

Radburn, Adele

From: Tania Paddock [Tania.Paddock@chapmantripp.com]
Sent: Monday, 31 March 2014 3:37 PM
To: Radburn, Adele
Subject: Christchurch International Airport Limited - Designation Rollover
Attachments: Annexure D Christchurch Airport Designation JPEG.JPG; Annexure A - Gazette Notice.pdf; Annexure C Ownership Map.pdf; WGNDOC01-#1951529-v5-CIAL_designation_notice.DOCX; Annexure D Christchurch Airport Designation PDF.PDF; Diagram A Christchurch Airport Designation FINAL.pdf; CHCDOC01-#559133-v1-Annexure_E__CIAL_Designation_spreadsheet.XLS

Hi,

We act for Christchurch International Airport Limited (*CIAL*).

As requested in your letter dated 14 February 2014, CIAL is notifying that it wishes to have its existing City Plan designation rolled over **with modifications**, as outlined in the attached CIAL Designation Notice and associated appendices **attached**.

Please advise if you also require the attached files to be submitted in an alternative electronic format (i.e. by CD).

Please acknowledge receipt.

Kind regards,
Tania

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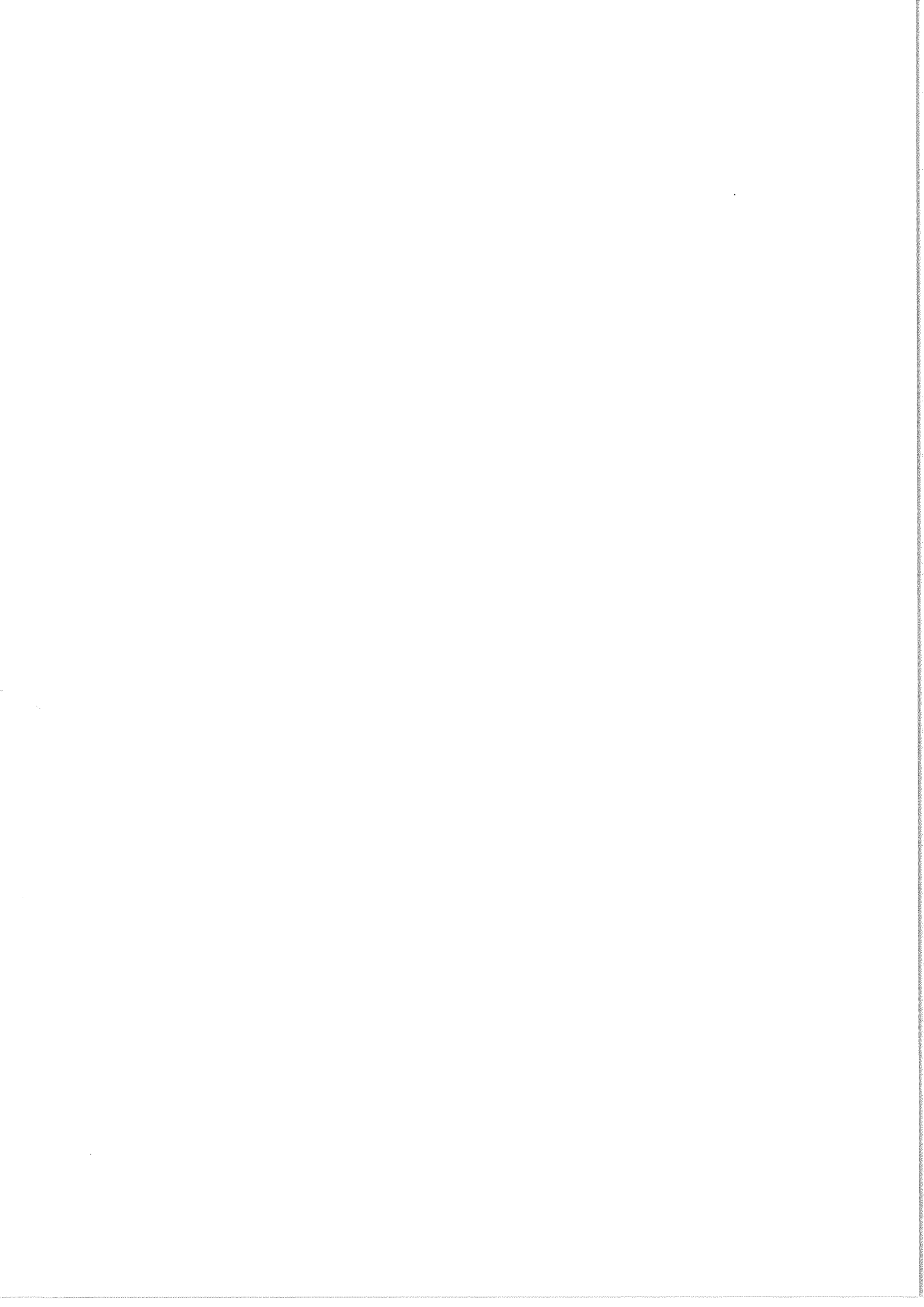
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14/08/2014



CHRISTCHURCH INTERNATIONAL AIRPORT LIMITED

DESIGNATION ROLLOVER

Written Notice of Rollover Designation Pursuant to Schedule 1, Clause 4(1) of the Resource Management Act 1991

1. INTRODUCTION

- 1 The Christchurch City Council (*Council*) is currently undertaking a review of the operative Christchurch City Plan (*City Plan*) and the Banks Peninsula District Plan, and will notify a proposed Christchurch District Plan (*Proposed Plan*) in due course. In a letter from the Council to Christchurch International Airport Limited (*CIAL*), dated 14 February 2014, the Council invited requiring authorities in accordance with clause 4(1) of Schedule 1 of the Resource Management Act 1991 (*RMA*), to give notice to the Council stating whether they require their designations to be included in the Proposed Plan with or without modification.
- 2 This document (including Appendices) hereby gives notice that CIAL seeks and intends to roll over its designation in the City Plan into the Proposed Plan pursuant to Schedule 1, clause 4(1) of the RMA **with modifications**.

2. CIAL AS A REQUIRING AUTHORITY

- 3 CIAL was approved as a requiring authority under section 167 of the RMA by the Resource Management (Approval of Christchurch International Airport Limited as Requiring Authority) Notice 1994. The Notice gives CIAL the authority to notify requirements for designations:

"... for the operation of the Christchurch International Airport situated at Memorial Avenue, Harewood in the district of Christchurch City."

- 4 A copy of the Gazette notice confirming CIAL's status as a Requiring Authority is set out as **Annexure A**.

3. EXISTING DESIGNATION

- 5 CIAL currently holds one designation in the City Plan (*the designation*), the details for which are set out in Volume 3, Part 12, clause 2.1. The designation is large, covering over 912 hectares of land, most of which is zoned as Special Purpose (Airport) Zone. The majority of the designation is over land owned by CIAL, however there is some land within the existing designation owned by third parties.
- 6 CIAL requests the designation to be rolled over **with modifications**, in particular CIAL seeks to include additional land parcels within the designation. The changes CIAL seeks are discussed further in section 5 of this document.
- 7 The legal descriptions of the land parcels within the existing designation, and the additional land parcels CIAL seeks to include within the designation are set out in **Annexure B**. CIAL has additionally provided an Excel spreadsheet with parcel descriptions (as requested in Attachment B to CCC's letter dated 14 February 2014) in **Annexure E**.

8 CIAL notes the legal descriptions of the land parcels within CIAL's existing designation that are currently in the City Plan at Volume 3, Part 12, clause 2.1.1 and 2.1.2 have not been updated to reflect development (and the issuing of new certificates of title) within the designation area. Despite this, the actual physical area designated (as shown on the Appendix 1 Map (and Diagrams A-C) in Volume 3, Part 12 of the City Plan) is correct.

9 At the time of preparing this rollover notice, the table in **Annexure B** includes a list of the correct legal descriptions to be included in the designated area.

4. INFORMATION REQUIREMENT FOR ROLLED OVER DESIGNATIONS

10 The information set out below is provided in response to Annexure A of the letter dated 14 February 2014, which sets out the information that must be provided in a written notice to retain an existing designation.

4.1 The name of the requiring authority

11 Christchurch International Airport Limited.

4.2 The designation notation required

12 Airport.

4.3 The designation purpose required

13 'Airport purposes'.

4.4 The legal description of the site

14 The legal descriptions of the land parcels within the designation are set out in the table attached as **Annexure B**. As noted in section 3, the existing legal descriptions of the land parcels currently contained in the City Plan at Volume 3, Part 12, clause 2.1.1 and 2.1.2 are out of date. The actual physical area designated (as shown on the Appendix 1 Map (and Diagrams A-C) in Volume 3, Part 12 of the City Plan) is nevertheless correct.

15 As also noted earlier, the table in **Annexure B** contains a corrected list of the legal descriptions of the parcels that need to be included in the designation. CIAL does not consider this modification significant given the correction just reflects the actual area already shown in the City Plan as being designated.

16 This table in **Annexure B** also includes the additional properties CIAL seeks to include in the designation through the modifications sought in this notice of rollover.

17 CIAL can provide certificates of title of all land parcels if requested.

4.5 The physical location

18 The physical location of the designation (including the additional areas CIAL seeks to include within it) are shown on the maps provided as **Annexure C** and **Annexure D**.

19 Given the size of the designation (including the modification sought) it is not practical to provide a physical street address for the designation.

4.6 The size of the site

20 The existing designation currently covers approximately 912 hectares. Through the modifications CIAL proposes to include an additional (approximately) 216 hectares

of land within the designation, resulting in a modified designation comprising of approximately 1128 hectares.

4.7 Whether the designation is to be included with or without modification

- 21 CIAL seeks to modify the designation through this rollover notice, as set out in section 5 of this document. The purpose of the modification is to amend (enlarge) the boundaries of the existing designation to accurately reflect CIAL’s requirements and the designated purpose.
- 22 CIAL requests CCC includes the modified designation in the proposed plan, with the designation then being open for public notification and submissions.

4.8 The nature of any modifications and the reasons for them:

- 23 CIAL seeks the inclusion of the following three additional areas of land within the designation:
 - 23.1 land currently owned or about to be owned by CIAL but not within the current designation boundary, as well as an additional parcel owned by Canterbury Golf (*Additional CIAL Land*);
 - 23.2 land owned by a third party at the southern end of the airport’s 02/20 runway which CIAL seeks to designate for operational reasons (*Third Party Land*);
 - 23.3 third party land on the eastern side of Russley Road which CIAL seeks to designate given the land falls within the Runway End Protection Area (*Third Party REPA Land*).
- 24 The map in **Annexure C** is for illustrative purposes only as it clearly sets out the existing CIAL designation, CIAL owned land that is to be added to the designation and all third party land to be added to the designation.
- 25 The map in **Annexure D** is the plan CIAL seeks to add to the designation – as it shows the enlarged boundaries of designation now sought by CIAL.
- 26 The following table sets out the legal descriptions of the three additional areas CIAL seeks to add to the designation. The ‘Site Number’ referred to corresponds to the site number on the map contained in **Annexure D**.

