

BEFORE THE EXPERT PANEL

FTAA-2504-1054

Under

the Fast-track Approvals Act 2024

In the matter of

an application for approvals in relation to
the Ryans Road Industrial Development

By

Carter Group Limited

Applicant

**MEMORANDUM OF COUNSEL FOR CHRISTCHURCH INTERNATIONAL
AIRPORT LIMITED IN RESPONSE TO MINUTE 8**

Dated 16 February 2026

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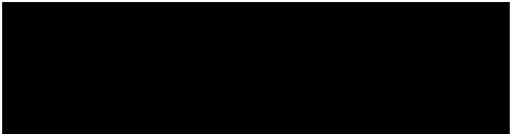
MAY IT PLEASE THE PANEL

- 1 This Memorandum is filed on behalf of Christchurch International Airport Limited (**CIAL**) in respect of Fast-Track Approvals Application FTAA-2504-1054, being the Ryans Road Industrial Development project (**Application**). Carter Group Limited is the **Applicant**.
- 2 CIAL files this memorandum in accordance with paragraph [8](a) of Minute 8.
- 3 Minute 8 requested a *planning and/or legal memorandum* regarding the National Policy Statement for Infrastructure 2025 (**NPS-I**). CIAL is conscious of the heightened need for efficiency and avoidance of unnecessary duplication, in the FTAA process. Accordingly, while CIAL and Airways New Zealand Limited (**Airways**) each hold independent certification obligations under the Civil Aviation Rules, they have taken a co-ordinated (albeit not joint) approach to the request in Minute 8:
 - (a) CIAL has commissioned and provides an expert planning assessment of the NPS-I and its applicability to the Application; and
 - (b) Airways provides a fulsome legal memorandum.
- 4 As such, **attached** to this memorandum is a planning assessment of the NPS-I prepared by CIAL's external planning advisors, Mitchell Daysh Limited. The planning assessment considers:
 - (a) Whether and in what way the NPS-I is relevant to the Panel's evaluation of the Application; and
 - (b) Whether and, if so, how the NPS-I changes the policy framework applying to the Panel's evaluation. This includes consideration of the *extent to which the new [NPS-I] raises additional matters for assessment of resource consent approvals sought under the FTAA;*¹ and
 - (c) Whether and to what extent the Application is consistent with relevant provisions of the NPS-I.
- 5 In addition, CIAL relies upon and adopts the legal memorandum filed contemporaneously by Airways. The Airways memorandum is as applicable to CIAL as it is to Airways.

¹ Wording per [8](a)(i) of Minute 8.

- 6 In summary, CIAL's response to Minute 8 is:
- (a) The NPS-I is relevant to the Panel's considerations. While not determinative, tension with its provisions *weighs against granting the approval*²;
 - (b) The Airport is nationally significant infrastructure. The Proposal is not infrastructure. The provisions of the NPS-I enable infrastructure, not adjacent development;
 - (c) The NPS-I seeks to safeguard infrastructure and requires careful management of interface risk;
 - (d) The evidence from CIAL and Airways establishes a credible potential risk to public safety and nationally significant infrastructure, directly engaging with the Objective and Policy 1(3)(1);
 - (e) The evidence shows mitigation may require operational constraint, or system modification by existing aviation operators – contrary to Policies 2, 4 and 8 of the NPS-I, the allocation principle in Policy 11 and the avoidance directive in Policy 5.3.9 of the RPS;
 - (f) The Project's economic case does not account for mitigation costs that may fall on infrastructure providers, undermining the realisation of infrastructure benefits;
 - (g) CIAL and Airways have identified the aeronautical work required to properly assess and interrogate how risk can be managed. The work has not been done and no expert evidence says it is unnecessary;
 - (h) Public safety and the benefits of nationally significant infrastructure are central to:
 - (i) CIAL's concerns about this Application;
 - (ii) The NPS-I;
 - (iii) The FTAA, including section 85(3).

DATED this 16th day of February 2026


A C Limmer KC
Counsel for Christchurch International Airport Limited

² Fast-Track Approvals Act 2025, section 85(5).

