

**IN THE ENVIRONMENT COURT
CHRISTCHURCH REGISTRY**

**I MUA I TE KŌTI TAIAO O AOTEAROA
KI ŌTAUTAHI**

ENV-2025-CHC-000124

IN THE MATTER OF an appeal under clause 14 of Schedule 1 and section 74
of the RMA

BETWEEN **KIWIRAIL HOLDINGS LTD**

Appellant

AND **TE TAI O POUTINI PLAN COMMITTEE**

Respondent

NOTICE BY GREY DISTRICT COUNCIL OF WISH TO BE A PARTY TO PROCEEDINGS

Dated: 2 February 2026

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NOTICE BY GREY DISTRICT COUNCIL OF WISH TO BE A PARTY TO PROCEEDINGS

To: The registrar at the Environment Court, Christchurch
And to: The Appellant.
And to: The Respondent

Grey District Council (**GDC**) wishes to be a party to an appeal by Kiwirail Holdings Limited against the decision of the Te Tai o Poutini Committee on the proposed Te Tai o Poutini Plan (**TTPP**).

Nature of interest

1. GDC is a local authority under the Resource Management Act 1991 (**RMA**).
2. GDC is not a trade competitor for the purposes of sections 308C or 308CA of the RMA.
3. GDC notes that it has been incorrectly named as a respondent on the appellant's Notice of Appeal. The correct respondent for the appeal of the TTPP is the Te Tai o Poutini Committee.
4. GDC is interested in part of the proceedings. The parts of the proceeding that GDC is interested in are those that apply within the Grey District and which relate to the following parts of the TTPP, and as further particularised in appendix 1 (attached):
 - (a) Amendments to the rail noise and vibration provisions seeking noise and vibration controls be measured from the railway designation (KRH 1) boundary instead of the edge of the railway tracks (NOISE-Noise Chapter, paragraph 6(a) of the Notice of Appeal).
 - (b) Technical amendments to NOISE-R3 (NOISE-Noise Chapter, paragraph 6(b) of the Notice of Appeal).
 - (c) Standards requiring new and altered buildings to be setback 5 metres from the rail corridor in the General Residential Zone, Medium Density Residential Zones, Settlement Zone, Mixed Use Zone, Commercial Zone, Neighbourhood Centre Zone and Town Centre Zone (Zones Chapter, paragraph 6(c) of the Notice of Appeal).
 - (d) Amendments to the Infrastructure, Ecosystems and Indigenous Biodiversity, Coastal Environment and Temporary Activities Chapters (INF – Infrastructure Chapter, ECO-Ecosystems and Indigenous Biodiversity Chapter CE Coastal

Environment Chapter and TEMP – Temporary Activities Chapter, paragraph 6(e) of the Notice of Appeal).

(e) Any other parts of the appeal that are affected by or related to the above.

5. GDC is interested in the following particular issues:

(a) ensuring that the TTPP is workable for GDC as a local authority and that it assists GDC in carrying out its functions under the RMA; and

(b) ensuring the TTPP recognises that:

(i) The West Coast has a unique environment, that is characterised by about 85% of land in the region managed by the Department of Conservation. This unique context means that appropriate use and development, particularly in the remaining areas, needs to be enabled to provide for the region's social, economic and cultural wellbeing.

(ii) The Grey District needs sustainable infrastructure and services that enable communities to be thriving, resilient and connected.

(iii) The TTPP should enable the use and development of natural and physical resources while ensuring protections are appropriate for the West Coast.

(iv) The TTPP should not create pressures on affordability of housing, farming, industry and infrastructure, as well as other developments and uses through disproportionate or unworkable standards for development and use in the region.

(v) The West Coast region is highly susceptible to the impacts of climate change and natural hazards, which require ensuring the protection of infrastructure and development.

Relief sought

6. GDC's position as to whether it supports, opposes or conditionally opposes a specified relief is set out in Appendix 1.