Site Number	Owner	Lot description	Area (ha)	Certificate of title
Third Party Land at the end of 02/20 runway				
142	EM Marr, ST Reed, AM Syme	Pt Lot 3 22679	23.9758	CB13A/1098
107	EM Marr, ST Reed, AM Syme	Lot 4 22679	31.5592	CB7A/401 (part)

Additional CIAL land (including one parcel owned by Canterbury Golf)				
84	CIAL	Sec. 2 SO 16364	1.6608	CB31K/157
89	CIAL	Lot 2 DP 361588	46.431	250613
90	CIAL	Pt. Lot 1 DP 24176	3.4888	CB36B/102
90	CIAL	Pt. Lot 1 DP 10480	2.0234	CB36B/102
90	CIAL	Pt. Lot 2 DP 61341	0.3702	CB36B/102
92	CIAL	Lot 3 DP 61821	6.8106	CB36C/114
93	CIAL	Lot 2 DP 68613	9.6077	CB40A/494
95	CIAL	Lot 2 DP 22786	8.1336	CB3D/432
96	CIAL	Lot 3 DP 28009	0.8043	CB13K/1147
98	CIAL	Lot 1 DP 28009	0.8093	CB13K/1146
99	CIAL	Lot 1 DP 12385	1.3116	CB481/129
100	CIAL	Lot 2 DP 12385	1.3117	CB481/128
102	CIAL	Lot 4 DP 25728	4.8309	Pt. CB7C/61
104	CIAL	Lot 3 DP 25728	4.2644	CB7C/60
108	North Canterbury Catchment Board (soon to be CIAL)	Lot 3 DP 10480	3.7762	CB6A/121
109	Crown (soon to be CIAL)	Pt Lot 1 DP 10480	18.6088	625810
110	Crown (soon to be CIAL)	Sec 1 SO 18143	2.3498	246628
111	Canterbury Golf	Lot 1 DP 361588	0.2716	250612
106	CIAL	Lot 1 DP 29133	0.8094	CB11A/813

Third Party REPA Land				
112	GN McVicar and Canterbury Trustees Limited	(Portion of) Pt Lot 6 DP 28780	3.0578	CB10K/322
113	Memorial Avenue Investments Limited	(Portion of) Lot 5 DP 28780	0.2625	CB10K/321
114	JDH Booth	Lot 4 DP 4676	1.9282	CB332/247
115	Grey Street Properties Ltd	(Portion of) Pt Lot 5 DP 4676	0.6731	CB32B/716
116	RM Smith, EM Smith, GC Knight	(Portion of) Lot 7 DP 4676	1.0476	CB325/38
117	DG Wilson, SE Wilson, RJ Curragh	(Portion of) Lot 2 DP 312708	0.0325	49962
118	DG & SE Wilson, RJ Curragh	(Portion of) Lot 3 DP 312708	0.1354	49963

- 27 The modifications sought by CIAL and the reasons for these modifications are discussed in more detail in section 5 of this document.

4.9 Specification and justification of any expiry timeframe exceeding the five years provided for by RMA, section 184:

- 28 As the designation is already being used for its designated purpose, issues of lapse do not arise. Similarly, the extensions to the designation should be automatically given effect to upon the designation being confirmed in the new District Plan because:

28.1 For the reasons discussed in section 5, CIAL wishes to designate the Additional CIAL Land, plus the Third Party Land to extend the land holdings over which it has a designation for operational purposes. It is noted that in respect of the CIAL designation (including modifications), the existence of the airport operations and the need for land use controls over designated land to ensure activities are not undertaken on designated land that inconsistent with airport operations is sufficient in itself to 'give effect to' the designation.

28.2 Regarding the Third Party REPA Land, CIAL considers the recognition of the REPA in the District Plan and the fact the land is already operated as a runway end protection area (which is discussed in more detail in section 5 below) is

enough in itself to give effect to the designation. CIAL does not consider it must compulsorily acquire the land in order to 'give effect to' the designation as no physical works are proposed within the REPA.

4.10 Additional maps showing the extent of the designated area and PDF and also provide in a format that is compatible with the Council's GIS system:

29 The map showing the extent of the designation (including the modifications sought by CIAL) that CIAL seeks to be included in the City Plan is provided as **Annexure D**. CIAL has provided an Excel spreadsheet of the land parcels that form the modified designation in **Annexure E**.

30 CIAL can provide more information on request if necessary.

5. INFORMATION REQUIREMENTS FOR NEW DESIGNATIONS

5.1 Introduction

31 CIAL considers the nature of its modification sought is 'significant' given that it seeks to include additional land within its designation (including land which it does not own). Therefore the following information is provided in accordance with Form 18 of the Resource Management Forms, Fees and Procedure Regulations 2003, which prescribe the contents of a notice of requirement under section 168 of the RMA.

5.2 The reasons why the designation or alteration is needed to achieve the objectives of the requiring authority

Overview

32 Section 171 of the RMA outlines the matters that a territorial authority must consider, subject to Part 2, when considering a requirement. Section 171(1)(c) states:

(1) When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to –

...

(c) whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought;

33 CIAL's objectives in seeking the modified designation are to:

33.1 ensure the safe and efficient operation of Christchurch International Airport;

33.2 provide the method for a cohesive, consistent and efficient management of land affected by airport operations;

33.3 deliver outstanding airport-related services and aeronautical growth; and

33.4 maximise economic value of land through commercial opportunities, property development and management.

34 The reasons CIAL seeks to modify its designation in order to give effect to these objectives are set out below.

Broad Reasons

- 35 The Airport is a significant physical and economic resource in national, regional and local terms.¹
- 36 The significance of the airport is recognised in a number of planning documents, including Chapter 6 of the Canterbury Regional Policy Statement 2013, as for example, Policy 6.3.5 recognises that development should only be provided for that does not affect the efficient operation, use, development, appropriate upgrading and safety of existing strategic infrastructure (including the airport).
- 37 The current City Plan also has a number of objectives and policies which confirm the significance of the Airport as strategic infrastructure and the need to ensure its continued and efficient growth for the purposes of providing for the social and economic wellbeing of the City and the Region. The objectives and policies also explicitly avoid or discourage activities by individual third parties which are incompatible with the above stated objectives.
- 38 Putting aside the enabling elements of the Plan, the objectives and policies of the Plan also provide for protection of CIAL and its ability to grow by being a platform on which to justify placing constraints on the use of land by third parties through methods such as zoning and rules.
- 39 The objectives and policies are implemented by a number of methods which seek to enable the Airport to operate effectively and efficiently and conversely others which prohibit or discourage development on land owned by third parties. Examples of these methods include the designation, the Special Purpose (Airport) Zone, the existing REPA rules and the airport noise contours.
- 40 For the reasons discussed below however, currently the City Plan does not provide adequate protection and/or land use controls for the areas of land CIAL now seeks to include within its designation, as for example, the Additional CIAL Land and Third Party Land are zoned either Rural 5 or 6 and could be developed in a manner inconsistent with safe and efficient airport operations. Further, the portion of the REPA that is over the Third Party REPA land (as designed based on under United States Federal Aviation Administration (*FAA*) runway protection zones (*RPZ*) standards) is not provided for in the City Plan.
- 41 As already discussed, the designation is for the benefit of CIAL which allows it to use land within the boundaries of the designation for "airport purposes". Under section 176 of the RMA the effect of the designation is that:
- 41.1 Section 9(3) does not apply to work undertaken by CIAL under the designation; and
- 41.2 No person may, without the prior written consent of CIAL, do anything in relation to the land that would prevent or hinder the airport purposes including:
- (a) Undertaking the use of the land;
- (b) Subdividing the land; and

¹ *Christchurch City Council v Christchurch International Airport Limited AP78/1996* Chisholm J

(c) Changing the character, intensity, or scale of the use of the land.

- 42 In short, the designation operates as an enabling provision, as CIAL does not need to apply for land use consents to carry out activities which are airport purposes. The designation also compliments this first enabling limb in that it is also restrictive on third parties in that section 176(1)(b) affects the ability of third parties to use and subdivide the land without CIAL's consent.
- 43 The designation therefore enables CIAL to operate in a manner that reflects its nationally and regionally significant status. In the context of the additional land sought to be included within the designation under this Notice, CIAL considers designating this land is the most appropriate method in which to achieve its objectives – particularly, ensuring the safe and efficient operation of Christchurch International Airport by imposing appropriate land use controls over land surrounding the airport where control is necessary for maintaining safety and efficiency of the airport.
- 44 The specific reasons why the modification is needed to achieve CIAL's objectives are set out below in relation to each of the areas of land sought to be included within the designation.

Additional CIAL Land

- 45 As already discussed, CIAL seeks to include a number of additional land parcels within the designation. These additional parcels fall into 3 categories:
- 45.1 land currently owned by CIAL;
- 45.2 land that CIAL is in the process of acquiring; and
- 45.3 an additional parcel owned by Canterbury Golf.
- 46 Regarding land CIAL is in the process of acquiring - three parcels of land² are currently owned by the North Canterbury Catchment Board or the Crown (in the name of Her Majesty the Queen). CIAL is currently in the process of acquiring these properties to allow for the realignment of Pound Road. Further, these properties contain the western REPA and the NZ Civil Aviation Authority requires the Runway End Protection Area to be constructed by April 2015 (though likely to be complete by December 2014).
- 47 More specifically, CIAL seeks to include the additional land to the west of the airport³ within the designation for the same reasons as it holds other land within its designation outside the airport security fence to the west of the airport, that is, airport operational matters. Additionally, as already noted, this land is required to allow to for the realignment of Pound Road. Overall, including this additional land within its designation will enable CIAL to efficiently and effectively operate the airport given almost all of this land is (or will be) owned by CIAL.
- 48 CIAL also seeks to designate the site owned by Canterbury Golf⁴:

² Lot 3 DP 10480 (number 108), Pt Lot 1 DP 10480 (number 109) and Sec 1 SO 18143 (number 110).

³ Numbered 84, 89, 90, 92, 93, 95, 96, 98, 99, 100, 102, 104, 106, 106, 108, 109, 110, 111 on the Map in **Annexure D**.

⁴ Lot 1 DP 361588 – numbered 111 on the Map in **Annexure D**.

- 48.1 for continuity purposes given CIAL also wishes to designate the surrounding land; and
- 48.2 also to ensure there are adequate land use controls over the use of this land so no activities are undertaken that are inconsistent with airport operations.
- 49 CIAL wishes to designate the additional land to the east of the airport that is along the western side of Russley Road⁵ because this land is owned by CIAL and sits within the Special Purpose Airport Zone. For consistency it would be beneficial if this land was designated, given the surrounding land is also designated.
- 50 The majority of this Additional CIAL Land is zoned Rural 5 or Rural 6 in the current City Plan. This zoning is not enabling of airport activities. The additional land along the western side of Russley Road falls within the Special Purpose (Airport) Zone.