Memorandum

To: Jesse Aimer, Christchurch International Airport Limited

From: Kirsty O'Sullivan & John Kyle, Mitchell Daysh Limited

Date: 16 February 2026

Re: **Christchurch International Airport Limited (CIAL) Response to Expert Panel Minute 8 (FTAA-2004-1054) – Ryans Road Industrial Area – Planning Analysis**

1. INTRODUCTION

1. On Friday 23rd January 2026, the Expert Panel appointed to make a decision regarding the Ryans Road Industrial Area (FTAA-205-1054) development issued Minute 8. Paragraphs 5 to 10 of that Minute address matters arising as a result of the national direction instruments approved by the Governor General on 15 December 2025.
2. In accordance with Paragraph 8(a), Christchurch International Airport Limited (“**CIAL**”) has requested that Mitchell Daysh provide a memorandum which, from an expert planning perspective:
 - > Identifies whether and to what extent the new National Policy Statement for Infrastructure 2025 approved on 15 December 2025 (“**NPS-I**”) raises additional matters for assessment of resource consent approvals sought under the Fast-track Approvals Act (“**FTAA**”); and
 - > Undertakes a brief assessment of the impact of such matters on the Application and the Panel's evaluation task.
3. Each of these matters is addressed in turn in the following sections.
4. This memorandum has been prepared by Kirsty O'Sullivan and has been peer reviewed and endorsed by John Kyle. The qualifications and experience of Ms O'Sullivan and Mr Kyle are set out in **Appendix A**.

2. WHETHER AND TO WHAT EXTENT THE NEW NPS-I RAISES ADDITIONAL MATTERS FOR ASSESSMENT OF RESOURCE CONSENT APPROVALS SOUGHT UNDER THE FTAA.

Relevance of the NPS-I

5. Schedule 5, clause 17(1) of the FTAA sets out the matters for decision-makers to consider and assess in relation to applications for resource consents. This includes (as relevant to Minute 8) clause 17(1)(b) which requires the Panel to “take into account” the provisions of Part 6 of the Resource Management Act 1991 (“**RMA**”) that direct decision making on an application for a resource consent.
6. Under the RMA, section 104 (which is contained within Part 6) sets out the matters for which a consent authority must have regard to when considering an application for a resource consent. In accordance with section 104(1)(b)(iii), this includes consideration of any relevant provision of a national policy statement.
7. Christchurch International Airport (“**CIA**” or “**the Airport**”) and all infrastructure (including navigation installation air navigation) that is necessary to enable the Airport’s safe and efficient functioning meet the definition of infrastructure under the NPS-I. The Ryans Road proposal does not meet the definition of infrastructure or associated infrastructure under the NPS-I. The NPS-I is therefore only relevant to the extent the proposal offends the provisions that relate to infrastructure, or more specifically, the Airport.
8. The NPS-I has a commencement date of 15th January 2026. It is therefore a relevant consideration under section 104 of the RMA and thus is a relevant matter for evaluation under Schedule 5, section 17(1)(b) of the FTAA. The NPS-I is also relevant when forming a view under section 85(3) to (5). While section 85(4) prevents the Panel from reaching a conclusion solely on the basis of inconsistency with the NPS-I, any such inconsistency remains relevant as part of the overall assessment of adverse impacts under 85(3).
9. The specific provisions of relevance and the impact these matters have on evaluation of the Application are described in detail in the section 3 below.

Content of the NPS-I

10. The NPS-I recognises infrastructure as a matter of national significance and provides national direction to support the development, maintenance and upgrade of infrastructure across New Zealand. CIAI’s earlier comments on the Ryans Road proposal express concern about potential adverse impacts of the proposal on the safe and efficient operation of the Airport. This concern is squarely addressed by provisions of the NPS-I

11. The NPS-I has a single objective. The objective of the NPS-I (insofar as relevant to Minute 8) is to:¹
- > Ensure the national, regional and local benefits of infrastructure are provided for (clause a);
 - > Enable infrastructure that supports the social, economic and cultural wellbeing of people and communities and their health and safety (clause b);
 - > Enable infrastructure that supports the diverse and changing needs of present and future generations is enabled (clause c); and,
 - > Ensure infrastructure is well functioning and resilient (clause d).
12. The objective is achieved through policies that seek to ensure decision makers (insofar as relevant to Minute 8):
- > Recognise and provide for the national, regional or local benefits of infrastructure (relative to located adverse effects (Policy 1(1));
 - > Recognise the benefits of infrastructure include providing for the social, cultural and economic wellbeing of present and future generations (Policy 1(2)(a)) and providing for services that are essential to support human life and the development, growth and functioning of the country and the economy (Policy 1(2)(d));
 - > Recognise the significant risks to, and impacts on, public safety, the wellbeing of people and communities and the environment that may occur when infrastructure services are compromised (Policy 1(3)(a)).
 - > Recognise that infrastructure may have an operational need or functional need to operate in, be located in, or traverse particular locations and environments (Policy 2(1));
 - > Recognise that the operational need or functional need of infrastructure includes (but is not limited to) providing services to people and communities in a timely and efficient manner (Policy 2(2)(a)), operate effectively and efficiently as linear and/or interconnected infrastructure networks within and across district and regional boundaries (Policy 2(2)(b)), and be accessible so infrastructure activities can be undertaken effectively and efficiently (Policy 2(2)(d)); and
 - > Enable opportunities to make more efficient use of existing infrastructure (Policy 4(1)(d)).