7. GDC's reasons for supporting a relief where specified in Appendix 1 are:

(a) the relief will promote the sustainable management of natural and physical resources within the Grey District, and is therefore consistent with Part 2 and other provisions of the RMA;

- (b) the relief will meet the reasonably foreseeable needs of future generations;
 - (c) the relief will enable the social, economic and cultural wellbeing of the people of the Grey District;
 - (d) the relief will facilitate the efficient use and development of natural and physical resources;
 - (e) the relief will avoid, remedy or mitigate actual or potential adverse effects on the environment;
 - (f) the relief is the most appropriate way to achieve the purpose of the RMA and/or objectives of the TTPP in terms of section 32 of the RMA;
 - (g) the relief will ensure the TTPP is workable for GDC as a local authority and that it assists GDC in carrying out its functions under the RMA; and
 - (h) the further specific reasons where set out in Appendix 1 (without limiting the general reasons above).
8. GDC further notes that where similar relief is sought by other appellants, consistency between the other similar appeals is supported.
9. GDC's reasons for opposing a relief where specified in Appendix 1 are:
- (a) the relief will not promote the sustainable management of natural and physical resources within the Grey District, and is therefore inconsistent with Part 2 and other provisions of the RMA;
 - (b) the relief will not meet the reasonably foreseeable needs of future generations;
 - (c) the relief will not enable the social, economic and cultural wellbeing of the people of the Grey District;
 - (d) the relief will not facilitate the efficient use and development of natural and physical resources;
 - (e) the relief will not avoid, remedy or mitigate actual or potential adverse effects on the environment;
 - (f) the relief is not the most appropriate way to achieve the purpose of the RMA and/or objectives of the TTPP in terms of section 32 of the RMA;

- (g) the relief will not ensure the TTPP is workable for GDC as a local authority and that it assists GDC in carrying out its functions under the RMA; and
 - (h) the further specific reasons where set out in Appendix 1 (without limiting the general reasons above).
10. GDC's reasons for conditionally opposing a relief are set out in Appendix 1. Where GDC has conditionally opposed a relief, GDC may revisit its position and support the relief if the matters signalled in Appendix 1 are addressed by the appellant (to GDC's satisfaction). GDC, however, reserves the right to oppose the relief for the general reasons set out at paragraph 9.

Alternative dispute resolution

11. GDC agrees to participate in mediation or other alternative dispute resolution of the proceedings.

Dated: 2 February 2026



G A Biggs/ J C Sylvester
Counsel for Grey District Council

This document is filed by Jonathon Cameron Sylvester, solicitor for Grey District Council of the firm Corcoran French, Lawyers. The address for service is at 74 Armagh Street, PO Box 13-001, Christchurch, Phone: (03) 379 4660. Documents for service on Grey District Council may be left at the address for service or may be:

- (a) Posted to the solicitor at PO Box 13001, Christchurch 8141; or
- (b) Emailed to jonathon@cflaw.co.nz as long as they are contemporaneously emailed to geraldine@cflaw.co.nz.

Advice

If you have any questions about this notice, contact the Environment Court in Christchurch.

Appendix 1: Grey District Council's interest in the appeal of Kiwirail Holdings Ltd

#	TTPP Provisions	Relief sought by the appellant	Grey District Council's position	Further Reasons for Grey District Council's Position
1.	NOISE-R3	<p>KiwiRail seeks NOISE-R3 and NOISE-APP1 in the Proposed Plan be amended as set out in Attachment A to ensure the noise and vibration controls are measured from the rail corridor designation boundary and to correct the technical errors in NOISE-R3, including those identified [in the Notice of Appeal] or such alternative or consequential relief that addresses KiwiRail's concerns.</p> <p>Appendix A</p> <p>NOISE – R3 Acoustic Insulation Requirements for New or Altered Buildings for Use by a Sensitive Activity</p> <p>Activity Status Permitted</p> <p>Where:</p> <p>1. The building will be used by a sensitive activity and is located within the Road Noise Overlay shown on the planning maps; where</p> <ul style="list-style-type: none"> i. Any habitable room and/or space used for sleeping must be designed, constructed and maintained to achieve a maximum internal noise level of 40dB LAeq (24h); and ii. Compliance with i. above must be achieved based on an existing measured or predicted external road-traffic noise levels with the addition of 3 dB; and iii. Any new or altered habitable room and/or space used for sleeping within 20 metres of the edge of the carriageway must be designed, constructed and maintained to achieve vibration limits not exceeding 0.3mm/s (Class C criterion Maximum Weighted Velocity, Vw,95); 	<p>Oppose</p> <p>GDC also notes its own appeal in relation to NOISE-R3.</p>	<p>For the further reasons given by GDC in its own appeal.</p>