Third Party Land at the southern end of the 02/20 runway

- 51 CIAL seeks to include the Third Party Land within its designation as whilst it wishes to allow the owner to continue using its land for rural purposes it seeks to ensure that activities are not carried out on the land that are inconsistent with safe and efficient Airport operations. This land is located at the southern end of the primary 02/20 runway.
- 52 CIAL understands that the Third Party Land is currently subject to in estate litigation, as the owner of the land has passed away. CIAL wishes to purchase the land, and had a long relationship with the now deceased landowner who was aware that CIAL wished to purchase the land at some point convenient to the owner.
- 53 CIAL has had a policy for many years of avoiding using its powers to compulsorily acquire land. Instead it has a policy of purchasing land when it comes on the open market on an arm's length basis as a willing buyer. This also occurs when it receives a one-off approach from a potential seller. It has acquired many properties by this method and/or has obtained first rights of refusal or option agreements.
- 54 This process means that property is purchased by CIAL at the time that the owner actually wishes to sell and can occur when CIAL is competing with other buyers with respect to price.
- 55 CIAL is willing to progress discussions with the estate regarding acquisition of the land but in the meantime needs to take steps to ensure development does not occur on the land that could comprise airport operations.
- 56 This land is currently used for farming activities and therefore given the land's proximity to the runway, these current activities carry an element of bird strike hazard risk. CIAL has a responsibility to provide a safe operating airport environment and this includes minimising the risk of bird strike to aircraft. Accordingly, bird strike that occurs, for example through agricultural activities, will clearly affect the ability of CIAL to provide this safe environment. CIAL must therefore actively work to minimise the threat and incidence of bird strike around CIA.

⁵ Numbered 76-78 on the Map in **Annexure D**.

- 57 CIAL takes the potential bird strike risk around CIA very seriously. For example, even if the risk of strike in a statistical sense is relatively low, it is beyond dispute that a single strike will have catastrophic effects. For this reason CIAL is heavily involved in bird management around the airport and is also a regular participant in planning processes which involve the potential creation of waterbodies or other suitable bird habitat. CIAL also considers the use the designation process is another appropriate method under which it can control the risk of bird strike over critical areas such as this Third Party Land at the end of the main runway.
- 58 The inclusion of the Third Party Land within the designation would therefore allow the appropriate level of control over land use activities on these lots to mitigate the risk of further bird strike whilst still ensuring that the owners can continue to use the land for farming operations.
- 59 CIAL therefore seeks to ensure that the land is not used in a way that would be inconsistent with the CIAL operations whilst not precluding the owners confirmed use of it for farming, and therefore seeks to include it within its designation now so if (or when) the land is available for purchase in the future, it will already be designated.

Third Party REPA Land

Overview

- 60 CIAL wishes to designate another proportion of land on the eastern side of Russley Road as the land falls within the Runway End Protection Area (*REPA*).
- 61 The REPA is for the purpose of risk reduction – that is, it can limit (but not avoid) the consequences of runway-related accidents. Although air travel is relatively speaking, very safe and the probability of an incident during any single operation is very low, the highest risk of an accident occurs during take-off or landing. This is when the aircraft is aligned with the extended runway centreline and relatively close to the end of the runway. An analysis of aircraft accidents reported to the International Civil Aviation Organisation (ICAO) since 1970 suggests most of these accidents occur within 1,000m before the runway on arrival or within 500m beyond the runway end on departure.
- 62 In order to protect the public from the risk of an incident of an aircraft undershooting or overshooting a runway, many national authorities define a zone beyond the runway end, to enhance the protection of people and property on the ground beyond the end of a runway.
- 63 CIAL has two sealed runways. The two runways are orientated at 90 degrees to each other, one which runs in a North/South direction, runway 02/20 (known as the main runway) and one which runs roughly West/East, runway 11/29 (known as the cross-wind runway).
- 64 The main runway is used the majority of the time, and is 3000m in length. The cross-wind runway is currently used about 8% of the time in strong north-west conditions and only by aircraft of Code D size (i.e. B767) and smaller for landings and take-offs towards the north-west. It is currently 1741m in length but as is discussed later, it will be extended to 2000m. As discussed in more detail below, master planning undertaken by CIAL has recognised the need to increase the use of the 11/29 crosswind runway to meet demand. The runway must however be extended for this to occur.

City Plan provisions

65 The City Plan contains (part of) the REPA.⁶ CIAL notes the following activities within REPA shown in the City Plan are currently a prohibited activity⁷:

An activity shall be a **prohibited activity** for which no resource consent shall be granted where:

(a) a building, or any utility, as defined in this plan (except a navigational aid for aircraft) shall penetrate the protection surfaces described in Clauses 6.2.1-6.2.6, or be located within the REPA indicated on Appendix 4;

excluding

- structures associated with upgrades for State Highway 1;
- maintenance or repair works on any existing permitted building or utility;
- enclosed walkways associated with vehicle parking areas which are no greater than 2.4m in height and 1.8m in width

or

(b) any tree that penetrates the protection surfaces described in Clauses 6.2.1-6.2.6;

or

(c) an activity that results in the following effects within the REPA indicated on Appendix 4:

- mass assembly of people, including but not limited to gathering associated with recreation activities, public entertainment events, or fairs. Golf course recreation does not amount to mass assembly of people;
- the release of any substance which will impair visibility or otherwise interfere with the operation of aircraft, including the creation of smoke, dust and steam;
- Notwithstanding the zoning applicable to land within the REPA, the use or storage of hazardous substances in excess of the quantities specified for a Group 1 Zone in Volume 3, Part 11 (Hazardous Substances) in the City Plan;
- production of direct light beams, or reflective glare which will interfere with the vision of a pilot, provided that for the purposes of this rule the following are excluded:

(i) Reflections from glass and mirrors used in motor vehicles; and

(ii) Light from motor vehicle lights.

Note: refer also Rule 11-2.3.5 with regard to glare restrictions within a 500m distance of the runway thresholds.

⁶ As shown on the 'Map for interpretation of runway end protection area (REPA) – CIAL' in Volume 3, Part 9, Appendix 4 of the current City Plan.

⁷ Volume 3, Part 9, Clause 6.2 of the current City Plan.

- production of radio or electrical interference which could affect aircraft communication or navigational equipment;
- the use of land for activities which may attract birds, including but not limited to crops, orchards, and waterbodies (including swales or retention basins for the management of stormwater).

66 At the eastern end of the cross-wind runway the REPA **as shown in the City Plan** begins at the runway threshold (i.e. the end of the runway). It is contained wholly within the existing designation. The eastern REPA as shown in the Plan affects land owned by CIAL and Calder Stewart. Based on FAA standards and future circumstances (i.e. an increased use of the crosswind runway), CIAL had previously sought an amendment to the REPA through privately requested Plan Change 16 to the City Plan. CIAL were only successful in part in amending the REPA in the City Plan over the entire area it sought (that is, it did not get the REPA extended over private land on the eastern side of Russley Road). The reasons given for this in the PC16 decision will be discussed later.

67 Therefore the City Plan (see the *Map for interpretation of runway end protection area (REPA) – CIAL* in Volume 3, Part 9, Appendix 4) currently contains only part of the required REPA. As shown in the following map, the area marked 'REPA' is included in the City Plan, however the yellow shaded area is not.



Figure 1: Eastern REPA

- 68 CIAL now seeks to extend the controls over the REPA over the eastern side of Russley Road, that is, onto the yellow-shaded REPA Land (as it is referred to above) to reflect the true REPA.
- 69 At the western end of the cross-wind runway, the REPA in the Plan begins 305m from the current runway threshold. It was set in contemplation of a future extension to the cross-wind runway which will now occur. The PC16 decision did include this entire REPA in the City Plan.

- 70 A small portion of the western end REPA is contained within the existing designation. The remainder of the western REPA is located on land zoned Rural 5 zone, with a small portion zoned Rural 6. The majority of this REPA at the western end of the runway does however fall within the 'CIAL additional land' category discussed above – which CIAL seeks to include within the designation.

The need for the REPA

- 71 To provide background as to why the designation should be modified to include the REPA Land to the east of Russley Road, it is important to cover the background to PC16.
- 72 The purpose of PC16 was to modify the REPA dimensions for the cross-wind runway due to the limitation of the REPAs as they were contained in the City Plan at the time. These limitations were:
- 72.1 Developments in new aircraft types, e.g. new wider Code E aircraft, and up to date procedures for landing and taking off aircraft can have significant impacts in terms of requirements for the extent of land needed for airport operations. In other words airport planning is a dynamic and ever changing discipline in response to industry developments worldwide.
- 72.2 The REPA dimensions (in the City Plan prior to PC16) relating to runway 11/29 were based on known information and assumptions made at the time the City Plan was being drafted about future aircraft type and operational procedures on that runway but are no longer adequate if the Airport is to operate effectively and efficiently and particularly if it is to make the most efficient use of its existing runway infrastructure.
- 72.3 Currently the norwest crosswind runway is used for B737 / A320 operations for landings and take offs, up A320 aircraft but occasionally accommodates larger aircraft. However with the development of new larger aircraft, e.g. the Boeing B787, this raises the issue of the current inability for those larger aircraft to operate on the cross wind runway under strong north-west wind and visibility conditions. The airlines operating these craft will require the runway to be extended to 2000m to enable those planes to land towards the north-west under the dry conditions experienced in north-west winds and for some wide bodied aircraft on Tasman sectors to take off towards the north-west. This has flow-on ramifications for the size of the REPA.
- 72.4 At the same time a study by Airbiz in 2006 relating to the efficient use of CIAL's current infrastructure identified the ability to use the Airport's existing physical infrastructure, i.e. two runways, much more efficiently. In simplistic terms developments in terms of how operations are managed and increased technology provides the ability for airports with two runways to simultaneously operate both runways at times of peak demand (*SIMOPS*).
- 72.5 *SIMOPS* at Christchurch Airport would involve the extension of the main runway by 300m to the North which could be carried out as of right on CIAL designated land and would then allow independent operations to occur concurrently on the cross-wind runway. This would be achieved through the installation of an ILS (or future equivalent) system to enable use of the cross-wind runway in poor weather conditions and widening the runway strip to 300m. These changes trigger the need for a consequential extension of the REPAs and onto land which is outside CIAL ownership or control.