¹ Objective 1 of the NPS-I.

13. A key theme arising from the above is the need for the benefits of infrastructure, and the contribution infrastructure makes to the social, cultural and economic wellbeing of the community to be properly recognised and weighted in decision making processes. Another key theme arises around compatibility of infrastructure and other activities. This includes the need to consider the risk and impact of activities that could compromise infrastructure and safety and wellbeing of the community. Protecting the safe and efficient functioning of infrastructure assumes primacy, in the sense that development is only enabled to the extent it does not compromise the performance or resilience of existing infrastructure.
14. Policies 10 and 11 focus on planning for and managing the compatibility of activities with infrastructure. In accordance with Policy 10(1)(b), planning instruments developed under the NPS-I will need to ensure that the safe, efficient and effective operation, maintenance and upgrade of infrastructure is not compromised by the adverse effects of other activities. Notably, the NPS-I also sets a clear expectation around how the interface between infrastructure and other will be managed (Policy 11(1)(c)). This includes a general principle that the primary responsibility for managing adverse effects is on new activities. activities

Policy framework of relevance before the NPS-I

15. Prior to the introduction of the NPS-I, the policy framework relating to recognising infrastructure was primarily provided through:
 - a. The land-use and infrastructure chapter² of the Canterbury Regional Policy Statement (**RPS**), which was made operative in 2013; and
 - b. The recovery and rebuilding of Greater Christchurch chapter³ of the RPS.
16. Policy relating to infrastructure in the RPS is primarily focussed on the provision of infrastructure services associated with development activities. Whilst there is recognition for the continued operation of existing regionally significant infrastructure,⁴ the NPS-I brings those policies into greater focus and reinforces the importance and benefits of infrastructure at a national level and provides further direction on maintaining safe and efficient infrastructure (including the need for new activities to have primary responsibility for managing effects).
17. When the national, regional and district policy guidance is assessed against the matters raised in feedback on the Application provided by both CIAL and Airways, a number of

² Chapter 5 Land Use and Infrastructure, Canterbury Regional Policy Statement.

³ Chapter 6 Recovery and Rebuilding of Greater Christchurch, Canterbury Regional Policy Statement.

⁴ Policy 5.3.9 and 6.3.5 of the Canterbury Regional Policy Statement.

provisions previously identified in the Application (by the Applicant) as not being relevant to this Project, clearly are. These pre-existing planning provisions (insofar as the relevant to safety only) are set out in Tables 2 and 3 of **Appendix B**.

18. In summary, while the themes of the NPS-I already existed in the RPS (and Christchurch City Plan), the NPS-I offers further and more specific and focused guidance about the provision of new, and the importance of existing infrastructure.

3. UNDERTAKE A BRIEF ASSESSMENT OF THE IMPACT OF SUCH MATTERS ON THE APPLICATION AND THE PANEL'S EVALUATION TASK.

19. CIAL provided comments on the application by way of memoranda dated 15 September 2025 and 18 December 2025.
20. As stated in CIAL's Memorandum of Counsel dated 18th December 2025,⁵ CIAL's principal opposition to the Application relates to the impact the proposal may have on aviation safety and, in turn, the safe and efficient operation of the Airport. Some of the themes from that memorandum are set out in bold below, with an evaluation of each provided against the policy setting of the NPS-I.

- > **Theme 1: The most significant potential adverse effects of the Project would likely fall on an existing item of nationally significant and nationally critical infrastructure⁶**

This outcome would be inconsistent with the Objective (and attendant policies) of the NPS-I which seek to "provide for" the national, regional and local benefits of infrastructure and "enable infrastructure that supports the social, economic and cultural wellbeing of people and communities and their health and safety". Any decision which constrains the Airport's ability to grow and evolve over time would challenge the longer planning horizons the NPS-I is seeking to apply to infrastructure planning and more particularly, the need to meet the diverse and changing needs of present and future generations.