		<p>2. <u>The building will be used by a sensitive activity and is located within 100m of the edge of the tracks of any railway line rail designation boundary, except for the Hokitika line; where any new or altered habitable room used for a sensitive activity and/or space used for sleeping:</u></p> <p>i. <u>Any habitable room and/or space used for sleeping must be</u> is designed, constructed and maintained to achieve a maximum internal noise level of 35 dB LAeq (1h);. ii. Compliance with a. i. above must be achieved based on an assumption of 70 dB LAeq (1h) at a distance of 12m from the railway track and shall be deemed to reduce at a rate of 3 dB per doubling of distance up to 40m <u>and 6 dB per doubling of distance beyond 40 metres;</u> or</p> <p>iii- ii. It is at least 50m from any railway network, and is designed so that a noise barrier completely blocks line-of-sight from all parts of doors and windows to all points 3.8m above railway tracks.</p> <p>3. <u>The building will be used by a sensitive activity and is located within 60m of the edge of the tracks of any railway line rail designation boundary, except for the Hokitika line, where any new or altered habitable room and/or space used for sleeping must be designed, constructed and maintained to achieve vibration limits not exceeding 0.3mm/s (Class C criterion <u>Statistical</u> Maximum Weighted Velocity, Vw,95);</u></p> <p>Where windows need to be closed to achieve the internal noise levels specified in 1. to 6. above an alternative ventilation system shall be provided which achieves the following requirements (<u>excluding Part 3</u>):</p> <p>1.</p> <p>i. Satisfies clause G4 of the New Zealand Building Code; <u>and</u></p> <p>ii. Is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and</p> <p>iii. Provides relief for equivalent volumes of spill air; and</p>		
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		<p>iv. Provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18oC and 25oC; and</p> <p>v. Does not generate more than 35 dBLAeq (30s) when measured at any point where a person associated with a sensitive activity could be located, and no less than 1m away from any grille or diffuser.</p> <p>Advice Notes:</p> <p>1. Compliance with Rule NOISE - R3 will be achieved if, prior to the construction of any building containing a new or altered habitable room and/or space used for sleeping, an acoustic design certificate from a suitably qualified acoustic engineer is provided to the relevant district council stating that the design will achieve compliance with the relevant standard. The building shall be designed, constructed and maintained in accordance with the design certificate; or</p> <p>2. For NOISE - R3.1, NOISE - R3.2, NOISE - R3.4, NOISE - R3.5 and NOISE - R3.6a, compliance will be achieved if the construction conforms to the acceptable solutions listed in NOISE - APP1 - Acceptable constructions requirement, Part A and meets the ventilation requirements of NOISE - R3.7.</p> <p>3. For NOISE - R3.3, compliance will be achieved if the construction conforms to the acceptable solutions listed in NOISE - APP1 - Acceptable constructions requirement, Part B and meets the ventilation requirements of NOISE - R3.7.</p>		
2.	NOISE-APP1	<p>Appendix A</p> <p>Part A: Approved construction requirements for compliance with NOISE - R3.1, NOISE - R3.2, NOISE - R3.4, NOISE - R3.5, NOISE - R3.6a</p> <p><u>New buildings and alterations must meet the ventilation requirements of NOISE - R3.7. [...]</u></p> <p>Part B: Approved construction requirements for compliance with NOISE - R3.3</p>	Oppose	For the further reasons given by GDC in its own appeal.

