 150m². It also enables an additional 8 hectares within the airport itself to be developed for the same purposes. The proposed minimum lot size is 300m².
- 3.2 Allowing approximately 20% of this area for roading and access, this would allow the subdivision of approximately sixty-nine 300m² sections each with associated 150m² commercial development leading to a combined commercial floor area of more than 10,000m². While this scenario is somewhat fanciful both in the number of sections and the number of small commercial activities it does suggest that the proposed rules do not clearly signal the anticipated built form.
- 3.3 From an urban form perspective I recommend that the zone provisions include a combined maximum commercial floor area of 450m² for Area A which would align with a typical Neighbourhood Centre zone. This would allow a small number of businesses to service workers and visitors to the airfield without significantly affecting the distribution of commercial activities in the district.
- 3.4 I do not consider that the proposed minimum lot size of 300m² is an issue from an urban form or landscape perspective, although this could lead to a proliferation of small buildings. In general a greater number of smaller scale buildings tends to provide a higher degree of visual interest in contrast to single monolithic buildings.

4. Development in Area B would be subject to a 20% building coverage standard. Would you support a maximum building size control (similar to the RLZ) that would allow Council to consider the visual effects of larger buildings?

4.1 Development in Area B would have a minimum section size of 7,000m² with a maximum building coverage of 20%. Potentially this would allow a 1,400m² permitted building. This is equivalent to a small scale supermarket and in my opinion is excessive and could potentially result in significant visual effects.

4.2 Development in Area A would have a minimum section size of 300m² with no maximum building coverage. On smaller sections the 3m setback requirement on internal boundaries would modulate the building form, however, there is also the potential for excessively large buildings of a similar or greater scale than 1,400m² described above. In my opinion this scale of building could potentially have significant visual effects.

4.3 From a landscape perspective I recommend that the maximum building coverage in Area B is reduced to 15% which is potentially equivalent to a 1,000m² building.

4.4 I also recommend that a maximum building size control, similar to the RLZ, is introduced for both Areas A and B. A 550m² trigger would allow the potential visual effects of larger buildings to be considered along with mitigating factors such as design and landscaping.

5. The submitter proposes to increase the minimum size of lots within Area B including the taxiways to 7,000m². Mr. Langbridge considers that the grassed nature of the taxiways and runways is a mitigating factor - do you agree?

5.1 I support the increased minimum size of lots within Area B to 7,000m² which I consider provides a better transition to the neighbouring RLZ. I also agree with Mr Langbridge that grassed taxiways and runways could contribute to a greater perception of open space. However, I see no rules within the SPZ(RA) that would prevent the taxiways being paved in the future.

5.2 From a landscape perspective I consider that a maximum impermeable surface standard (similar to that provided in the RLZ) would be desirable for the gross site area in Area A (including the taxiways). This would ensure that a green open feel is retained irrespective of the surface of the taxiway, and that the sites are not dominated by buildings and impervious surfaces. Considering that the sites in Area A are smaller than in the RLZ, I consider that allowing a higher percentage of impermeable surfaces would be appropriate, in the order of 25%.

6. *Could you please review the proposed landscaping standard / provisions? Will these address concerns regarding the interface of the SPZ(RA) with the RLZ?*

6.1 I note that the proposed ODP provides for street tree planting around and within the zone, and tussock planting along the taxiways. The revised SPZ-RA provisions add rules requiring a 2.0m landscape strip along road boundaries, and hedgerow planting along the internal boundaries of Area B. The revised provisions also require a post and rail fence along the Prior and Mercers Road boundaries, and provide tree and plant lists appropriate for planting around an airfield.

6.2 I am supportive of these provisions, however, I do not consider that on their own they would ensure that a semi-rural landscape character in the SPZ-RA was retained with an easy transition to the neighbouring RLZ zone.

6.3 As discussed in paragraph 5.2 I consider that the addition of a maximum impervious surface standard in Area B (similar to the standard in the RLZ) would assist in maintaining a green open character. From a landscape perspective I would recommend a maximum of 25% impervious surfaces.

6.4 I understand that Area A is intended to have a landscape character more akin to the light industrial zone although I note that residential units and visitor accommodation are enabled in this Area. I also note that while the existing hangars and servicing area on the northern side of the runway are generally rows of attached sheds with little or no gaps between, the rows are

separated by large areas of grass in a generous open landscape, and the overall visual density is reduced.

