

**BEFORE INDEPENDENT HEARINGS COMMISSIONERS
APPOINTED BY THE WAIMAKARIRI DISTRICT COUNCIL**

STREAM 10 & 10A HEARINGS

SUMMARY NOTES FOR HEARING

**EVIDENCE OF BRIAN WILLIAM PUTT, TOWN PLANNER
AND RESOURCE MANAGEMENT CONSULTANT
ON BEHALF OF MOMENTUM LAND LIMITED**

Dated: 19 February 2024

SUMMARY NOTES

1. I accept and am fully aware of the importance of Christchurch International Airport Limited (CIAL) as key infrastructure for the Canterbury Region and New Zealand.
2. I introduce the concept of *Aerotropolis* to give context to how an international airport can function to the economic and social benefit of a region.
3. I note that the airport (CIAL) cannot be the sole determinant of control and land use management in a district. It must recognise the broader dynamics of urban development that exist or are promoted.
4. I explain how the Auckland International Airport (AIAL) functions as the key economic driver of Auckland's southern economic corridor.
5. I identify the operational structure arising from the AIAL designation providing for a community consultative group.
6. AIAL plan provisions are founded on a designation which includes the relevant noise contour mapping. It has not relied on the Auckland Unitary Plan to provide the overall land use management structure in the way that CIAL relies on the WDP Plan to implement the CIAL purpose.
7. I have examined whether CIAL makes a legitimate claim to be considered as a Qualifying Matter.
8. The identified issues are the threat of noise complaints from residents living between the 50-55 Ldn contours. It is my conclusion that there is no evidence to support this

claim. Neither is there evidence to support a claim that the safe and efficient operation of CIAL is in any way threatened by allowing houses within the 50-55 Ldn contours.

9. I conclude that Policy 6.3.5 Sub-Policy (4) of the Canterbury Regional Policy Statement exempts residential development at Kaiapoi from being subject to the 50dBA Ldn control.
10. I explain that the relevant reference is Map A identifies areas in green and terracotta orange colours as Future Development or Greenfield priority areas that make them the subject of Policy 6.3.5(4).
11. I have identified Rule 31.12.1.3(a) of the WDP which sets the residential noise level for urban residential environments at Ldn 55 dBA.

Conclusion

12. It is my conclusion that the appropriate noise contour to be imposed in the WDP to protect the essential infrastructure of CIAL is the 55 Ldn contour.
13. This outcome would be thoroughly consistent with the WDP as well as consistent with similar airport noise protection arrangements at Auckland and Wellington International Airports.



Brian William Putt

Town Planner and Resource Management Consultant

19 February 2024