		<p>Any new buildings or alterations to existing buildings containing a sensitive activity, closer than 60m to the boundary of an existing railway track and is a single storey framed building with:</p> <p>a. A constant level floor slab on a full-surface vibration isolation bearing with natural frequency not exceeding 10 Hz, installed in accordance with the supplier's instructions and recommendations; and</p> <p>b. Vibration isolation separating the sides of the floor slab from the ground; and</p> <p>c. No rigid connections between the building and the ground.</p> <p>In all other situations, a design report from a suitably qualified acoustic specialist is required demonstrating compliance with NOISE - R3.3. New buildings and alterations must meet the ventilation requirements of NOISE - R3.7</p>		
3.	<p>GRZ-R1</p> <p>MRZ - R1</p> <p>SETZ - R2</p> <p>MUZ - R1</p> <p>COMZ - R1</p> <p>NCZ - R1</p> <p>TCZ - R1</p>	<p>The Proposed Plan be amended to include a 5 metre building setback from the rail corridor designation boundary as a permitted activity, a restricted discretionary rule for activities that cannot comply with that standard and associated matters of discretion, in the General Residential Zone, Medium Density Residential Zone, Settlement Zone, Mixed Use Zone, Commercial Zone, Neighbourhood Centre Zone, and Town Centre Zone.</p> <p>Appendix A</p> <p>GRZ-R1 Residential Activities and Residential Units and Accessory Buildings</p> <p>[...]</p> <p>10. Buildings <u>and structures</u> are setback a minimum of 4.5m <u>5m</u> from the railway corridor <u>designation boundary</u> and 1m from all other site boundaries, except that:</p> <p>[...]</p>	Oppose	