- 6.5 I remain concerned that there are no provisions to ensure a level of green open space is retained within Area A apart from the building setbacks. The 10.0m setback on street boundaries may be used for carparking with a 2.0m landscape strip along the street edge. It is possible (although perhaps not likely) that Area A could be entirely covered with buildings and / or impervious surfaces apart from the landscape strips.
- 6.6 From a landscape perspective I would support a higher level of impervious site coverage in Area A than in Area B, but I consider that a standard ensuring an appropriate balance of impervious and pervious surfaces is maintained. If a similar character to the existing hangers and services on the northern side of the runways is anticipated then a maximum of 50% of impervious surfaces might be appropriate noting that taxiways, setbacks and landscape strips could be included in the calculations as pervious surfaces where appropriate.

7. SUMMARY

- 7.1 I have reviewed the supplementary statements of evidence from the applicant with regard to the requested rezoning at Rangiora Airfield. From a landscape and urban design perspective I recommend that:
- a. Off-site signs have a non-complying activity status in the SPZ(RA) to reflect other mixed-use and residential zones and the existing rural environment;
 - b. A combined maximum commercial floor area of 450m² is provided for in Area A to align with a typical Neighbourhood Centre zone;
 - c. A maximum building size control, with a 550m² trigger, is introduced for both Areas A and B in order to allow the potential visual effects of larger buildings to be considered along with mitigating factors such as design and landscaping;

- d. That the maximum building coverage in Area B is reduced to 15% together with a new maximum impervious surface standard of 25%, and the proposed minimum section size of the 7,000m² in order to maintain a sympathetic green open character;
- e. That a new maximum impervious surface standard of 50% is introduced in Area A in order to retain a similar character to the existing hangars and service buildings on the northern side of the airfield, and that provision is made for an exemption to the internal boundary setbacks where the buildings are attached.



Hugh Nicholson

16th September 2024

240500

12 September 2024



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ATTENTION: Bryce Powell

Re: Rangiora Airfield Acoustic Post Hearing Comments

Dear Bryce Powell,

This letter summarises developments in acoustic matters related to the Stream 12F Rangiora Airfield application by Daniel Smith. This should be read with reference to our initial Statement of Evidence by Mark Lewthwaite dated 28 May 2024 and presents an update on that document following the receipt of supplementary evidence and changes listed below.

Specific comment is made to aspects raised within the initial review which are now satisfactory, and to aspects which are unresolved.

This has been prepared following receiving the following supplementary evidence:

- Statement of Supplementary evidence by Rob Lachlan Hay (dated 7 Aug 2024)
- Appendix 1 - The Proposal - Post Hearing Revisions
- Mm 001 R01 20240215 Rangiora Airfield Rezoning - Response to Hearing Panel Question by Rob Hay (dated 21 Aug 2024)

This letter is authored by Aaron Healy. I was involved in the initial acoustic review authored by Mr Mark Lewthwaite also from Powell Fenwick and will be the primary expert representative going forward. My credentials are listed within that evidence.

Matters I consider to now be suitable:

Noise from permitted activities within the SPZ(RA) zones observed within SPZ(RA)

Noise limits are now proposed to be included within Table NOISE-2 for the boundary of sites within the SPZ(RA). The adopted noise limits are:

Area B: 50 dB L_{Aeq} daytime (7 am - 10pm), 40 dB L_{Aeq} / 70 dB $L_{AF(max)}$ night-time (10 pm - 7 am)

Area A: 60 dB L_{Aeq} daytime (7 am - 10pm), 40 dB L_{Aeq} / 70 dB $L_{AF(max)}$ night-time (10 pm - 7 am)

I consider these to be appropriate.

Taxiing within Activity Area B

Aircraft taxiing within Area B was a concern due to the risk of aircraft passing next to dwellings, and the risk of residents not anticipating the activity.

Based on the supplementary memo dated 21 Aug 2024 from Mr Hay I am satisfied that means are available to sufficiently link residents to the airfield. The memo also presented evidence indicating that in other airfield developments where residents are sufficiently linked to the airfield noise from taxiing aircraft is accepted.

The locations where aircraft are likely to taxi is controlled by the position of taxiways. These are positioned in the Outline Development Plan separated from the driveways. I expect this layout will encourage aircraft hangars to be located on the rear of the sections, significantly reducing the risk of aircraft taxiing in close proximity to houses.

Matters which are not yet resolved:

Activities near 183 and 198 Merton Rd

The above rural dwellings have notional boundaries within 14 m and 16 m respectively from the edge of proposed SPZ(RA) Area A. For reference the rural zone daytime noise limit applying at the notional boundary is 50 dB L_{Aeq} / 65 dB L_{AFmax} , which is notably lower than the 60 dB L_{Aeq} / 85 dB L_{AFmax} daytime limit proposed for Area A.