Additional examples of such effects, including matters of reduced efficiency and operation of the Airport, reduced levels of service and safety, and a potential reduction of economic benefits being realised are discussed with respect to Themes 2 to 4.

⁵ https://www.fasttrack.govt.nz/__data/assets/pdf_file/0029/17795/CIAL-Memo-18-Dec-2025-Addressing-Minute-6-Redacted.pdf

⁶ Paragraph 8.1 of CIAL's Memorandum of Counsel, dated 18th December 2025.



> **Theme 2: The potentially significant adverse effects of the Project include safety risk to users of the Airport⁷**

Under Policy 1(3)(a), decision makers are required to recognise whether the proposal would give rise to significant risks to public safety and the wellbeing of people and communities as a result of infrastructure being compromised. The Panel must recognise this proposal has the potential to introduce significant safety and wellbeing risks because it may compromise CIAL operations. Certainly, it is both CIAL and Airways' view the Panel cannot be satisfied otherwise, which brings the proposal into conflict with Policy 1(3)(a).

CIAL and Airways have identified unresolved risks to aviation navigation and surveillance infrastructure, including the ILS, DVOR/DME and radar systems. Both have advised that the safeguarding assessments provided do not demonstrate that aviation safety risks are fully understood. It follows the Panel is unable to and therefore cannot be satisfied risks are appropriately avoided or mitigated.

> **Theme 3: If the Project were allowed to proceed and the subsequent aeronautical study identifies safety risks requiring action, the Project would externalise those risks to existing aviation infrastructure and operators, requiring changes to, or curtailment of, airport and aviation operations at the Airport⁸**

An outcome of this kind would be inconsistent with the overall enabling objective of the NPS-I and would potentially compromise CIAL's ability to provide well-functioning and resilient infrastructure with an appropriate level of service (Objective 1(d)). The current Application would also be inconsistent with the directives around recognising and providing for the benefits of infrastructure (Policy 1(1)), providing for the social and economic wellbeing of present and future generations (Policy 2(a)), providing services that are essential to support development and growth of the economy (Policy 2(d)) and enabling opportunities to make more effective use of existing infrastructure (Policy 4(1)(d)).

CIAL's 18 December 2025 memorandum provides a worked example of this, where it discusses the constraints that could be foisted upon the operations of Garden City Helicopters if the proposal were to proceed.⁹

In addition to the above, transferring the burden of managing land use effects onto existing infrastructure would be inconsistent with Policy 11(1)(c) of the NPS-I.

⁷ Paragraph 8.2(a) of CIAL's Memorandum of Counsel, dated 18th December 2025.

⁸ Paragraph 8.2 of CIAL's Memorandum of Counsel, dated 18th December 2025.

⁹ Paragraphs 24 to 33 of CIAL's Memorandum of Counsel, dated 18th December 2025.

> **Theme 4: The Applicant’s economic assessment does not evaluate the potential costs associated with maintaining aviation safety if this Project proceeds**¹⁰

The Application does not include an assessment of whether the introduction or management of aviation safety risk would require operational, procedural, or infrastructural changes by CIAL, Airways New Zealand (Airways), or other aviation system participants, nor who would bear the cost of any such measures. This is inconsistent with the overall objective (and attendant policies) of the NPS-I which seek to “provide for” the national, regional and local benefits of infrastructure and “enable infrastructure that supports the social, economic of people and communities and their health and safety (Policy 1(1) and (2)(a).

21. A more fulsome evaluation of the Project against the individual NPS-I provisions is provided in Table 1 of **Appendix B**. For completeness, the evaluation has also been extended to relevant provisions of the regional policy statement (Table 2) and the district plan (Table 3) to assist in answering the Panel’s question about whether and to what extent the NPS-I raises new issues for consideration.
22. In combination, it is our opinion the policy framework (including the NPS-I) requires:
 - a. a firm understanding of the potential safety effects of the Project; then
 - b. An examination of what measures can be undertaken to avoid those adverse effects and who bears the cost of those measures; and
 - c. If the proposal would compromise public safety, efficient operations and/or realisation of benefits that would otherwise accrue from the Airport as a result of externalising costs, decline of consent.

¹⁰ Paragraph 8.6 of CIAL’s Memorandum of Counsel, dated 18th December 2025.