		<p><u>Discretion is restricted to:</u></p> <ol style="list-style-type: none"> 1. <u>The location and design of the building or structure as it relates to the ability to safely use, access and maintain buildings or structures without requiring access on, above or over the rail corridor; and</u> 2. <u>The safe and efficient operation of the rail network.</u> <p>MRZ - R1 Residential Activities and Residential Units and Accessory Buildings</p> <p>[...]</p> <p>9. Buildings <u>and structures</u> are setback a minimum of 4.5m 5m from the railway <u>corridor designation boundary</u> and 1m from all other site boundaries, except that:</p> <p>[...]</p> <p><u>Discretion is restricted to:</u></p> <ol style="list-style-type: none"> 1. <u>The location and design of the building or structure as it relates to the ability to safely use, access and maintain buildings or structures without requiring access on, above or over the rail corridor; and</u> 2. <u>The safe and efficient operation of the rail network.</u> <p>SETZ - R2 Buildings and Sites – Design</p> <p>[...]</p> <p>4. Buildings <u>and structures</u> are setback from boundaries as follows:</p> <ol style="list-style-type: none"> i. 5m from the road and any GRUZ - General Rural or INZ Industrial Zone boundary, 4.5m 5m from the rail <u>corridor designation boundary</u>, and 1m from internal boundaries; except <p>[...]</p> <p><u>Discretion is restricted to:</u></p>		
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		<p><u>1. The location and design of the building or structure as it relates to the ability to safely use, access and maintain buildings or structures without requiring access on, above or over the rail corridor; and</u></p> <p><u>2. The safe and efficient operation of the rail network.</u></p> <p>MUZ - R1 New Buildings and External Additions or Alterations to Existing Buildings</p> <p>[...]</p> <p>4. Any building or structure is setback a minimum of:</p> <p>i. 3m from any RESZ - Residential Zone, OSRZ - Open Space and Recreation Zone, INZ - Industrial Zone or PORTZ - Port Zone boundary; and</p> <p>ii. 4.5m 5m from the railway <u>corridor</u> designation boundary, excluding accessory buildings and structures;</p> <p>[...]</p> <p><u>Discretion is restricted to:</u></p> <p><u>1. The location and design of the building or structure as it relates to the ability to safely use, access and maintain buildings or structures without requiring access on, above or over the rail corridor; and</u></p> <p><u>2. The safe and efficient operation of the rail network.</u></p> <p>COMZ - R1 New Buildings and External Additions or Alterations to Existing Buildings</p> <p>[...]</p> <p>2. Any building or structure is set back:</p> <p>i. 3m from any RESZ - Residential Zone or OSRZ - Open Space and Recreation Zone; and</p>		
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		<p>ii. 3m from the road boundary, except for; sites with frontage to two roads in the COMZ - Commercial Zone can have a 3m setback on one road boundary and 1.5m setback on the other road boundary;</p> <p>iii. 4.5m <u>5m</u> from the railway <u>corridor</u> designation boundary, excluding accessory buildings and structures.</p> <p>[...]</p> <p><u>Discretion is restricted to:</u></p> <p><u>1. The location and design of the building or structure as it relates to the ability to safely use, access and maintain buildings or structures without requiring access on, above or over the rail corridor; and</u></p> <p><u>2. The safe and efficient operation of the rail network.</u></p> <p>NCZ - R1 New Buildings, External Additions and Alterations to Existing Buildings</p> <p>[...]</p> <p>4. Any building or structure, excluding buildings for residential activities and residential units is set back</p> <p>i. 2m from a RESZ - Residential Zone or OSRZ - Open Space and Recreation Zone boundary; ii. 3m from the road boundary; or</p> <p>iii. For sites with frontage to two roads in the NCZ - Neighbourhood Centre Zone:</p> <p>a. 3m on one road boundary; and</p> <p>b. 1.5m on the other road boundary;</p> <p>iv. 4.5m <u>5m</u> from the railway <u>corridor</u> designation boundary, excluding accessory buildings and structures;</p> <p>[...]</p>		
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		<p>Discretion is restricted to:</p> <p>1. <u>The location and design of the building or structure as it relates to the ability to safely use, access and maintain buildings or structures without requiring access on, above or over the rail corridor; and</u></p> <p>2. <u>The safe and efficient operation of the rail network.</u></p> <p>TCZ - R1 New Buildings, External Additions or Alterations to Existing Buildings</p> <p>[...]</p> <p>3. Any building is setback a minimum of:</p> <p>i. 3m from any RESZ - Residential Zone boundary;</p> <p>ii. 4.5m 5m from the railway corridor designation <u>boundary</u>, excluding accessory buildings and structures.</p>		
4.	Rule TRN-R7	<p>TRN – R7: Sight Lines at Railway Crossings</p> <p>Activity Status Permitted</p> <p>Where:</p> <p>1. The sightlines in TRN Figure 9 are complied with. The 'Obstruction Free Zone' identified in TRN - Figure 9 – Sight Line Requirements at Railway Crossings is free of buildings, structures, planting or other visual obstructions which may limit visibility of the rail crossing.</p>	GDC is not interested in this part of the proceeding.	
5.	TRN-R14	<p>TRN – R14: Sight Lines at Railway Crossings not meeting Permitted Activity standards</p> <p>Activity Status Restricted Discretionary Discretion is restricted to:</p> <p>a. The potential for adverse effects on the safety and efficiency of the rail network.</p>	GDC is not interested in this part of the proceeding	