+ Regarding Area A activities:

I acknowledge that activities will strictly have to comply with the rural noise limits at the notional boundary of these sites. However, I believe that the risk of conflict arising from an otherwise permitted industrial activity within Area A creating excessive adverse noise at rural dwellings is not sufficiently managed.

The applicant should demonstrate the expected separation required for any anticipated activity allowed for by the SPZ(RA) to comply with the RLZ noise rules at the notional boundary of the rural dwellings. I note SPZ(RA)-BFS4 provides set-back requirements for activities in Area A. In my opinion this would be a suitable place to include an additional setback related for activities on the south-east corner of Area A.

While this will manage noise to a level which is generally accepted, the noise character of a rural environment typically involves long periods of low noise levels between events such as, in this case, aircraft or occasional seasonal farming activities. I have experience where a newly established activity consistently producing 50 dB L_{Aeq} of noise at the notional boundary of rural dwellings resulted in significant noise complaints and notably changed the aural character of the area.

A rule allowing Council discretion related to industrial, manufacturing, or workshop activities within a certain distance of the south-eastern corner of the Area A zone (at the intersection of Priors and Merton Rds) would reduce the risk of a loss of rural character.

+ Regarding the taxiway to the east of Area A in the Outline Development Plan:

On the east of Area A there are rural dwellings in close proximity to a taxiway in the outline development plan (as described above). I am not confident that taxiway operations will be acceptable at those dwellings, considering that they are outside the SPZ(RA) and therefore not tied to the airfield.

Further justification in support of the potential noise effects by the applicant or an adjustment to the Outline Development Plan could support the taxiway location.

Engine testing

Engine testing is required as a necessary safety measure. This can be a significant source of noise which is not currently restricted within SPZ(RA). Mr Hay notes that he is not aware of specific rules at Rangiora Airfield. I have also been unsuccessful in finding specific engine testing rules for Rangiora Airfield. However, given the significant increase to the area where engine testing would be permitted, I believe controls should be introduced.

Engine testing should be restricted to areas which are either consistent with the current operation of the airfield or at a justified distance from sensitive receivers.

Runway extension

The Outline Development Plan now shows two runway extensions to the south. The increase in runway length will change the expected take-off and landing threshold for aircraft movements and is not currently reflected in the noise contours.

Increasing the length of the runway and moving the threshold locations will more than likely necessitate remodelling of the aircraft contours, in accordance with NZS 6805:1992 1.6.1, due to the increase in noise levels near the new threshold locations.

In the current Outline Development Plan, a noise sensitive activity constraint area exists in the projected location of the 65 L_{dn} noise contour by the western end of the main runway (runway end 07).

A similar control should be applied to the southern ends of the two minor runways to reduce the risk of ASAN establishing within the vicinity of the projected runway extensions and restricting the long-term future use of these runways. This would be particularly relevant if extension of the runways and future growth created a demand for the minor runways to be used by larger planes than currently operate.

Yours faithfully,
Powell Fenwick

A handwritten signature in black ink that reads "AHealy". The signature is written in a cursive style with a large initial 'A' and a stylized 'H'.

Aaron Healy

WAIMAKARIRI DISTRICT COUNCIL

MEMO

FILE NO AND TRIM NO: DDS-14-05-12 / 240918160475

DATE: 18 September 2024

MEMO TO: Bryce Powell

FROM: Shane Binder

SUBJECT: Stream 12F – Rangiora Airfield – Post-hearing comments

Question 1. Amendments to the SPZ(RA) now include a 150m² GFA threshold on commercial activities. (This is embedded in the definition of “airfield activities”). It applies “per activity” not across Area A (which is my preference). Does this address your concerns about scale?

Response: Please note I have not been previously involved with Stream 12F and have not conferred with Mr Gregory as to the background behind his original evidence.

I would defer to the adequacy of the planning instruments (e.g., rules for amended maximum GFA and to demonstrate a relationship between proposed SPZ(RA) activities and airfield purposes) to Mr Powell. However, if he considers that they are appropriate to limit future activities as suggested in Mr Metherell’s evidence, I consider that the non-residential effects on the transport network would likely align with those covered in the ITA, and that the existing transport network should have adequate capacity to accommodate the resulting increase in traffic.

Question 2. How important is Priors Road to the development of Area B? The issue here is that the road is being straightened by an approved subdivision. The road is indicatively shown on the ODP – and this is what they are relying upon. If it is a precursor to the development of Area B, I need to understand whether the requirement to undertake subdivision in accordance with the ODP is sufficient.

Response: Priors Road will be the primary route for 90% of traffic entering/exiting Area B as well as a portion of the south side of Area A (for traffic navigating between various airfield-related activities along the airfield periphery). Thus, its realignment is central to the development of Area B and will contribute (albeit at a far lesser level) to Area A. I consider it appropriate to attach the realignment to development of Area B.

