

2024 PC 14 IHP Hearings - Tony Dale - #679

This is the submission from me, Tony Dale of 7 Bradshaw Terrace, where I and my wife have lived for 32 years. I wish to address two qualifying matters for PC14: the Airport Noise Qualifying Matter and the Sunlight Access Qualifying Matter.

1. Airport Noise Qualifying Matter

1. I refer the Independent Hearings Panel to the Planning Officer's Report of Sarah-Jane Oliver under section 42A of the Resource Management Act, 1991 and dated 10 October 2023.
2. I support the methodology used by Ms Oliver to analyse the effects of the new spatial extent of the Updated 50 dBA Ldn Noise Contour Outer Envelope advocated by Christchurch International Airport Ltd. Ms Oliver's methodology is summarised in sections 12.62 to 12.66 of her report, concluding that zoning is the best method of managing dwelling density within the 50 dBA noise contour and that this is sufficient to address the proposed Airport Noise Qualifying Matter.
3. Ms Oliver then recommends, in sections 12.67 to 12.70 of her report, that the spatial extent of the Airport Noise Qualifying Matter should align with the Updated 50 dBA Ldn Noise Contour Outer Envelope advocated by the airport company. Within this area, the Operative District Plan zoning (ie: the existing zoning, with all its height restrictions, setbacks, etc) should continue to be applied. I strongly support this recommendation.
4. In sections 12.67 to 12.70, Ms Oliver also recommends that one area should be excluded from the retention of the Operative District Plan zoning for areas within the Updated 50 dBA Ldn Noise Contour: this is "an area of land north of Riccarton Road within the area broadly between Straven Road, Otakaro Avon River, Matai Street, Deans Avenue and Riccarton Road". This land is recommended to be zoned as a High Density Residential Zone. I strongly disagree with this recommendation, for the following reasons:
5. The outcome of this exclusion and consequent rezoning is perverse, going against the purpose of the Airport Noise Qualifying Matter. Instead of reducing the number of people adversely impacted by airport noise, the number will be greatly increased. There is no good reason for this exclusion when, as Ms Oliver states herself in section 12.62: "Otautahi Christchurch has many options to house its population away from areas at risk, and more concentrated in areas where there will be a better and more acceptable level of amenity."
6. The area of exclusion also appears to have been chosen arbitrarily. It is only a tiny part of the total area covered by the Airport Noise Qualifying Matter. Increasing density in this area will reduce amenity of the area, yet provide little benefit to greater Otautahi Christchurch.

7. Finally, and speaking generally: any intensification of housing in areas outside the four avenues further damages any prospect of revitalising the centre of Otautahi Christchurch.

2. Sunlight Access Qualifying Matter

1. Our house in Bradshaw Terrace has had an extension added that was designed and built in 2013, according to passive solar heating principles. The extension has proven remarkably effective in maintaining comfortable interior temperatures, even in an 80-year-old house. However, passive solar heating requires good access to sunlight to function.
2. For the above reason, I seek that the council proceeds with the Sunlight Access Qualifying Matter. I refer the panel to the PC14 Section 32 and Section 77 Evaluation Qualifying Matters Report section 6.30: Sunlight Access section 32 evaluation. I support the recommendation in section 6.30.33 to proceed with option 3—Reducing height and introducing an oriented-based approach relative to Medium Density Residential Standards.
3. Additionally, I seek that the Sunlight Access Qualifying Matter be made more conservative to preserve sunlight access to the same degree as is enjoyed under our current density rules.
4. I attach at the end of this document (Appendix 1) sun path diagrams for Christchurch and Auckland downloaded from Victoria University Wellington's School of Architecture. I used the Christchurch diagram when designing the 2013 extension of 7 Bradshaw Terrace. I am including these diagrams to illustrate how the Sunlight Access Qualifying Matter is not a new concept, but instead access to Sunlight has been important to Christchurch and in particular to my house, for many years.

To Summarise

Firstly, I request the IHP delete the area of exclusion recommended for the Airport Noise Qualifying Matter, for the land north of Riccarton Road within the area broadly between Straven Road, Otakaro Avon River, Matai Street, Deans Avenue and Riccarton Road.

Secondly, I request the IHP adopt the Sunlight Access Qualifying Matter for PC14 and that the Qualifying Matter be made more conservative to preserve sunlight access to the same degree as is enjoyed under our current density rules.

Appendix 1: Sun Path Diagrams