- 72.6 The introduction of the extended REPAs through PC16 was therefore required to allow a Precision Approach classification of the runway after an ILS (or future equivalent) is introduced and to enable the use of the cross-wind runway in lower visibility conditions under SIMOPS.
- 73 There are no New Zealand standards for REPAs. The REPA design requirements sought by PC16 (and relevant here due to the PC16 decision failing to include all the eastern REPA in the City Plan) are based on the United States Federal Aviation Administration (FAA) runway protection zones (RPZ) standards at the ends of major airport runways.
- 74 CIAL notes that it follows the design standards for the FAA, and this matter is not regulated by the Civil Aviation Authority (CAA). The CAA does not control ground uses relating to zoning beyond aerodromes for the protection of people and property. Those matters are within the jurisdiction of the local authority. The CAA's regulations concern safety of navigation and aerodromes, and on the ground uses up to obstacle surface limitations is as far as it may interfere with aircraft navigation. REPAs on the other hand are focused towards protection of people and property on the ground, and are more appropriately dealt with under the RMA planning framework.
- 75 This situation is clarified in the CAA document "Guidance Material for Land Use at or near Aerodromes" dated June 2008, and, in particular, at page 5 under the heading "Local Authority Zoning" where it is stated:
- "The CAA encourage local authorities to protect aerodromes in their areas to ensure ... the safety of persons and property. In addition to the required obstacle limitation surfaces, other areas can be specifically zoned to assure that future uses of the land are compatible with airport operations and to protect persons and property." (my emphasis).
- "Zoning solely to obstacle limitation surface is insufficient to prevent the construction of incompatible uses, such as housing or uses that attract congregations of people in the approach areas."
- 76 This document goes on to note that the United States uses runway protection zones as set out above.
- 77 It is common practice for CIAL and other airports around New Zealand to follow the FAA guidelines, which is evidenced by the fact that the REPAs currently exist in the Plan.
- 78 Further, at the time of the PC16 hearing, experts for CIAL⁸ outlined the significant benefits to CIAL and the local, regional and national community gained from PC16 and in particular the more efficient use of the existing runway system in the order of \$25 million. These experts considered that under the alternative required to meet growth projections, CIAL would need to acquire a parallel runway to accommodate capacity movements at peak times. The land cost, consenting difficulties and construction costs of this alternative was considered to be in the order of \$160 million.
- Commissioners Decision on PC16*
- 79 The PC16 Commissioner determined not to include the REPA Land to the east of Russley Road in the City Plan as he determined that the matter would be better

⁸ Including Mr Matt Bonis and Mr Phil Osborne.

dealt with by way of designation. A number of the affected landowners had asked for this outcome by way of submissions.

- 80 In that context, a number of land owners to the east of Russley Road had submitted on the plan change asking for CIAL to designate the land, rather than impose strict prohibited activity rules over the use of their land. For a number of reasons, CIAL considered that approach was not appropriate at the time, but nevertheless the District Plan Review process now presents an opportunity to align the District Plan with the outcome envisaged by the PC16 Commissioner.
- 81 CIAL also notes that at the time of that decision, the REPA Land was zoned Rural and therefore CIAL did not have an urgency to designate the land given it was unlikely to be developed without a zoning plan change.
- 82 However through the District Plan review process,⁹ the Land Use Recovery Plan¹⁰, and the wider North West Review Area process (as required by the Canterbury Regional Policy Statement) development is now likely to occur over at least some of the REPA Land area. CIAL therefore considers it is appropriate and necessary to ensure development is controlled over the REPA Land area in some form – and considers designation is the most appropriate method (and consistent with the Commissioner’s decision in PC16).
- 83 It is important to note that CIAL does not consider the designation will render the land incapable of some sort of compatible development. For example, CIAL and the landowner may come to an agreement over the use of the land. The land within the REPA can be used for activities such as car parking. In this regard it is relevant to note how Calder Stewart (on its land which is within the eastern REPA and within the existing designation to the west of Russley Road) is using its property in a manner which shows a reasonable use.

Russley Road

- 84 Russley Road is currently being upgraded as part of the NZ Transport Agency’s ‘Western Corridor’ project. The NZ Transport Agency has lodged a Notice of Requirement to modify its existing designation for this portion of State Highway 1 in order to undertake these works. CIAL and the NZ Transport Agency have separately entered into an agreement regarding that Notice of Requirement as it affects existing CIAL owned and designated land on the western side of Russley Road.
- 85 CIAL however notes it does not seek to designate the REPA where it crosses Russley Road. Should CIAL’s modified designation over the Third Party REPA Land in any way affect the NZ Transport Agency’s designation, CIAL’s designation ranks second in time and priority to the NZ Transport Agency’s designation (section 177 of the RMA).

Conclusion

- 86 An alteration to the existing designation is the best planning mechanism to achieve CIAL’s objectives due to the certainty it provides, along with maintaining a level of flexibility that a resource consent may not. In particular, CIAL considers the extended designation will enable CIAL to give effect to its objective of operating a safe and efficient airport.

⁹ See the proposed Industrial Chapter, Clause 16.4.5 (Industrial Park Zone (Memorial Avenue) Rules).

¹⁰ Where this area was zoned ‘Greenfields Priority Area – Business’ in Map of Chapter 6 to the Canterbury Regional Policy Statement 2013.

5.3 The physical and legal description of the site

87 The corrected legal descriptions of the land within the designation (and the land CIAL seeks to include within the designation), are set out in **Annexure B**. The physical location of the designation (again including the additional land CIAL seeks to include within the designation) is shown on the map in **Annexure D**.

5.4 The nature of the work, and any proposed restrictions

88 Currently no specific works are proposed to be carried out under the new pieces of land to be incorporated within the designation boundaries.

89 The modified designation will allow CIAL to continue its activities for "airport purposes". This includes maintaining appropriate protection through areas such as the REPA Land.

90 The effect of the designation is the REPA land owners will be restricted on the activities they can undertake on the portion of their land that is designated and they will have to obtain CIAL's permission to undertake activities on that portion of land that are inconsistent with airport operations such as activities listed above.

91 CIAL wishes to ensure inappropriate activity or development does not take place on the REPA area. Inappropriate activity includes, but is not limited to:

91.1 buildings or utilities (excluding for example, structures associated with the upgrade of Stage Highway 1);

91.2 any activity which results in the mass assembly of people;

91.3 the release of any substance or light beam which impairs visibility or otherwise interferes with the aircraft; and

91.4 the use of land for activities which may attract birds.

92 CIAL is willing and open to discuss this range of activities with each individual REPA Land owner.

5.5 The effect that the proposed work will have on the environment, and the proposed mitigation measures

93 The effects of the CIAL designation have already been comprehensively addressed in various planning processes that went into the formation of the existing designation and to a lesser extent the PC16 (and predecessor) provisions of the City Plan.

94 The effects of designating the additional land have already been briefly addressed elsewhere in this Notice, and in any event are consistent with the effects of the existing designation and wider planning regime.

5.6 The extent to which alternative sites, routes and methods have been considered

Additional CIAL land

95 Given this land is either zoned Rural or Special Purpose Airport Zone, an alternative method would be just to rely on existing City Plan zoning to achieve CIAL's objectives. However given all other CIAL owned land is designated, it is sensible from a practical perspective to bring in all new CIAL owned land into the designation as it is all required for 'airport purposes'. CIAL also does not wish to rely on the

existing Rural zoning provisions for its activities on the Additional CIAL Land given this zoning does not anticipate 'airport purposes activities'.

- 96 Further, alternative sites are not considered to be an appropriate option given the set location of the airport and the purposes for which CIAL seeks to designate the land.

Third Party Land

- 97 CIAL wishes to designate this land for the reasons already discussed – that is, because it is land at the end of the southern end of the runway upon which activities could be undertaken that are inconsistent with airport operations and constitute a bird strike risk. Short of not designating, or moving the 02/20 runway, there are no practical alternative sites for this designation.

- 98 CIAL also does not wish to rely on the existing Rural 5 zoning provisions given this zoning does not anticipate 'airport purposes' activities.

REPA Land

- 99 CIAL considers the only viable alternative to obtaining a designation over the REPA site is to have appropriate restrictions in the City Plan. However as discussed above, CIAL previously sought to include the REPA Land within the City Plan provisions under PC16, but it was determined by the Commissioners at the time that a designation was the more appropriate planning method.

- 100 Other alternatives to obtaining a designation for the REPA Land include constructing a parallel runway or extending the cross runway further to the west (and decommissioning part of the eastern portion of the cross runway so the REPA was entirely within CIAL's existing designation). However as traversed at the time of PC16, these alternatives are hypothetical only and entirely unrealistic given operational matters and the large financial cost.

5.7 The associated resource consents which will be required, and those that have been applied for

- 101 No additional resource consents are required at point in time.

- 102 If operational use of the designated land increases then CIAL will obtain all necessary resource consents (if any).

5.8 The extent of consultation undertaken with parties likely to be affected by the designation, including the reasons why, if no consultation is being undertaken

Additional CIAL land

- 103 CIAL is the predominant land owner (or will in the future be the land owner) of the Additional CIAL Land, other than the Canterbury Golf land. CIAL therefore does not consider any parties to be affected by the modified designation other than Canterbury Golf.

- 104 CIAL is advising Canterbury Golf of its intention to designate its land and is open to ongoing consultation on this matter.

Third Party Land

- 105 In respect of the Third Party Land, CIAL had a long relationship with the previous owner of this land (now deceased) who was aware CIAL sought to acquire the land.

As discussed in section 5.2, the land is currently being administered by the landowner's estate.

- 106 CIAL has discussed its proposal to extend the designation over the Third Party Land with the representative for the Thomas Estate (Alison Syme).
- 107 As already discussed, CIAL has had a policy for many years of avoiding using its powers to compulsorily acquire land and instead has a policy of purchasing land when it comes on the open market on an arm's length basis as a willing buyer. CIAL is however open to progressing discussions with the estate regarding purchase of the land. CIAL is committed to ongoing consultation with this landowner.

REPA Land

- 108 The landowners affected by the REPA Land designation are:

108.1 GN McVicar and Canterbury Trustees Limited;

108.2 Memorial Avenue Investments Limited;

108.3 Grey Street Properties Ltd;

108.4 JDH Booth;

108.5 RM & EM Smith, GC Knight; and

108.6 DG & SE Wilson, RJ Curragh.

- 109 CIAL is notifying the above owners of the REPA Land of the proposed modification to CIAL's designation. The REPA Land owners will be well aware of CIAL's interest in the REPA Land given the PC16 process several years ago and the outcome of that process.
- 110 CIAL is committed to ongoing consultation with these parties.

5.9 Additional information (if any) is required by Regional or District Council Plans Regulations

- 111 CIAL do not consider there is any additional information required.

5.10 Conditions

- 112 There are currently no conditions on the designation and CIAL does not seek any conditions are included as part of the designation rollover.

Christchurch International Airport Limited

Date: 31 March 2014

Address for Service:

Rhys Boswell
General Manager, Strategy and Sustainability
Christchurch International Airport Limited

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ANNEXURE A – GAZETTE NOTICE

Environment

Resource Management Act 1991

The Resource Management (Approval of Taranaki Energy Limited as Requiring Authority) Notice 1994

Pursuant to section 167 of the Resource Management Act 1991, the Minister for the Environment, hereby gives the following notice.