An alternate method could be that, as ~400 ADT is the threshold for Council to consider sealing a road, and as Priors Road west of Merton Rd was last counted this year with 100 ADT, then the realignment of western Priors Road could be tied to the sealing of eastern Priors Road, i.e., when activities in either Area B or the southern side of Area A contribute 300 ADT or more.

Appendix F – List of materials provided by the submitter

List of documents prepared by the submitter:

- Supplementary Evidence of Andrew Metherell, on behalf DM & AD Smith Investments Ltd, in the matter of the proposed Waimakariri District Plan, Hearing Stream 12F: Special Purpose zone – Rangiora Airfield ('SPZ(RA)'), dated 5 August 2024.
- Supplementary Evidence of Dean Michael Chrystal on behalf DM & AD Smith Investments Ltd, in the matter of the proposed Waimakariri District Plan - Hearing Stream 12F: Special Purpose zone – Rangiora Airfield ('SPZ(RA)'), dated 7 August 2024.
- Supplementary Evidence of Christopher Brown, on behalf DM & AD Smith Investments Ltd, in the matter of the proposed Waimakariri District Plan, Hearing Stream 12F: Special Purpose zone – Rangiora Airfield ('SPZ(RA)'), dated 5 August 2024.
- Supplementary Evidence of Michael Edward Groome, on behalf DM & AD Smith Investments Ltd, in the matter of the proposed Waimakariri District Plan, Hearing Stream 12F: Special Purpose zone – Rangiora Airfield ('SPZ(RA)'), dated 7 August 2024.
- Statement of Supplementary Evidence prepared by Rob Lachlan Hay, in the matter of the hearing of submissions and further submissions on the Proposed Waimakariri District Plan - Hearing Stream 12F: Airfield, dated 7 August 2024.
- Supplementary Evidence of Rory McLean Langbridge, on behalf Daniel Smith Investment Ltd, in the matter of the Hearing of Submissions and Further Submissions on the Proposed Waimakariri District Plan, dated 7 August 2024.
- Supplementary Evidence of Steve Noad, on behalf of Daniel Smith, in the matter of the hearing of submissions and further submissions on the Proposed Waimakariri District Plan - Hearing Stream 12F: Airfield, dated 7 August 2024.
- Submissions in support of Submission 10 – Daniel Smith re Rangiora Airfield (HS12F), prepared by Andrew Schultz, dated 12 August 2024.
- Memorandum titled: *"Response to Hearing Panel Questions,"* prepared by Rob Hay, dated 21 August 2024.
- Supplementary submissions in support of Submission 10 – Daniel Smith, re Rangiora Airfield (HS12F), prepared by Andrew Schultz, dated 22 August 2024.
- Summary of Evidence of Dean Michael Chrystal on behalf DM & AD Smith Investments Ltd, in the matter of the proposed Waimakariri District Plan - Hearing Stream 12F: Special Purpose zone – Rangiora Airfield ('SPZ(RA)'), dated 22 August 2024.

Appendix G – Recommended responses to submission

Recommended responses to submissions and further submissions

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
Proposed SPZ(RA) provisions and amendments to district wide provisions							
10.1	Daniel Smith	General	Establish a Special Purpose Airport zone at Rangiora Airfield and surrounding land bounded by Priors Road and Merton Road to accommodate residential and commercial activities shown in attachments SPARZ-001 and 002	All	Reject <u>Accept</u>	See body of the report. Insufficient information has been provided from Submitter 10 to support changing the zone from RLZ to a Special Purpose Airport zone <u>The submission can be supported subject to changes made to the SPZ(RA) provisions as agreed by the Planning and Acoustic Experts following expert conferencing. Amended provisions are provided in Appendix C</u> <u>The additional information provided in supplementary evidence has responded to the lack of information identified in the s42A report including supplementary evidence from Steve Noad, Rory Mclean Langbridge, Rob Hay & Dean Chrystal.</u>	No <u>Yes</u> <u>(See Appendix C)</u>
286.12	4Sight Consulting Ltd on behalf of Z Energy Limited	Planning Maps	Support Rural Lifestyle Zone and designation WDC-1 for Rangiora Airfield as this will provide for the continuation of airfield related activities at the site	Paragraph 76 and 77	Accept <u>in part</u>	Agree with submitter. Retain Proposed Plan zoning as notified. Retain Designation WDC-1 as notified but rezone land to Special Purpose Zone – Rangiora Airfield (SPZ(RA)).	No <u>(See Appendix C)</u>