APPENDIX A – QUALIFICATIONS AND EXPERIENCE

QUALIFICATIONS AND EXPERIENCE OF KIRSTY O’SULLIVAN

1. My name is Kirsty O’Sullivan. I am a Partner Mitchell Daysh Limited, which practices as a planning and environmental consultancy firm throughout New Zealand. I have been working for Mitchell Daysh Limited since May 2013 and have held the position of Partner since 2024.
2. I hold a degree in Physical Geography and Geographic Information Systems from the University of Otago, and a postgraduate (Masters with Distinction) degree in Planning from the University of Otago. I am based in the firm’s Dunedin office although my work has a national focus.
3. I have over 18 years' experience in environmental resource planning and management consultancy. My professional experience includes a mix of central government, local authority, and consultancy resource management work. Over the past 13 years, I have focused on providing consultancy advice with respect to regional and district plans, plan changes, resource consents, designations, and environment effects assessments. While I have experience providing resource management advice to a range of clients, I have particular experience and expertise assisting clients¹¹ in the aviation sector with the preparation of resource consents, notice of requirements, outline plan of works, management plans, plan and policy reviews, resource consent reviews and strategic consenting and policy advice. My experience also includes preparing evidence and presenting evidence as an expert planning witness on a regular basis.
4. While this is not an Environment Court hearing, I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and have complied with it when preparing this memorandum. I am satisfied that the matters which I address in this memorandum are within my field of expertise and I am not aware of any material facts that I have omitted which might alter or detract from the opinions I express in this memorandum.

¹¹ Wellington International Airport Limited, Christchurch International Airport Limited, Queenstown Airport Corporation, Hawke’s Bay Airport Limited and Invercargill Airport.



QUALIFICATIONS AND EXPERIENCE OF JOHN KYLE

1. My full name is John Clifford Kyle. I hold an honours degree in Regional Planning from Massey University, obtained in 1987. I am a founding director of the firm Mitchell Daysh Limited, which practices as a resource management planning and environmental consultancy throughout New Zealand.
2. I have been engaged in the field of resource and environmental management for 37 years. My experience includes a mix of local authority and consultancy resource management work. For the past 30 years, this experience has retained a particular emphasis on providing consultancy advice with respect to regional and district plans, plan change applications, designations, resource consents, environmental management, and environmental effects assessment.
3. For most of my consulting career I have been involved with the consenting of large-scale, and often nationally significant projects involving inputs from a multidisciplinary team. I have provided advice to Boards of Inquiry with respect to nationally significant infrastructure projects, and to other Environmental Protection Authority-appointed panels. I have very broad experience in the Environment Court dating back to 1988 (then the Planning Tribunal) and experience with High Court proceedings.
4. I work extensively on projects in the renewable energy generation sector (hydro, wind, solar and recently green hydrogen), extractives (quarrying and mining), infrastructure (ports, airports, network utilities), industrial processing (fertiliser, meat, forestry), land development (urban expansion, new town development), government facilities (regional prisons, youth justice facilities), health and aged care (hospitals and retirement villages) and water (irrigation, water storage, wastewater treatment). My work regularly takes me all over New Zealand.
5. While this is not an Environment Court hearing, I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and have complied with it when preparing this memorandum. I am satisfied that the matters which have been addressed in this memorandum are within my field of expertise and I am not aware of any material facts which have been omitted which might alter or detract from the opinions I expressed in this memorandum.



APPENDIX B – EVALUATION OF NPS-I, RPS AND DISTRICT PLAN PROVISIONS

Table 1: Analysis of the National Policy Statement for Infrastructure 2025. Note Mitchell Daysh analysis is confined to consideration of safety related matters. Key objective and policy directives are shown with bold text.

