

Appendix 16: Record of meeting with Christchurch International Airport



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CONSULTANTS

resource management & planning

Meeting Minutes: Levi Rd/Lincoln Rolleston Road Rezoning Proposal

Location: Christchurch International Airport offices, Christchurch Airport

Date: 12/2/20

Time: 11am

Attendees:

Phil Kennard, agent for landowners

Fiona Aston, planner, Aston Consultants Ltd

Rhys Boswell, CIAL planner

Introduction & background

1. PK introduced the site, land owners, background to the proposal and overall intentions. Purdon/Rasumssen have owned horse training facility for 17 years but it's no longer fit for purpose due to reverse sensitivity effects with encroaching neighbouring residential development. Appx. one third of the land is under the noise contours but the whole block is zoned Rural Inner Plains.
2. RB explained planning history to the current CIAL noise contours which were included in the current Canterbury Regional Policy Statement (CRPS) by way of a variation in 2009.

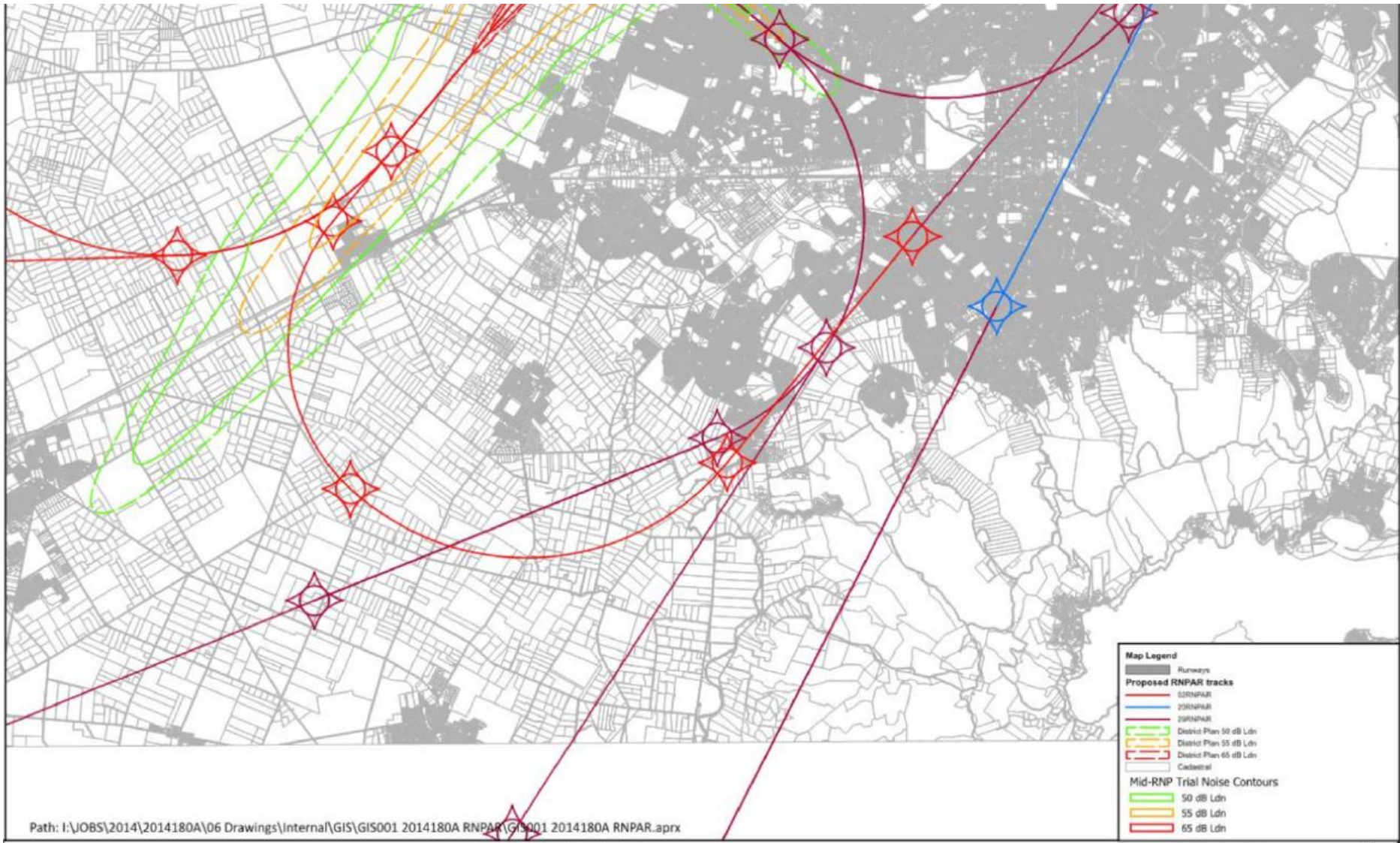
CIAL PBN flight trials & revision to current airport noise contours

3. RB explained the current CIAL PBN flight trials and noise contour revision processes. CIAL has been trialling Performance Based Navigation (PBN) flight paths and is investigating amendments to the CIAL noise contours resulting from this work (the latter is expected to be completed within three months i.e. by May 2020). The work is being undertaken by Marshall Day Acoustics and Airbiz who have international experience.
4. The revised contours will be given to the ECAN who intend to include them in the CRPS Review scheduled for 2023. CIAL will not be making the draft revised contours public.
5. The PBN flight tracks have significant environmental benefits, including in terms of noise, safety and fuel efficiency. They involve shorter approaches and are likely to result in a contraction of the noise contours at the northern and southern ends, including at Rolleston and the application site. There will no longer be a need to travel further south and line up with the beacon south of Rolleston.
6. The PBN flight path review interim report contours (as attached) are yet to be confirmed, and are subject to change. The current contours only relate to commercial (passenger) flights. The revised contours may include freight traffic, which is anticipated to grow over time with 'just in time' delivery and more online ordering. Auckland, Palmerston North and Christchurch have the principal NZ air freight depots. If these include more night flights this could disproportionately affect the contours as there is a 10x noise penalty for night flights (10pm – 6am).

7. The revised contours will include the same assumptions as previous models, including modelling CIAL airport operating at capacity. Full capacity has previously been assumed at 2040. This is more likely to be 2050-2060.

Land use under the contours

8. RB advised that no complaint covenants on titles would not be considered as adequate noise mitigation of airport noise effects. WHO's position is that people can't sign away their rights to complain about an adverse health effect. The amenity outdoor living spaces also need to protected.
9. In principle, urban roads under the contours should be acceptable as this is not a noise sensitivity activity.



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