Notice

1. Title and commencement—(1) This notice may be cited as the Resource Management (Approval of Taranaki Energy Limited as Requiring Authority) Notice 1994.

(2) This notice shall come into force on the 28th day after the date of its publication in the *New Zealand Gazette*.

2. Interpretation—In this notice, unless the context otherwise requires, “line function services” has the same meaning as in section 2 (1) of the Electricity Act 1992.

3. Approval as requiring authority—Taranaki Energy Limited is hereby approved as a requiring authority for its network operation of the supply of line function services.

Dated at Wellington this 14th day of March 1994.

S. UPTON, Minister for the Environment.

go2158

The Resource Management (Approval of Taranaki Energy Limited as Requiring Authority) Notice (No. 2) 1994

Pursuant to section 167 of the Resource Management Act 1991, the Minister for the Environment, hereby gives the following notice.

Notice

1. Title and commencement—(1) This notice may be cited as the Resource Management (Approval of Taranaki Energy Limited as Requiring Authority) Notice (No. 2) 1994.

(2) This notice shall come into force on the 28th day after the date of its publication in the *New Zealand Gazette*.

2. Approval as requiring authority—Taranaki Energy Limited is hereby approved as a requiring authority for its network operation of undertaking the distribution and transmission by pipeline of natural and manufactured gas.

Dated at Wellington this 14th day of March 1994.

S. UPTON, Minister for the Environment.

go2159

The Resource Management (Approval of Egmont Electricity Limited as Requiring Authority) Notice 1994

Pursuant to section 167 of the Resource Management Act 1991, the Minister for the Environment, hereby gives the following notice.

Notice

1. Title and commencement—(1) This notice may be cited as the Resource Management (Approval of Egmont Electricity Limited as Requiring Authority) Notice 1994.

(2) This notice shall come into force on the 28th day after the date of its publication in the *New Zealand Gazette*.

2. Interpretation—In this notice, unless the context otherwise requires, “line function services” has the same meaning as in section 2 (1) of the Electricity Act 1992.

3. Approval as requiring authority—Egmont Electricity

Limited is hereby approved as a requiring authority for its network operation of the supply of line function services.

Dated at Wellington this 14th day of March 1994.

S. UPTON, Minister for the Environment.

go2160

The Resource Management (Approval of Wairarapa Electricity Limited as Requiring Authority) Notice 1994

Pursuant to section 167 of the Resource Management Act 1991, the Minister for the Environment, hereby gives the following notice.

Notice

1. Title and commencement—(1) This notice may be cited as the Resource Management (Approval of Wairarapa Electricity Limited as Requiring Authority) Notice 1994.

(2) This notice shall come into force on the 28th day after the date of its publication in the *New Zealand Gazette*.

2. Interpretation—In this notice, unless the context otherwise requires, “line function services” has the same meaning as in section 2 (1) of the Electricity Act 1992.

3. Approval as requiring authority—Wairarapa Electricity Limited is hereby approved as a requiring authority for its network operation of the supply of line function services.

Dated at Wellington this 14th day of March 1994.

S. UPTON, Minister for the Environment.

go2161

The Resource Management (Approval of BellSouth New Zealand as Requiring Authority) Notice 1994

Pursuant to section 167 of the Resource Management Act 1991, the Minister for the Environment, hereby gives the following notice.

Notice

1. Title and commencement—(1) This notice may be cited as the Resource Management (Approval of BellSouth New Zealand as Requiring Authority) Notice 1994.

(2) This notice shall come into force on the 28th day after the date of its publication in the *New Zealand Gazette*.

2. Interpretation—In this notice, unless the context otherwise requires, “radiocommunication”, “telecommunication” and “telecommunication link” have the same meaning as in section 2 (1) of the Telecommunications Act 1987.

3. Approval as requiring authority—BellSouth New Zealand is hereby approved as a requiring authority for its network operation of a system comprising telecommunication links to permit telecommunication and radiocommunication.

Dated at Wellington this 14th day of March 1994.

S. UPTON, Minister for the Environment.

go2162

The Resource Management (Approval of Christchurch International Airport Limited as Requiring Authority) Notice 1994

Pursuant to sections 167 and 420 (6) of the Resource Management Act 1991, the Minister for the Environment, hereby gives the following notice.

Notice

1. Title and commencement—(1) This notice may be cited as the Resource Management (Approval of

Christchurch International Airport Limited as Requiring Authority) Notice 1994.

(2) This notice shall come into force on the 28th day after the date of its publication in the *New Zealand Gazette*.

2. Interpretation—In this notice, unless the context otherwise requires, the word "airport" means any defined area of land or water intended or designed to be used either wholly or partly for the landing, departure, movement, or servicing of aircraft; and includes any buildings, installations, and equipment on or adjacent to any such area used in connection with the airport.

3. Approval as requiring authority—Christchurch International Airport Limited is hereby approved as a requiring authority under section 167 of the Resource Management Act 1991, for the operation of the Christchurch International Airport situated at Memorial Avenue, Harewood in the district of Christchurch City.

4. Approval in respect of projects with existing designations—Christchurch International Airport Limited

is hereby approved as a requiring authority under section 167 of the Resource Management Act 1991, for the following project (being a project to which an existing designation relates):

<i>Territorial Authority</i>	<i>Location</i>	<i>Project Name</i>
Christchurch City Council	All the land covered by the existing Christchurch International Airport Purposes designation in the Paparua Section of the Christchurch City Council district plan operative at the date of this notice.	Christchurch International Airport

Dated at Wellington this 14th day of March 1994.

S. UPTON, Minister for the Environment.

go2163

Health

Medicines Act 1981

Consent to the Distribution of Changed Medicines

Pursuant to section 24 (5) of the Medicines Act 1981, the Minister of Health hereby consents to the distribution in New Zealand of the changed medicines set out in the Schedule hereto:

Schedule

<i>Name and Strength</i>	<i>Form</i>	<i>Name and Address of Manufacturer</i>	<i>Proprietary Name (if any)</i>
Cimetidine 200 mg, 400 mg, 800 mg	Tablet	Lek Pharmaceutical and Chemical Company, Ljubljana, Slovenia	—
Budesonide 0.025% w/v	Lipocream	Royal Gist-Brocades Pharma BV., Meppel, The Netherlands	Preferid
Colestipol hydrochloride 100 mg	Tablet	The Upjohn Company, Kalamazoo, Michigan, United States of America	Colestid
Colestipol hydrochloride 5 g per sachet	Granules for oral suspension	The Upjohn Company, Kalamazoo, Michigan, United States of America	Colestid
Colestipol hydrochloride 5 g per sachet	Granules for oral suspension	The Upjohn Company, Kalamazoo, Michigan, United States of America and Upjohn Limited, Crawley, Sussex, England	Colestid F G
Captopril 5 mg/ml in 100 ml	Oral solution	Bristol-Myers Squibb Pharmaceuticals, Noble Park, Victoria, Australia	Capoten
Captopril 12.5 mg, 25 mg, 50 mg	Tablets	Bristol-Myers Squibb Pharmaceuticals, Noble Park, Victoria, Australia	Capoten
Cyclosporin A 100 mg/ml in 50 ml. This replaces the entry in the notice published in the <i>New Zealand Gazette</i> , 24 February 1994, No. 16, notice number 1433, page 909.	Oral solution	Sandoz Pharma Limited, Basle, Switzerland	Sandimmun
Cyclosporin A 25 mg, 100 mg. This replaces the entry in the notice published in the <i>New Zealand Gazette</i> , 24 February 1994, No. 16, notice number 1433, page 909.	Capsules	Sandoz Pharma Limited, Basle, Switzerland	Sandimmun

Dated this 15th day of March 1994.

C. LOVELACE, Director-General of Health, pursuant to delegation given by the Minister of Health on the 25th day of June 1993.

go2120

ANNEXURE B – TABLE SETTING OUT THE LEGAL DESCRIPTIONS OF THE LAND WITHIN THE CIAL DESIGNATION AND THE LAND CIAL SEEKS TO INCLUDE WITHIN THE DESIGNATION

Lot Number	Land Owner	Existing or new designation	Legal Description	Title	Area
1	CIAL	Existing	Lot 1 DP 437914	544120	369.71 ha
2	CIAL	Existing	Lot 2 DP 323331	93645	7.4541 ha
3	CIAL	Existing	Lot 3 DP 323331	93646	8.8935 ha
4	CIAL	Existing	Lot 4 DP 347317	194504	1.0869 ha
5	CIAL	Existing	Lot 5 DP 323331	93648	2.0508 ha
6	CIAL	Existing	Lot 6 DP 323331	93649	1.9436 ha
7	CIAL	Existing	Lot 7 DP 323331	93650	1.895 ha
8	CIAL	Existing	Lot 8 DP 323331	93651	2.7582 ha
9	CIAL	Existing	Lot 5 DP 347317	194505	3.7782 ha
10	CIAL	Existing	Lot 3 DP 347317	194503	1.0602 ha
11	CIAL	Existing	Lot 2 DP 347317	194502	0.5949 ha
12	CIAL	Existing	Lot 12 DP 323331	93655	1.6088 ha
13	CIAL	Existing	Lot 13 DP 323331	93656	3.2524 ha
14	CIAL	Existing	Lot 14 DP 323331	93657	1.2438 ha
15	CIAL	Existing	Lot 15 DP 323331	93658	1.1758 ha
16	CIAL	Existing	Lot 16 DP 323331	93659	15.1546 ha
17	CIAL	Existing	Lot 17 DP 323331	93660	2.8941 ha
18	CIAL	Existing	Lot 18 DP 323331	93661	5.6279 ha
19	CIAL	Existing	Lot 19 DP 323331	93662	3.0277 ha
20	CIAL	Existing	Lot 20 DP 323331	93663	3.7661 ha

21	CIAL	Existing	Lot 6 DP 437914	544125	0.7600 ha
22	CIAL	Existing	Lot 22 DP 323331	93665	1.407 ha
23	CIAL	Existing	Lot 23 DP 323331	93666	2.0235 ha
24	CIAL	Existing	Lot 24 DP 323331	93667	1.3854 ha
25	CIAL	Existing	Lot 25 DP 323331	93668	2.4426 ha
26	CIAL	Existing	Lot 26 DP 323331	93669	2.1148 ha
27	CIAL	Existing	Lot 27 DP 323331	93670	1.2884 ha
28	CIAL	Existing	Lot 28 DP 323331	93671	1.5983 ha
29	CIAL	Existing	Lot 29 DP 323331	93672	1.5204 ha
30	CIAL	Existing	Lot 30 DP 323331	93673	10.1523 ha
31	CIAL	Existing	Lot 31 DP 323331	93674	2.1969 ha
32	CIAL	Existing	Lot 32 DP 323331	93675	10.4039 ha
33	CIAL	Existing	Lot 33 DP 323331	93676	0.6877 ha
34	CIAL	Existing	Lot 34 DP 323331	93677	1.8552 ha
35	CIAL	Existing	Lot 35 DP 323331	93678	5.201 ha
36	CIAL	Existing	Lot 36 DP 323331	93679	0.2945 ha
37	CIAL	Existing	Lot 5 DP 437914	544125	1.084 ha
38	CIAL	Existing	Lot 38 DP 323331	93681	1.2335 ha
39	CIAL	Existing	Lot 4 DP 437914	544123	2.88 ha
40	CIAL	Existing	Lot 40 DP 323331	93683	0.3047 ha
41	CIAL	Existing	Lot 41 DP 323331	93684	0.3265 ha
42	CIAL	Existing	Lot 42 DP 323331	93685	2.8479 ha
43	CIAL	Existing	Lot 43 DP 323331	93686	2.7899 ha
44	CIAL	Existing	Lot 2 DP	544121	9.255 ha

