

Summary of submissions – Rangiora Airfield Plan Change PO45

Sub no	Submitter name	Submission points	Relief sought
1	Stella and Bruce Duff	<ul style="list-style-type: none"> • Designation is required to protect the future operation of the airfield. • Airfield is an important piece of strategic infrastructure for the Canterbury Region. 	<ul style="list-style-type: none"> • Give effect to the designation.
2	John Richardson	<ul style="list-style-type: none"> • Serious noise issues. • Frequency of overflying. • Doubling of aircraft movements unacceptable and will result in a significant loss of amenity. • Acknowledge economic, social and other benefits of airfield. • Airfield too close to existing residential and rural residential areas to allow anything other than current levels of activity. • Commercial passenger flights should be explicitly rules out. • Conflict of interest with WDC set to benefit financially from increased activity at airfield yet WDC Councillors will decide if that will be allowed. 	<ul style="list-style-type: none"> • Lower the propose thresholds for monitoring requirements. • An annual limit on aircraft movements should be set.
3	Canterbury Aero Club	<ul style="list-style-type: none"> • Support designation and Plan Change. • Airfield is key strategic infrastructure. 	<ul style="list-style-type: none"> • Give effect to NoR and Plan Change.
4	Malcolm Gray	<ul style="list-style-type: none"> • Adopt noise contours. • There is significant noise coming from the airport with effects extending beyond the noise contours. • Noise contours have been calculated so the airport may never have to manage/control noise. • Implement noise abatement procedures and noise mitigation program. • No restrictions are proposed for noisy individual aircraft. Set maximum noise levels. • Aircraft taxiing and testing engines add significantly to the noise coming from the airport. 	<ul style="list-style-type: none"> • Adopt current noise contours as measured 2016 and set maximum single event noise exposure levels. • Implement noise abatement procedures. • Ban noisy aircraft until they comply with maximums. • Set up noise mitigation program or set hours to 9pm.

		<ul style="list-style-type: none"> • Take off climb and approach obstacle slope changes affect land usage. • Airport hours: 10pm is late. • Adverse health effects of lead in fuel. 	<ul style="list-style-type: none"> • Count all aircraft noise within the contours, including taxiing and engine testing. • Set maximum take-off noise limits. • Use a Lden calculation.
5	Bruce Drake (Drake Aviation Limited)	<ul style="list-style-type: none"> • Airfield is a strategic asset and is vital to Rangiora and the wider Canterbury Region in case of emergency. • P045 should be ratified as soon as possible to mitigate ongoing complaints regarding noise issues at Rangiora Airfield. 	<ul style="list-style-type: none"> • Action the designation process as soon as possible to allow and protect the continuation of Rangiora Airfield as a strategic asset. • That WDC adopt and implement PC045 to safeguard and mitigate excessive noise objections in the vicinity of Rangiora Airfield.
6	Canterbury Regional Council	<ul style="list-style-type: none"> • Support designation of airfield for 'Airport purposes'. • Support restriction on noise sensitive activities within 65dBA noise contour. • Concern over requirement to not increase bird strike on land within the 65dBA noise contour outside of the Airfield. • Would like to clarify a management regime whereby the CRC can continue to manage land within the 65dBA contour for flood protection purposes. 	<ul style="list-style-type: none"> • Seek an amendment to the designation to provide for a management regime where both parties can approve the ongoing safe and responsible management of this area.
7	Canterbury Regional Council	<ul style="list-style-type: none"> • Support the proposed plan change on the basis that the proposed Objectives and Policies will give effect to Chapter 6 of the Canterbury Regional Policy Statement and the requirement to manage the reverse sensitivity effects on strategic infrastructure. • Rules that restrict land uses where any structure or vegetation penetrates the height control surfaces will affect the CRCs ability to 	<ul style="list-style-type: none"> • Insert Policy to read <i>'Recognise and provide for the safe, efficient and effective use and development of Ashley/Rakahuri River flood</i>

		maintain and upgrade flood protection infrastructure between the Rangiora Airfield and the Ashley/Rakahuri River.	<p><i>protection in the proximity of the Rangiora Airfield to ensure it continues to contribute to the social and economic wellbeing of the Waimakariri District.'</i></p> <ul style="list-style-type: none"> • Provide an exemption to Rule 30.5.1 for flood protection works undertaken in accordance with an approved management plan. • Obstacle Limitation Surface shown on District Plan Map 145 to show both the climb/approach surface and the side surfaces overlain on an aerial image to make it more user friendly.
8	Pamela Collings	<ul style="list-style-type: none"> • Support plan change for designation and the proposed noise contours. 	<ul style="list-style-type: none"> • Support measures to protect this community asset for the future
9	Greg Robinson	<ul style="list-style-type: none"> • Proposed changes will seriously impact the health of a large number of residents living close to the airfield, living near the current main flight path (west to east) and residents that will be affected by increased flight path movements on the South-East to North-West extended airfield. • Oppose the current proposal. • Unclear what monitoring of existing operations has been done to establish whether current levels are sustainable. • Impact of changes on health and safety of people living nearby unclear. • Proposal does not mitigate the effects of the changes of increased ground and flight noise and impacts on the environment. 	<ul style="list-style-type: none"> • Fix current movements and noise contours to current levels. • Set maximum noise limit. • Cap flight movements at current levels. • Flights restricted to between 7am and 7pm. • Proposed changes in their current form are rejected.