		<u>b. Outcome of engagement with KiwiRail.</u>		
6.	INF-P1, INF-P2, and INF-P3	<p>INF-P1</p> <p>Recognise <u>and provide</u> for the positive social, economic, cultural and environmental benefits from the development, continued operation, maintenance and upgrading of infrastructure.</p> <p>INF-P2</p> <p>Manage the design and location of infrastructure, including when sited in all overlays in a way which considers:</p> <p>a. Operational need and functional need <u>Locational, technical and operational constraints</u>;</p> <p>b. Resilience to natural hazards and climate change;</p> <p>c. Poutini Ngāi Tahu requirements for discharge of wastewater to land;</p> <p>d. Benefits of co-location of infrastructure;</p> <p>e. That positive effects of infrastructure may be realised locally, regionally, or nationally; and</p> <p>f. The need to avoid, remedy and mitigate adverse effects on the environment.</p> <p>INF-P3</p> <p>Manage reverse sensitivity effects from subdivision, use and development, on infrastructure to ensure their safe, secure and efficient operation, <u>maintenance, repair, upgrading, removal and development of infrastructure.</u></p>	Support	For the reasons given by the appellant.
7.	ECO-R7	<p>Amendments to include disjunctives.</p> <p>Appendix A</p> <p>ECO-R7</p>	Support	

		<p>Activity Status Permitted</p> <p>Where this is:</p> <ol style="list-style-type: none"> 1. For the maintenance, operation and repair of lawfully established activities and structures including tracks, fences, drains, structures, infrastructure and [...] where: <ol style="list-style-type: none"> i. This is at the same or similar scale, character and intensity as at 14 July 2022; and ii. The clearance is within 3 metres of the lawfully established activity and is limited to a maximum area of 50m² per individual Significant Natural Area; <u>or</u> 2. Necessary to remove vegetation that endangers human life or existing buildings or structures, where this is certified by a Council Approved Contractor; <u>or</u> 3. For the safe and efficient operation (including maintenance and repair) of any formed public road, rail corridor or access where the removal is within 3 metres of the formed width of the road, rail corridor or access where this is undertaken by a Road or Rail Controlling Authority; <u>or</u> 4. To comply with section 43 of the Fire and Emergency Act 2017; <u>or</u> 5. To enable removal of unwanted organisms declared under the Biosecurity Act 2015. 		
8.	NFL-P1 (now NFL-P2)	<p>NFL-P2</p> <p>Provide for activities within outstanding natural landscapes described in Schedule Five and outstanding natural features described in Schedule Six where they maintain <u>do not adversely affect</u> the values that contribute to a natural feature or landscape being outstanding and are for:</p>	GDC is not interested in this part of the proceeding.	

9.	NFL-P2 (now NFL-P3)	<p>NFL-P3</p> <p>Avoid adverse effects on the values that contribute to outstanding natural landscapes described in Schedule Five and outstanding natural features described in Schedule Six. Where adverse effects cannot be avoided, ensure that the adverse effects are remedied, and mitigated, or offset to be no more than minor</p>	GDC is not interested in this part of the proceeding.	
10.	NC-O3	<p>NC-O3</p> <p>To provide for activities which have <u>an operational or</u> functional need to locate in the margins of lakes, rivers and wetlands while ensuring adverse effects on natural character are minimised.</p>	GDC is not interested in this part of the proceeding.	
11.	NC-R2	<p>NC-R2</p> <p>Activity Status Permitted</p> <p>1. Where the buildings and structures have a functional <u>or operational</u> need to locate in the riparian margin and are:</p> <p>[...]</p>	GDC is not interested in this part of the proceeding.	
12.	CE-P3	<p>Insert new subsection:</p> <p>CE-P3</p> <p>Only allow new subdivision, use and development within areas of outstanding coastal character, outstanding natural landscapes and outstanding natural features where:</p> <p>[...]</p> <p><u>g. It is regionally significant infrastructure that has a functional need to locate in these areas.</u></p>	Support	