			437914		
45	CIAL	Existing	Lot 3 DP 437914	544122	8.714 ha
46	CIAL	Existing	Lot 46 DP 323331	93689	22.3245 ha
47	CIAL	Existing	Lot 47 DP 323331 and Section 1 Survey Office Plan 19807	596575	28.6461 ha
48	CIAL	Existing	Lot 48 DP 323331	93691	0.5576 ha
49	CIAL	Existing	Lot 49 DP 323331	93692	0.3474 ha
50	CIAL	Existing	Lot 50 DP 323331	93693	2.0225 ha
51	CIAL	Existing	Lot 2 DP 26001	CB7D/292	5.4746 ha
52	CIAL	Existing	Lot 1 DP 26001	CB7D/528	4.2492 ha
53	CIAL	Existing	Part Rural Section 1531	CB27K/386	5.3266 ha
54	CIAL	Existing	Lot 2 DP 5024	CB27K/387	6.9555 ha
55	CIAL	Existing	Lot 1 DP 5024	CB31B/116	5.7085 ha
56	CIAL	Existing	Lot 1 DP 29790	CB11F/1355	6.2026 ha
57	CIAL	Existing	Lot 2 DP 58798	CB34D/210	8.2149 ha
58	CIAL	Existing	Lot 1 DP 58798	CB34D/209	2.428 ha
59	CIAL	Existing	Lot 1 DP 4584	CB22F/625	4.3427 ha
60	CIAL	Existing	Lot 2 DP 37124	CB16A/34	14.0832 ha
61	CIAL	Existing	Lot 1 DP 37124	CB16A/33	20.3575 ha
62	CIAL	Existing	Pt. Lot 3 DP 2958	CB29K/509	1.1103 ha
62	CIAL	Existing	Pt. Lot 3 DP 2958	CB29K/509	1.3178 ha
63	CIAL	Existing	Pt. Lot 3 DP 2958	CB29A/347	7.9495 ha
64	CIAL	Existing	Pt. Lot 1 DP 19584	CB28F/173	3.741 ha
65	CIAL	Existing	Pt. Lot 1 DP 19584	CB770/58	2.0338 ha
66	CIAL	Existing	Lot 2 DP 19584	CB753/10	0.4264 ha

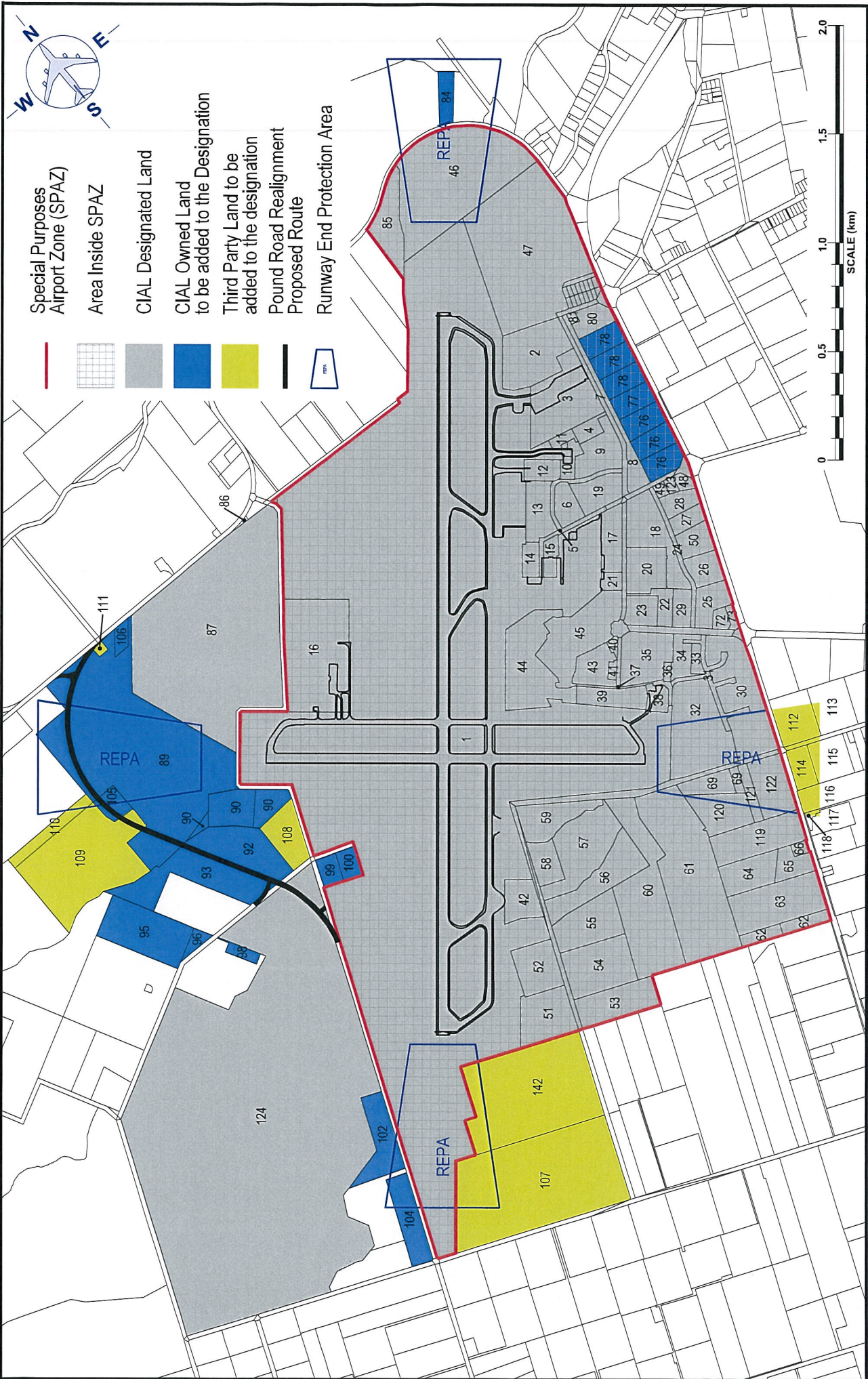
69	CIAL	Existing	Lot 1 DP 63588	CB37C/11	2.6544 ha
69	CIAL	Existing	Lot 1 DP 56251		
72	CIAL	Existing	Rural Section 38310	CB1D/501	0.6804 ha
73	CIAL	Existing	Pt. Sec. 2 SO 18012	CB33B/297	0.4962 ha
76	CIAL	New	Pt. Lot 7 DP 4781	CB309/67	6.3182 ha
76	CIAL	New	Pt. Lot 8 DP 4781		
76	CIAL	New	Pt. Lot 6 DP 4781		
77	CIAL	New	Pt. Lot 5 DP 4781	CB314/73	2.031 ha
78	CIAL	New	Pt. Lot 3 DP 4781	CB331/147	4.062 ha
78	CIAL	New	Pt. Lot 4 DP 4781		
78	CIAL	New	Pt. Lot 2 DP 4781	CB335/328	2.031 ha
80	CIAL	Existing	Pt. Lot 1 DP 4781	CB29A/341	2.1018 ha
81	CIAL	Existing	Pt. Rural Section 1867	CB392/202	0.2023 ha
84	CIAL	New	Sec. 2 SO 16364	CB31K/157	1.6608 ha
85	CIAL	Existing	Lot 1 DP 49260	CB33B/110	4.3163 ha
86	CIAL	Existing	Rural Section 42238	CB29B/501	0.0942 ha
87	CIAL	Existing	Pt. Lot 2 DP 23659	Pt. CB8A/1257	51.4912 ha
89	CIAL	New	Lot 2 DP 361588	250613	46.4311 ha
90	CIAL	New	Pt. Lot 1 DP 24176	CB36B/102	3.4855 ha
90	CIAL	New	Pt. Lot 1 DP 10480		2.0234 ha
90	CIAL	New	Pt. Lot 2 DP 61341		0.3702 ha
92	CIAL	New	Lot 3 DP 61821	CB36C/114	6.8106 ha
93	CIAL	New	Lot 2 DP 68613	CB40A/494	9.6077 ha
95	CIAL	New	Lot 2 DP 22786	CB3D/432	8.1367 ha

96	CIAL	New	Lot 3 DP 28009	CB13K/1147	0.8043 ha
98	CIAL	New	Lot 1 DP 28009	CB13K/1146	0.8093 ha
99	CIAL	New	Lot 1 DP 12385	CB481/129	1.316 ha
100	CIAL	New	Lot 2 DP 12385	CB481/128	1.317 ha
102	CIAL	New	Lot 4 DP 25728	Pt CB7C/61	4.8309 ha
104	CIAL	New	Lot 3 DP 25728	CB7C/60	4.2644 ha
105	CIAL	New	Lot 1 DP 60154	CB35B/852	1.5946 ha
106	CIAL	New	Lot 1 DP 29133	CB11A/813	0.8094 ha
107	EM Marr, ST Reed, AM Syme	New	Lot 4 DP 22679	CB7A/401 (part only – NOT Part Lot 1 DP 2837)	31.5592 ha
108	North Canterbury Catchment board	New	Lot 3 DP 10480	CB6A/121	3.7762 ha
109	Crown	New	Pt. Lot 1 DP 10480	625810	18.6088 ha
110	Crown	New	Sec 1 SO 18143	246628	2.3498 ha
111	Canterbury Golf	New	Lot 1 DP 361588	250612	0.2716 ha
112	GN McVicar and Canterbury Trustees Limited	New	(Portion of) Lot 6 DP 28780	CB10K/322	3.0578 ha
113	Memorial Avenue Investments Limited	New	(Portion of) Lot 5 DP 28780	CB10K/321	0.2625 ha
114	JDH Booth	New	Lot 4 DP 4676	CB332/247	1.9282 ha
115	Grey Street Properties Ltd	New	(Portion of) Pt Lot 5 DP 4676	CB32B/716	0.6731 ha
116	RM Smith, EM Smith, GC Knight	New	(Portion of) Lot 7 DP 4676	CB325/38	1.0476 ha
117	DG Wilson, SE Wilson, RJ Curragh	New	(Portion of) Lot 2 DP 312708	49962	0.0325 ha
118	DG Wilson, SE Wilson, RJ Curragh	New	(Portion of) Lot 3 DP 312708	49963	0.1354 ha