		<ul style="list-style-type: none"> Noise contours do not seem to reflect increased flight path movements on the proposed extended south-east/north-west runway. Proposal does not attempt to refer to if noise limits will be monitored or what will occur when it is breached. Use of average noise contours is misleading. Adverse health effects of lead in fuel. Adverse effects of increased flight numbers on nesting birds, fish and eels on the Ashley River. 	
10	Lionel Green	<ul style="list-style-type: none"> Rangiora Airfield is a valuable asset and should be protected at all costs. Strategic asset for the personal, economic and safety aspect. 	<ul style="list-style-type: none"> Full protection and designation given to Rangiora Airfield.
11	P Scotter (Rangiora Aircraft Engineering)	<ul style="list-style-type: none"> Strongly support designation of Rangiora Airfield and its inclusion in the District Plan. 	<ul style="list-style-type: none"> Implement designation and plan change to protect airfield function.
12	David and Helga Hopkins	<ul style="list-style-type: none"> Ever increasing noise level of training aircraft circulating above our property. 	<ul style="list-style-type: none"> Control over the maximum noise level emitted by small aircraft used for training purposes at Rangiora Airfield.
13	Amy and Graham Boyce	<ul style="list-style-type: none"> Disturbance of stock. Restrictions on development of land. 	<ul style="list-style-type: none"> Do not agree or want the proposed plan changes for limitations on development.
14	Drucilla Kingi-Patterson	<ul style="list-style-type: none"> Fire and hazard risk. Traffic management. Avoiding noise sensitive activities. Avoids potential for conflict and safety issues as a result of inappropriate development. 	<ul style="list-style-type: none"> There should be a height limit for building in the Rural Zone from November 2019. Rangiora Airfield must be recognized as a strategic infrastructure. Proposed amendments must be implemented.

15	Wayne Bond (Bruce Alexander Surveyors)	<ul style="list-style-type: none"> Proposed Plan Change brings the rules in the plan in-line with those commonly seen in District Plans around the Country. Rangiora Airfield is an important part of aviation in Canterbury. Proposal is as much about protecting the occupants of the land within the sound corridor as it is about protecting the interests of the users of the airfield. Future purchasers of the land will be alerted to the potential noise via a LIM. 	<ul style="list-style-type: none"> Changes be approved and incorporated in the District Plan.
16	CIAL	<ul style="list-style-type: none"> Christchurch International Airport supports Rangiora Airfield and the long term provision for General Aviation (GA) in Canterbury. 	



WAIMAKARIRI
DISTRICT COUNCIL

RESOURCE MANAGEMENT ACT 1991

SUMMARY OF SUBMISSIONS

AND THE CALL FOR FURTHER SUBMISSIONS TO:

**PROPOSED PLAN CHANGE 45 – WAIMAKARIRI DISTRICT COUNCIL
RANGIORA AIRFIELD, 219 MERTON ROAD, RANGIORA**

The Waimakariri District Council has available a summary of all decisions requested by persons making submissions to proposed Plan Change 45 (Rangiora Airfield) to the Waimakariri District Plan.

The summaries of decisions requested and a full copy of the submissions can be inspected at the Council's offices and libraries at:

- Rangiora Service Centre, 215 High Street, Rangiora
- Rangiora Library, 141 Percival Street, Rangiora
- Ruataniwha Kaiapoi Civic Centre, 125 Raven Quay, Kaiapoi
- Oxford Service Centre, 34 Main Street, Oxford

A copy of the summary of submissions can also be viewed online at: www.waimakariri.govt.nz

Any person that is representing a relevant aspect of the public interest and/ or any person that has an interest in the plan change greater than the interest that the general public may have, may make a Further Submission to the Waimakariri District Council, in the prescribed form (Form 6 of the Resource Management Regulations 2003). The Further Submission can only be in support of or in opposition to a submission already made. A copy of the Further Submission form is available from any of the addresses listed above, or from: www.waimakariri.govt.nz

Further Submissions must be served on the Waimakariri District Council by post to Private Bag 1005, Rangiora 7440; or delivered to the Rangiora Service Centre at 215 High Street, Rangiora; Oxford Service Centre at 34 Main Street, Oxford and Ruataniwha Kaiapoi Civic Centre, 125 Raven Quay, Kaiapoi or may be lodged on line via the Council's website.

Further Submissions must be received by the Council by 5.00 p.m. Friday, 31 January 2020.

Note:

The person making the Further Submission must, within 5 working days after lodging the submission, serve a copy of the Further Submission on the person who made the submission to which the further submission relates.

Please contact Garry Blay on 0800 965 468 ext. 8886 if you have any questions.

This public notice is dated 18 December 2019.

Matthew Bacon
Planning Manager