13.	CE-P8	Enable the maintenance, repair, operation and minor upgrade of the National Grid <u>and regionally significant infrastructure which has a functional need to locate in Overlay Chapter areas.</u> Where new development and upgrades of the National Grid <u>and regionally significant infrastructure</u> are required, seek to avoid and otherwise remedy or mitigate adverse effects on Overlay Chapter areas.	Support	
14.	CE-R4	<p>Include reference to the rail corridor in CE-R4 (2)(d)(l).</p> <p>CE-R4</p> <p>Activity Status Permitted</p> <p>Where:</p> <p>1. These are not located within:</p> <p>i. The Outstanding Coastal Environment Area; or</p> <p>2. These are:</p> <p>i. Buildings and structures that comply with the rules for buildings and structures within the relevant zone, except that within the GRUZ - General Rural Zone, RLZ - Rural Lifestyle, SETZ - Settlement Zone, OSZ - Open Space Zone and the NOSZ - Natural Open Space Zone:</p> <p>a. Maximum height is 7m for new buildings;</p> <p>b. No height limits apply where this is replacement of a lawfully established building with another building of the same height, in the same location; and</p> <p>c. The gross ground floor area is:</p> <p>I. A maximum of 200m² per building for new buildings;</p> <p>II. No maximum area where this is the replacement of a lawfully established building with another building of the same ground floor area, in the same location; and</p>	Support including the reference to the rail corridor to the current wording.	<p>GDC notes CE – R4 does not currently state</p> <p><i>“1. These are not located within:</i></p> <p><i>i. The Outstanding Coastal Environment Area; or”</i></p> <p>CE-R4 applies to Buildings and Structures in the Coastal Environment that are outside of the Outstanding Coastal Environment Area, (per the heading).</p>

		<p>d. New buildings are set back 25m from Mean High Water Springs except where these are:</p> <p>I. New network utility buildings, where these are located within a legal road reserve <u>or rail corridor</u>; or</p> <p>II. Parks facilities or parks furniture within any OSRZ - Open Space and Recreation Zone; or</p> <p>III. Energy Activities or Network Utilities, including ancillary earthworks, that are permitted activities in the Energy, Infrastructure and Transport Chapters of the Plan.</p>		
15.	CE-R7	<p>Include reference to the rail corridor in CE-R7 (iii)</p> <p>CE – R7</p> <p>Activity Status Permitted</p> <p>Where:</p> <p>These are for:</p> <p>i. Operation, maintenance, repair and upgrade of walking/cycling tracks, roads, farm tracks or fences lawfully established;</p> <p>ii. Operation, maintenance, repair, upgrade of network utility infrastructure or renewable electricity generation activities lawfully established; or</p> <p>iii. Installation of new network utility infrastructure located within road reserve <u>and rail corridor</u>;</p> <p>iv. Establishment of a building platform and access to a building site in an approved subdivision or where there is no existing residential building on the site;</p> <p>v. Establishment of buildings permitted by Rule CE - R5; and</p>	Support	

		2. Any fill, excavation or removal is not more than 250m ² /ha and 250m ³ /ha.		
16.	TEMP-R2	<p>TEMP-R2</p> <p>Activity Status Permitted</p> <p>Where:</p> <p>1. These are removed within 1 month of the activity ceasing and the site reinstated to the original or better condition;</p> <p>2. The building or structure is located on the same site as the construction or demolition activity <u>or an adjacent site to the construction or demolition activity when it relates to regionally significant infrastructure</u>;</p> <p>3. Relevant zone Setback standards are met where the activity adjoins any Residential or Settlement Zone; and</p> <p>4. Any temporary building is no more than 50m² in gross floor area where this adjoins a residential zone.</p>	Support	For the reasons given by the appellant in the notice of appeal.
17.	Maps	KiwiRail seeks the overlays for Outstanding Natural Features, Outstanding Natural Landscapes and Outstanding Natural Character be removed from the Proposed District Plan Maps where these overlap with KiwiRail's designation.	GDC is not interested in this part of the proceeding.	
18.	Various	Additional generalised relief (relevant to the parts of the proceeding that GDC is interested in) sought by the appellant where amended wording for the provisions is not specified.	Conditionally oppose	GDC is unable to support relief in general and unspecified terms but may revisit its position if specific wording (satisfactory to GDC) is provided during the appeal process.