119	Calder Stewart	Existing	Pt Lot 2 DP 2958	CB30B/211	6.2321 ha
120	Calder Stewart	Existing	Lot 2 DP 63588	CB37C/12	4.3545 ha
121	Calder Stewart	Existing	Pt Lot 1 DP 2958	CB421/116	1.2141 ha
122	Calder Stewart	Existing	Lot 1 DP 8012	CB9A/916	4.4515 ha
123	Venture Finance Ltd	Existing	Lot 2 DP 307527	29265	0.3463 ha
124	Canterbury Regional Council	Existing	Lot 1 DP 43077	CB40A/913	162.6996 ha
125	Wallis Bros Limited	Existing	Lot 8 DP 334	605194	1.5504 ha
126	Wallis Bros Limited	Existing	Lot 7 DP 334	605194	
127	Wallis Bros Limited	Existing	Lot 6 DP 334	605194	
128	Wallis Bros Limited	Existing	Lot 5 DP 334	605194	
129	Wallis Bros Limited	Existing	Sec 6 SO 457188	605194	
130	Wallis Bros Limited	Existing	Sec 5 SO 457188	605194	
131	Wallis Bros Limited	Existing	Sec 4 SO 457188	605194	
132	Wallis Bros Limited	Existing	Pt Lot 1 DP 334	605194	
133	Wallis Bros Limited	Existing	Lot 40 DP 334	605194	
134	Wallis Bros Limited	Existing	Lot 41 DP 334	605194	
135	Wallis Bros Limited	Existing	Lot 42 DP 334	605194	
136	Wallis Bros Limited	Existing	Lot 43 DP 334	605194	
137	Wallis Bros Limited	Existing	Lot 44 DP 334	605194	
138	Wallis Bros Limited	Existing	Lot 45 DP 334	605194	
139	Wallis Bros Limited	Existing	Lot 46 DP 334	605194	
140	Wallis Bros Limited	Existing	Lot 47 DP 334	605194	

141	Wallis Bros Limited	Existing	Lot 1 DP 431766	522654	0.2976 ha
142	EM Marr, ST Reed, AM Syme	New	Pt. Lot 3 22679	CB13A/1098	23.9758 ha

**ANNEXURE C – MAP SHOWING THE EXTENT OF THE DESIGNATED AREA
INCLUDING DISTINCTION BETWEEN OWNERSHIP**



- Special Purposes Airport Zone (SPAZ)
- Area Inside SPAZ
- CIAL Designated Land
- CIAL Owned Land to be added to the Designation
- Third Party Land to be added to the designation
- Pound Road Realignment Proposed Route
- Runway End Protection Area

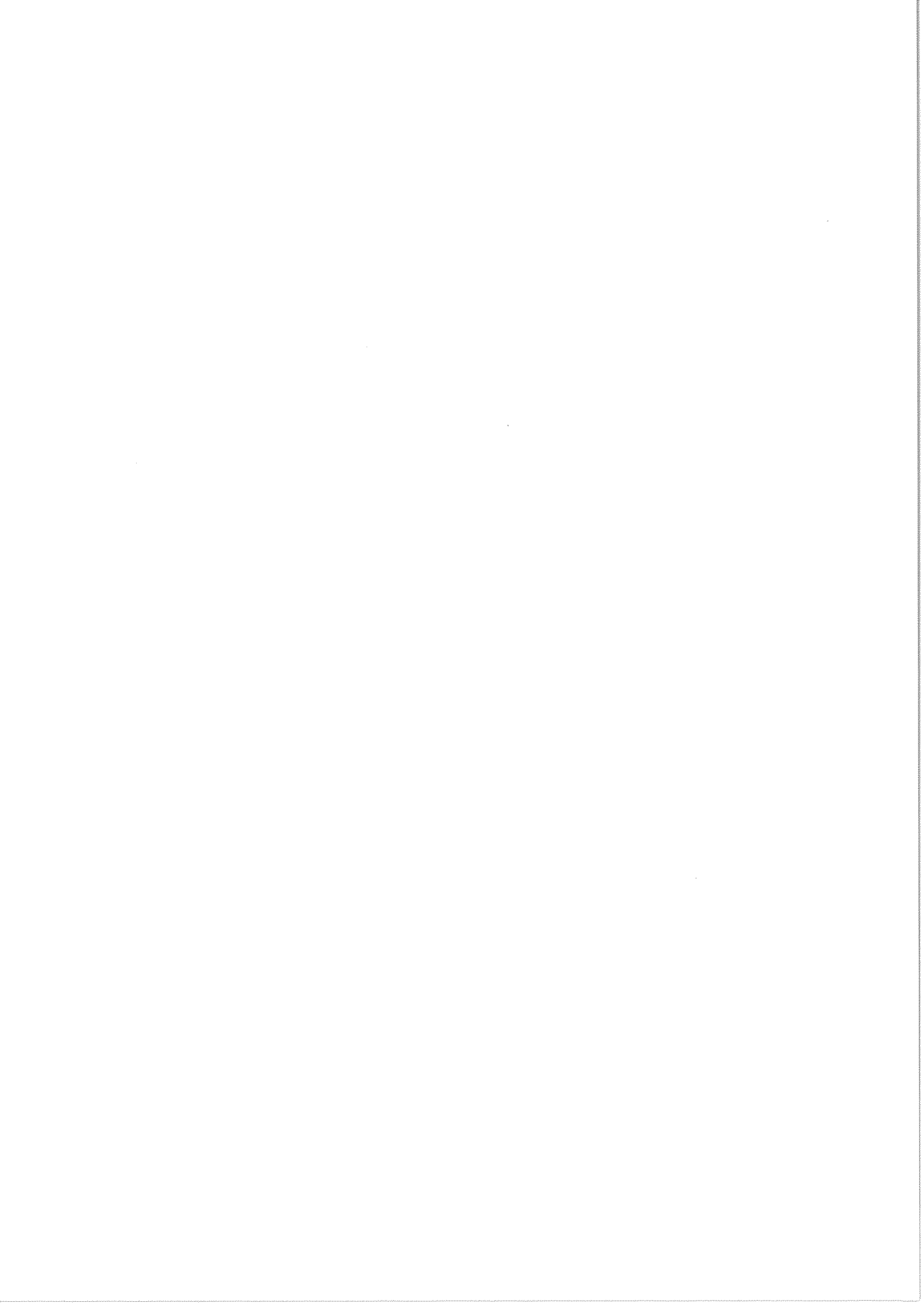
AMENDMENT TO CHRISTCHURCH AIRPORT DESIGNATION

DESIGN	SCALE
DRAWN S.A. HOGGART	N.T.S.
DATE 19.03.14	SHEET 1 of 2
DWG No.	REV A
ASI-0869-1	
AB	

REV A	28.03.14	TITLE

Ph: (03) 353 7080
 Fax: (03) 353 7090
 818 Waitakel Road





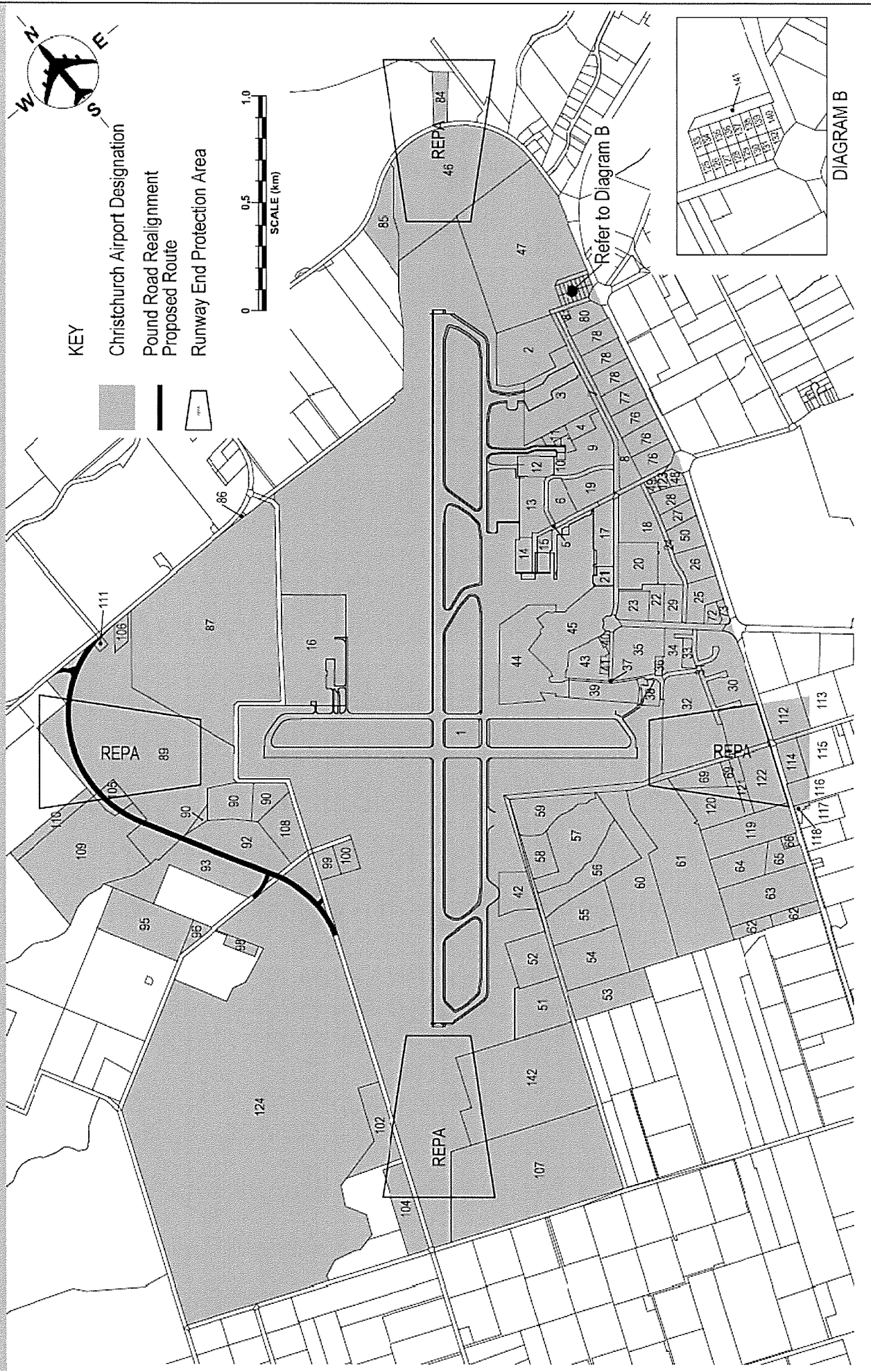
ANNEXURE D – MAP SHOWING THE EXTENT OF THE DESIGNATED AREA TO BE INCLUDED WITH THE DESIGNATION

