

# Public Notice

## Air noise contours and Kaiapoi exclusion

**Summary:** Canterbury Earthquake Recovery Minister Gerry Brownlee is using his powers under the Canterbury Earthquake Recovery Act to set in place the noise contour but exclude Kaiapoi from having to comply with the limitations on residential development.

**Date published:** Saturday 8 October 2011 in The Press.

**Date it takes effect:** Saturday 8 October 2011

### Related information:

- [Beehive announcement: Exemption will deliver over 1000 more sections](#) 6 October 2011
- Read the full [Canterbury Regional Policy Statement](#) on the Environment Canterbury website.

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### The Notice

#### **Pursuant to section 27(1)(a) of the Canterbury Earthquake Recovery Act 2011, the Minister for Canterbury Earthquake Recovery gives the following notice:**

The 1998 Canterbury Regional Policy Statement is amended from the publication of this notice by adding Chapter 22 in the appropriate place.

#### **Chapter 22: Response to Canterbury earthquakes**

##### **Issue: Canterbury earthquakes**

The area of Canterbury described as greater Christchurch in the Canterbury Earthquake Recovery Act 2011 (CER Act) suffered significant damage as a result of the Canterbury earthquakes. Recovering from this damage to natural and physical resources is to be provided for by specific provisions within this chapter.

##### **Objective 1: Christchurch International Airport Noise Contour**

Provide for and manage urban growth within greater Christchurch while protecting:

a) the safe and efficient operation, use, future growth and development of Christchurch International Airport; and

b) the health, wellbeing and amenity of the people through avoiding noise sensitive activities within the remodelled

(2007) 50 dBA Ldn air noise contour (the 50 dBA Ldn air noise contour).

##### **Policy 1: Kaiapoi**

Provide for residential development inside the 50 dBA Ldn air noise contour in Kaiapoi to offset the displacement of residential activities which were within that part of the Kaiapoi Residential Red Zone inside the 50 dBA Ldn air noise contour, and also provide for the contiguous and consolidated development of Kaiapoi.

### **Explanation to Policy 1: Kaiapoi**

Notwithstanding Policy 2, this policy provides for households to establish within the 50 dBA Ldn air noise contour in Kaiapoi to offset the displacement of households within the Kaiapoi Residential Red Zone which were already within the 50 dBA Ldn contour and which were displaced as a consequence of the 2010/2011 Canterbury earthquakes.

It also provides, as part of greenfields residential development, for Kaiapoi's long term projected growth. Such development provides for the contiguous and consolidated urban development of Kaiapoi.

### **Policy 2: Christchurch International Airport**

To avoid noise sensitive activities within the 50 dBA Ldn air noise contour around Christchurch International Airport except as provided for by Policy 1: Kaiapoi.

Noise sensitive activities means:

- residential activities other than those in conjunction with rural activities that comply with the rules in the relevant district plan as at 23 August 2008;
- education activities including pre-school places or premises, but not including flight training, trade training or other industry related training facilities located within Special Purpose (Airport) Zone in the Christchurch District Plan or on other land used or available for business activities;
- travellers accommodation except that which is designed, constructed and operated to a standard that mitigates the effects of noise on occupants;
- hospitals, healthcare facilities and elderly persons housing or complex.

### **Explanation to Policy 2: Christchurch International Airport**

The 50 dBA Ldn contour provides the boundary for noise sensitive activities extending towards Christchurch International Airport. Within the 50 dBA Ldn the establishment of residential activities and the establishment and/or extension of other noise-sensitive activities is to be avoided.

Noise sensitive activities are to be avoided from occurring within the 50 dBA Ldn air noise contour surrounding Christchurch International Airport so as not to compromise the future efficient operation of Christchurch International Airport and taking into account the health, well-being and amenity of people:

- Except that a limited number of households within the 50 dBA Ldn air noise contour within Kaiapoi is provided in accordance with Policy 1 as an offset for the displacement of noise sensitive residential activities within the 50 dBA Ldn air noise contours (Kaiapoi Residential Red Zone) as a consequence of the 2010/2011 Canterbury earthquakes. Such development also provides for the contiguous and consolidated development of Kaiapoi.
- This situation is unique to Kaiapoi and distinguishable from all other urban areas within greater Christchurch. Much of the Kaiapoi Residential Red Zone is already largely contained within the 50 dBA Ldn air noise contour.
- A secondary reason for accommodating residential development within the 50 dBA Ldn air noise contours in Kaiapoi is that the area under the 50 dBA Ldn air

noise contour in Kaiapoi is surrounded by existing urban development or by urban limits, such that retaining non-residential zoning for this land would result in significant urban design and servicing issues for the surrounding urban development and a lack of cohesion for the separated neighbourhoods.

- Providing further household growth within the 50 dBA Ldn air noise contour in Kaiapoi does not create a precedent for allowing further household growth within the 50 dBA Ldn air noise contour at any other location within greater Christchurch.

**Hon Gerry Brownlee**, Minister for Canterbury Earthquake Recovery