Provision	CCC Analysis (as set out in their 3 rd February 2026 memorandum)	Mitchell Daysh Limited Analysis (airport safety and efficiency related only)
2.1 Objective		
<p>(1) The objective of this National Policy Statement is to:</p> <p>(a) ensure the national, regional and local benefits of infrastructure are provided for;</p> <p>(b) enable infrastructure to support the social, economic and cultural wellbeing of people and communities and their health and safety;</p> <p>(c) enable infrastructure to support the development and change of urban and rural environments to meet the diverse and changing needs of present and future generations;</p> <p>(d) ensure infrastructure is well-functioning, resilient and compatible, as far as practicable, with other activities; and</p> <p>(e) ensure infrastructure is delivered in a timely and efficient manner while managing adverse effects from or on infrastructure.</p>	<p>The proposal includes:</p> <ul style="list-style-type: none"> > Establishment of infrastructure to service the development: > Internal roads. > Internal water supply and wastewater networks connecting to external networks. > Internal stormwater assets to capture and redirect stormwater collected from assets to vest. <p>Connections to and potential effects on infrastructure:</p> <ul style="list-style-type: none"> > The wider transport network, including roads managed by CCC and NZTA. > Water supply and wastewater networks. > Christchurch International Airport. 	<p>Christchurch International Airport (including the infrastructure) meets the definition of “infrastructure” under the NPS-I. The Project (as a whole) does not meet the definition of infrastructure. The NPS-I is therefore only relevant to the extent the Project may affect infrastructure – for the purposes of the Mitchell Daysh analysis, the infrastructure of concern is the Airport.</p> <p>Safety concerns are paramount to the feedback provided by CIAL and Airways on the Project to date. Closely associated to this is CIAL and Airways concern that mitigation of safety risk will come at a cost to it and/or other aviation system participants. This could include reducing the benefits of existing infrastructure and compromising efficient operations.</p> <p>These outcomes would be inconsistent with the Objective as they would potentially compromise:</p> <ul style="list-style-type: none"> > The realisation of national, regional, and local benefits of the Airport (clause a); > The social and economic wellbeing and health and safety of people and communities that rely on the Airport and critical aviation services (clause b); > The Airport’s ability to support the diverse and changing needs of present and future generations (clause c); and > The Airport’s ability to provide well-functioning and resilient infrastructure with an appropriate level of service, because the Project is incompatible with existing infrastructure (clause d).
Policy 1: Providing for the benefits of Infrastructure		
<p>(1) Decision-makers must ensure that the national, regional or local benefits of infrastructure, relative to any localised adverse effects on the environment, are recognised and provided for.</p>	<p>While the infrastructure proposed to be created will have benefits in servicing the development, wider benefits of the infrastructure alone have not been identified.</p>	<p>While the Project includes items of infrastructure for its own benefit (i.e. servicing and connections), the Project as a whole is not “infrastructure” for the purposes of the NPS-I. The Project does not, therefore, benefit from the “enabling” intent of the NPS-I.</p> <p>In the absence of an aeronautical study there is, in turn, an absence of evidence as to adverse impacts on aviation safety and how they will be managed. Therefore, the Panel cannot “ensure” the benefits of the Airport “are recognised and provided for”.</p>

Provision	CCC Analysis (as set out in their 3 rd February 2026 memorandum)	Mitchell Daysh Limited Analysis (airport safety and efficiency related only)
<p>(2) Decision-makers must recognise that the benefits of infrastructure include:</p> <p>(a) providing for the social, cultural and economic wellbeing of present and future generations.</p> <p>(b) <i>creating, supporting and enhancing well-functioning urban and rural environments;</i></p> <p>(c) <i>supporting sufficient development capacity to meet demand for housing and business land;</i></p> <p>(d) providing services that are essential to support human life and the development, growth and functioning of districts, regions, New Zealand and the economy;</p> <p>(e) <i>helping to protect and restore the natural environment;</i></p> <p>(f) <i>supporting New Zealand's emissions reduction targets and mitigating the effects of climate change; and</i></p> <p>(g) <i>reducing the risks from, and improving resilience to, natural hazards and climate change.</i></p>		<p>In the absence of an aeronautical study there is, in turn, an absence of evidence as to adverse impacts on aviation safety and how they will be managed. Therefore, the Panel cannot “ensure” the benefits of the Airport “are recognised and provided for”.</p> <p>The benefits of the Airport include:</p> <ul style="list-style-type: none"> > Direct and indirect employment opportunities, supporting the social and economic wellbeing of present and future generations; > Providing connectivity of people, goods and services, both nationally and internationally, contributing to economic wellbeing and growth; > Providing a nationally critical lifeline utility; and, > Supporting national and international services.
<p>(3) Decision-makers must recognise:</p> <p>(a) the significant risks to, and impacts on, public safety, the wellbeing of people and communities, and the environment that may occur when infrastructure services are compromised; and</p> <p>(b) <i>that infrastructure networks can be both independent and interconnected.</i></p>		<p>CIAL and Airways have commented on the potential for compromised operations and the significant risk to public safety that may arise, as a result. CIAL and Airways have also, independently, noted the need for an aeronautical study to understand and evaluate this risk. In the absence of such a study, granting the consents sought would be contrary to this Policy.</p>
Policy 2: Operational need or functional need of infrastructure to be in particular locations and environments		
<p>(1) Decision-makers must recognise that infrastructure may have an operational need or functional need to operate in, be located in, or traverse particular locations and environments.</p>	<p>The location of infrastructure proposed has a functional need to be located as proposed to service the development. The overall appropriateness of the development as a whole to establish at the site proposed has previously been addressed in CCC comments under FTAA s53.</p>	<p>The operational and functional requirements of airports and aviation operations is complex and reflects a range of statutes and regulations that govern their safe and efficient operation, as set out in CIAL’s feedback provided on the Project to date.</p>
<p>(2) Decision-makers must recognise that the operational need or functional need of infrastructure includes, but is not limited to, the need to:</p> <p>(a) <i>provide services to people and communities in a timely, effective and efficient manner;</i></p> <p>(b) <i>operate effectively and efficiently as linear and/or interconnected infrastructure networks within and across district and regional boundaries;</i></p> <p>(c) <i>access or connect to particular natural or physical resources, including other infrastructure;</i></p> <p>(d) <i>be accessible so infrastructure activities can be undertaken effectively and efficiently;</i></p>		<p>The Airport has an operational/functional need to operate where it is.</p> <p>That includes its ability to operate safely and efficiently over time.</p> <p>Granting consent without evidence that this development will not later constrain or displace operations would be inconsistent with the obligation to “recognise” that need.</p>