Annexure D consists of:

- 'Annexure D Christchurch Airport Designation PDF'
- 'Annexure D Christchurch Airport Designation JPEG'
- 'Diagram A Christchurch Airport Designation FINAL' – original map

ANNEXURE E – EXCEL SPREADSHEET

Diagram A – Christchurch Airport Designation





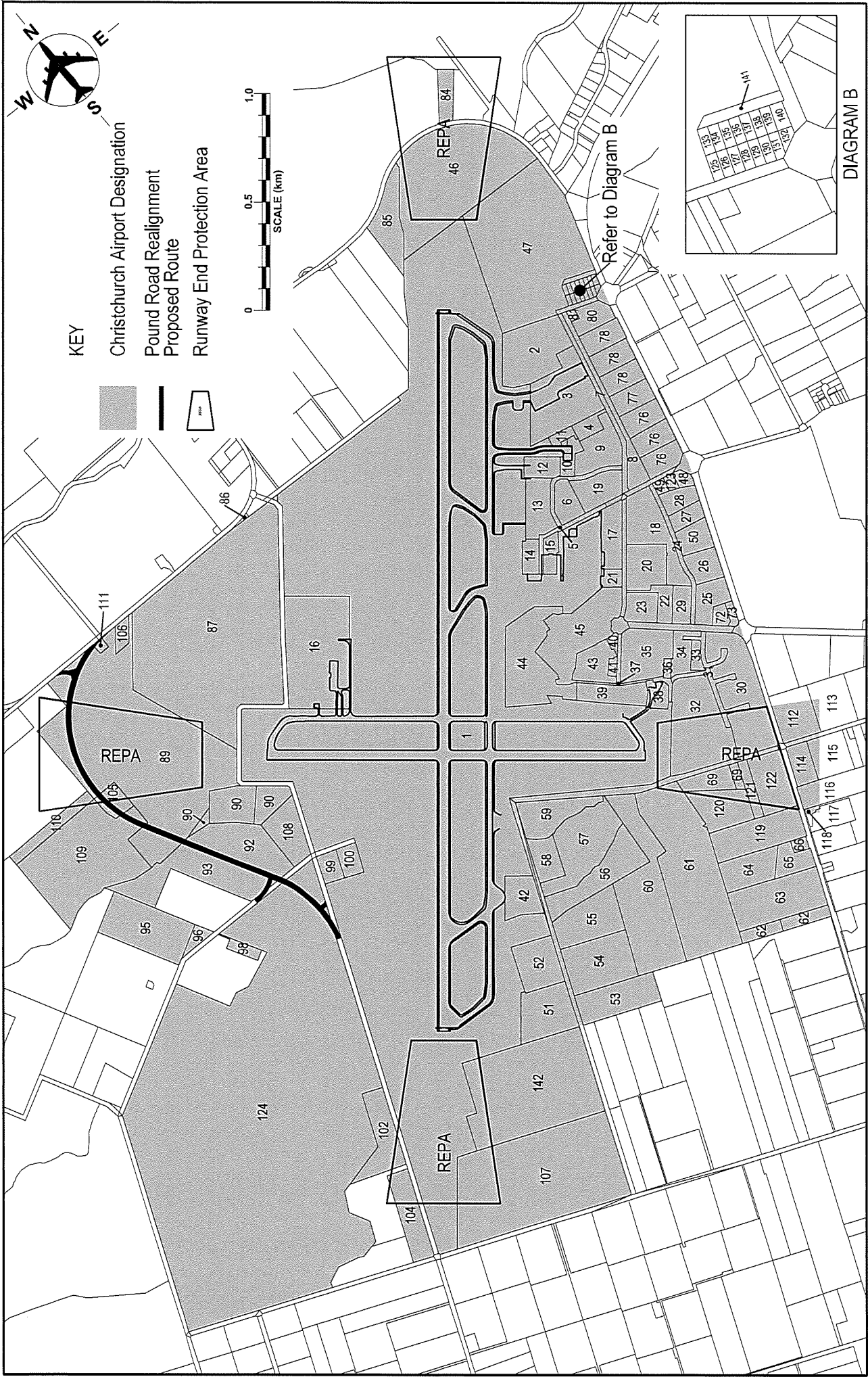


DIAGRAM A: CHRISTCHURCH AIRPORT DESIGNATION



LOT_List

CIAL Designation - Land Parcels			
Site Number	Lot Number	DP Number	Certificate of Title
1	Lot 1	DP 437914	544120
2	Lot 2	DP 323331	93645
3	Lot 3	DP 323331	93646
4	Lot 4	DP 347317	194504
5	Lot 5	DP 323331	93648
6	Lot 6	DP 323331	93649
7	Lot 7	DP 323331	93650
8	Lot 8	DP 323331	93651
9	Lot 5	DP 347317	194505
10	Lot 3	DP 347317	194503
11	Lot 2	DP 347317	194502
12	Lot 12	DP 323331	93655
13	Lot 13	DP 323331	93656
14	Lot 14	DP 323331	93657
15	Lot 15	DP 323331	93658
16	Lot 16	DP 323331	93659
17	Lot 17	DP 323331	93660
18	Lot 18	DP 323331	93661
19	Lot 19	DP 323331	93662
20	Lot 20	DP 323331	93663
21	Lot 6	DP 437914	544125
22	Lot 22	DP 323331	93665
23	Lot 23	DP 323331	93666
24	Lot 24	DP 323331	93667
25	Lot 25	DP 323331	93668
26	Lot 26	DP 323331	93669
27	Lot 27	DP 323331	93670
28	Lot 28	DP 323331	93671
29	Lot 29	DP 323331	93672
30	Lot 30	DP 323331	93673
31	Lot 31	DP 323331	93674
32	Lot 32	DP 323331	93675
33	Lot 33	DP 323331	93676
34	Lot 34	DP 323331	93677
35	Lot 35	DP 323331	93678
36	Lot 36	DP 323331	93679
37	Lot 5	DP 437914	544124
38	Lot 38	DP 323331	93681
39	Lot 4	DP 437914	544123
40	Lot 40	DP 323331	93683
41	Lot 41	DP 323331	93684
42	Lot 42	DP 323331	93685
43	Lot 43	DP 323331	93686
44	Lot 2	DP 437914	544121
45	Lot 3	DP 437914	544122
46	Lot 46	DP 323331	93689
47	Lot 47 DP 323331 and Sec 1 SO Plan 19807		596575
48	Lot 48	DP 323331	93691
49	Lot 49	DP 323331	93692
50	Lot 50	DP 323331	93693
51	Lot 2	DP 26001	CB7D/292
52	Lot 1	DP 26001	CB7D/528

LOT_List

53	Part Rural Section 1531		CB27K/386
54	Lot 2	DP 5024	CB27K/387
55	Lot 1	DP 5024	CB31B/116
56	Lot 1	DP 29790	CB11F/1355
57	Lot 2	DP 58798	CB34D/210
58	Lot 1	DP 58798	CB34D/209
59	Lot 1	DP 4584	CB22F/625
60	Lot 2	DP 37124	CB16A/34
61	Lot 1	DP 37124	CB16A/33
62	Part Lot 3	DP 2958	CB29K/509
62	Part Lot 3	DP 2958	CB29K/509
63	Part Lot 3	DP 2958	CB29A/347
64	Part Lot 1	DP 19584	CB28F/173
65	Part Lot 1	DP 19584	CB770/58
66	Lot 2	DP 19584	CB753/10
69	Lot 1	DP 63588	CB37C/11
69	Lot 1	DP 56251	CB37C/11
72	Rural Section 38310		CB1D/501
73	Part Sec. 2 SO 18012		CB33B/297
76	Part Lot 7	DP 4781	CB309/67
76	Part Lot 8	DP 4781	CB309/67
76	Part Lot 6	DP 4781	CB309/67
77	Part Lot 5	DP 4781	CB314/73
78	Part Lot 3	DP 4781	CB331/147
78	Part Lot 4	DP 4781	CB331/147
78	Part Lot 2	DP 4781	CB335/328
80	Part Lot 1	DP 4781	CB29A/341
81	Part Rural Section 1867		CB392/202
84	Sec. 2 SO 16364		CB31K/157
85	Lot 1	DP 49260	CB33B/110
86	Rural Section 42238		CB29B/501
87	Part Lot 2	DP 23659	Pt CB8A/1257
89	Lot 2	DP 361588	250613
90	Part Lot 1	DP 24176	CB36B/102
90	Part Lot 1	DP 10480	CB36B/102
90	Part Lot 2	DP 61341	CB36B/102
92	Lot 3	DP 61821	CB36C/114
93	Lot 2	DP 68613	CB40A/494
95	Lot 2	DP 22786	CB3D/432
96	Lot 3	DP 28009	CB3K/1147
98	Lot 1	DP 28009	CB13K/1146
99	Lot 1	DP 12385	CB481/129
100	Lot 2	DP 12385	CB481/128
102	Lot 4	DP 25728	Pt. CB7C/61
104	Lot 3	DP 25728	CB7C/60
105	Lot 1	DP 60154	CB35B/852
106	Lot 1	DP 29133	CB11A/813
107	Lot 4	DP 22679	CB7A/401 (part)
108	Lot 3	DP 10480	CB6A/121
109	Part Lot 1	DP 10480	625810
110	Sec 1 SO 18143		246628
111	Lot 1	DP 361588	250612
112	(Portion of) Lot 6	DP 28780	CB10K/322
113	(Portion of) Lot 5	DP 28780	CB10K/321
114	Lot 4	DP 4676	CB332/247
115	(Portion of) Part Lot 5	DP 4676	CB32B/716

LOT_List

116	(Portion of) Lot 7	DP 4676	CB325/38
117	(Portion of) Lot 2	DP 312708	49962
118	(Portion of) Lot 3	DP 312708	49963
119	Pt Lot 2	DP 2958	CB30B/211
120	Lot 2	DP 63588	CB37C/12
121	Part Lot 1	DP 2958	CB421/116
122	Lot 1	DP 8012	CB9A/916
123	Lot 2	DP 307527	29265
124	Lot 1	DP 43077	Pt. CB40A/913
125	Lot 8	DP 334	605194
126	Lot 7	DP 334	605194
127	Lot 6	DP 334	605194
128	Lot 5	DP 334	605194
129	Sec 6 SO 457188		605194
130	Sec 5 SO 457188		605194
131	Sec 4 SO 457188		605194
132	Part Lot 1	DP 334	605194
133	Lot 40	DP 334	605194
134	Lot 41	DP 334	605194
135	Lot 42	DP 334	605194
136	Lot 43	DP 334	605194
137	Lot 44	DP 334	605194
138	Lot 45	DP 334	605194
139	Lot 46	DP 334	605194
140	Lot 47	DP 334	605194
141	Lot 1	DP 431766	522654
142	Part Lot 3	DP 22679	CB13A/1098

