

Comments

LTP 2021-31

Comment ID	1096
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Version	0.1
First name	Andrew
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Email address	
Are you submitting on behalf of an organisation?	No, I'm submitting as an individual
Are you willing to tell us more about yourself?	No
Do you think we've prioritised the right issues and opportunities?	Don't know
Do you have any further comments on the activities proposed in specific portfolio/s (please select all those you wish to comment on):	
Where do you live in Canterbury? Select your district below:	
Would you like to see us investing in the following initiatives in your area? Kaikoura	
Would you like to see us investing in the following initiatives in your area? Hurunui	
Would you like to see us investing in the following initiatives in your area? Waimakariri	
Would you like to see us investing in the following initiatives in your area? Christchurch	

Would you like to see us investing in the following initiatives in your area? Selwyn

Would you like to see us investing in the following initiatives in your area? Ashburton

Would you like to see us investing in the following initiatives in your area? Mackenzie

Would you like to see us investing in the following initiatives in your area? Timaru

Would you like to see us investing in the following initiatives in your area? Waimate

Would you like to see us investing in the following initiatives in your area? Waitaki

Do you wish to speak to your submission? Yes

We may use your phone number to contact you to arrange attendance at a hearing. This information will be kept private.

Phone number

Would you like to be kept up-to-date with the outcome of this consultation? Yes

How did you find out about giving feedback?

Your information is held and administered by Environment Canterbury in accordance with the Privacy Act 2020 and Environment Canterbury's Privacy Policy.

There is personal information/contact details in my submission I do not want disclosed: No

ECAN Draft Long -term Plan 2021-31 Submission

This submission relates to the Requirement to re-evaluate the Air Noise Contours surrounding Christchurch International Airport (CIA) every 10 years.

- We have owned and farmed in Yaldhurst for over 40 years on addresses . It is becoming increasingly difficult to make an economic return off of this land. The scale of land does not provide enough income with the increased rates in the future, uncertainty with water rights as we are in the ECAN water catchment RED ZONE.
- Since the inclusion of decibel lines the airport has continually shifted these lines over our land without any consultation or verification, changing the rules at random to suit themselves. We are currently between the 50-55 and the 55-65 dBA, pre 1994 these did not exist. This need a complete review as we feel it is incorrect.
- This land is TC1 and ideal for future residential or commercial development. It is close to all the infrastructure and developed area of Hornby. Our property borders Delamain Subdivision and runs West down Buchanans road. Altitude 34 meters above sea level and not restricted by the flood zone, with good drainage and the static water level being at 17 meters.
- There is a vast amount of land that has been overlooked in this area for development, we feel this is now the right time to act. The city needs to expand West as this land is available, residential housing will increase rates revenue for the CCC. Therefore ongoing increasing rates will not be necessary.
- The over due review of the Airport Noise Contour lines need to be reviewed by an independent entity as currently we are restricted residential/commercial to the 50 dBA where all other airports in New Zealand and worldwide restrict to the 55 dBA. This consultation process should involve all current landowners that this affects. The New Zealand standard NZS 68055:1992 states that a 55 Ldn as an outer control boundary around all New Zealand Airports is sufficient.
- Aircraft over the last 30 years since these decibel lines were put in place, aircraft have become a lot quieter with modern technology. Aircraft noise is reduced considerably. CAIL projection for the future aircraft movements are outdated and no longer valid due to Queenstown airport becoming a more sort after destination rather than CHCH. This has become a reality with CIAL purchasing land in Tarras, this is the future for CHCH airport.
- Modern housing technology has advanced with double to triple glazing and materials available does not make noise an issue on our personal property.
- Smaller landowners such as ourselves don't have the resources to contest this current ruling.
- The CIAL purchased land adjacent to the CIAL for aviation purposes in which they have the usage of that land to retail/storage/preschool/hotels businesses outside of aviation which is clearly a breach of CCC conditions of resource management.

Remedies Sought

That an immediate independent reevaluation of airport noise contours be commenced. That all restrictions on development be removed up to and including the 55 dBA. Neighbouring landowners of CIAL are included in the process and that independent data found is to be shared transparently.