Provision	CCC Analysis (as set out in their 3 rd February 2026 memorandum)	Mitchell Daysh Limited Analysis (airport safety and efficiency related only)
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- (e) locate where the services are required, including in areas at risk to natural hazards, whether the infrastructure has been spatially identified in advance; and
- (f) manage risks from natural hazards.

Policy 4: Enabling the efficient and timely operation and delivery of infrastructure activities

<p>(1) Decision-makers must: ...</p> <p>(d) enable opportunities to make more effective use of existing infrastructure; ...</p>	<ul style="list-style-type: none"> > The infrastructure proposed within the development is sought to be enabled alongside the subdivision and industrial activity, and can accordingly be enabled in an efficient and timely manner. > The proposal does not seek to establish cross-boundary infrastructure networks, new or innovative technologies to improve the delivery of infrastructure services, enable more effective use of existing infrastructure, and upgrading of infrastructure is not proposed. 	<p>Policy 4 relates to both new and existing infrastructure. The Project does not constitute infrastructure. The relevance of Policy 4, then, is about ensuring that infrastructure activities (including ongoing operation and upgrading) are enabled, not eroded by other land uses.</p> <p>Granting consent to an incompatible neighbouring activity that may later constrain Airport operations is not “enabling infrastructure”.</p> <p>The comments provided by both CIAL and Airways make it apparent the Project carries a real risk of constraining Airport operations or limiting future operational flexibility. In these circumstances and in the absence of evidence to the contrary, granting consent would be inconsistent with the obligation to enable infrastructure to function efficiently and to adapt to future demand and resilience needs.</p>
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Policy 8: Operation, maintenance and minor upgrade of existing infrastructure

<p>Decision-makers must enable the efficient operation and maintenance and minor upgrade of existing infrastructure, provided that, where practicable, adverse effects are avoided, remedied or mitigated.</p>	<ul style="list-style-type: none"> > Effects of the proposed infrastructure on the operation of existing infrastructure managed by CCC has considered by CCC officers providing comment under FTAA s53, notably from: <ul style="list-style-type: none"> • Andrew Milne in relation to the transport network. • Michelle McDonald in relation to water supply and wastewater infrastructure. > Other parties have identified effects on infrastructure not managed by CCC, including Christchurch International Airport. Evaluation of effects on this infrastructure falls outside the expertise of CCC officers and has not been considered in this assessment. 	<p>Policy 8 requires enabling efficient operation. For an airport, efficient operation necessarily includes the ability to maintain established aviation procedures and operational patterns without later curtailment arising from incompatible surrounding activities.</p> <p>If the Project proceeds and the subsequent aeronautical study identifies risks requiring operational changes, those risks would be externalised to the Airport and aviation operators. Such an outcome would compromise operational efficiency rather than the policy intent of enabling it.</p> <p>Without the aeronautical study both CIAL and Airways have said is needed, the Panel lacks a proper evidence basis to conclude the Policy is satisfied by granting the approvals sought.</p>
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Policy 10: Planning for and managing the interface and compatibility of infrastructure with other activities

<p>(1) Decision-makers on planning instruments must manage the interface between existing and planned infrastructure and other activities to ensure:</p> <p>(a) infrastructure and other activities are as compatible as practicable;</p> <p>(b) the safe, efficient and effective operation, maintenance and minor upgrades, and major upgrades of existing or planned infrastructure are not compromised by the adverse effects of other activities; and</p>	<p>N/A- Policy 10 limited to decisions on planning instruments.</p>	<p>While Policy 10 relates expressly to decision making on planning instruments, no instruments have yet been prepared to give effect to the NPS-I. In that transitional context, the policy still provides clear direction as to how the interface between infrastructure and other activities should be managed.</p> <p>Without an aeronautical study, the Panel cannot be satisfied the new activity is appropriately compatible with the Airport. Granting an approval for an activity that might be incompatible with the Airport is inconsistent with the intent of the Policy.</p>
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Provision	CCC Analysis (as set out in their 3 rd February 2026 memorandum)	Mitchell Daysh Limited Analysis (airport safety and efficiency related only)
Policy 11: Assessing and managing the interface between infrastructure and other activities		
<p>(1) <i>When assessing and managing the interface between existing and planned infrastructure with other activities, including new or intensified sensitive activities, through planning instruments, decision-makers must:</i></p> <p>...</p> <p>(c) <i>apply the general principle that the primary responsibility for managing adverse effects is on the new activity (including infrastructure) while allowing flexibility for site- and project-specific circumstances.</i></p>	<p>N/A- Policy 11 is limited to decisions on planning instruments.</p>	<p>Refer to Policy 10 above.</p> <p>In addition, Policy 11 also includes a clear principle that the primary responsibility for managing adverse effects is on new activities. In this way the burden of ensuring compatibility lies with the Project. The Airport should not be required to alter its operations to accommodate the new activity.</p> <p>If safety or operational constraints later arise and the Airport must alter procedures, the burden would have effectively shifted from the new activity to the existing infrastructure — contrary to the principle in Policy 11.</p>

Table 2: Analysis of safety related provisions of the Canterbury Regional Policy Statement. Note this table includes the planning evaluation undertaken by the Applicant with respect to the Project (contained in Appendix 32 of the Application). Key objective and policy directives are shown with bold text.

Provision	Novo Group Analysis (Appendix 32)	Mitchell Daysh Analysis (airport safety and efficiency related only)
Chapter 5 – Land-use and Infrastructure		
5.2 Objectives		
<p>5.2.1 Location, Design and Function of Development (Entire Region)</p> <p>Development is located and designed so that it functions in a way that:</p> <p>1. ...</p> <p>2. enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:</p> <p>...</p> <p>f. is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;</p> <p>g. avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure;</p> <p>...</p> <p>i. avoids conflicts between incompatible activities.</p>	<p>Objectives 5.2.1 Location, Design and Function of Development and 5.3.7 Strategic land transport network and arterial roads in this chapter are relevant, noting they apply to the entire region (inclusive of Greater Christchurch).</p> <p>The proposal accords with these provisions insofar that the proposal:</p> <ul style="list-style-type: none"> • Achieves consolidated, well designed and sustainable growth that it is established adjacent to, and will effectively integrate with that part of the urban area comprising Christchurch International Airport. • Enables and provides for social, economic and cultural well-being and health and safety, accounting for the assessment of effects, and the economic assessment provided. Based on the findings in the assessment of effects and in terms of the specific matters listed in these objectives, the proposal: <ul style="list-style-type: none"> ○ maintains, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region, including its coastal environment, outstanding natural features and landscapes, and natural values; ○ encourages sustainable economic development by enabling business activities in appropriate locations; ○ minimises energy use and/or improves energy efficiency; ○ is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure; ○ avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure; ○ avoids conflicts between incompatible activities; ○ avoids adverse effects on the safe efficient and effective functioning of the strategic land transport network and arterial roads. <p>Accordingly, the proposal will be consistent with the relevant provisions in Chapter 5, related to land use and infrastructure.</p>	<p>The comments provided by both CIAL and Airways make it apparent the Project carries a real risk of constraining Airport’s ability to provide for the social and economic wellbeing of the community and their health and safety. This is due to the Project being incompatible with the continued and safe and efficient operation of the airport – a nationally and regionally significant infrastructure asset. In the absence of evidence to the contrary, granting consent would be inconsistent with the intent of the objective.</p> <p>Notably (based on the comments provided by CIAL on the Project to date):</p> <ul style="list-style-type: none"> > The Project may necessitate changes to, or curtailment of, airport or aviation operations, affecting the ability of people and the community (including future generations) to provide for their social and economic wellbeing, and health and safety; > The Project may undermine the safety and efficiency of the Airport, compromising its existing and going use and development as regionally significant infrastructure. > In the absence of the aeronautical study, the extent of potential conflict between the Project and the Airport remains unknown but could be significant.
<p>5.2.2 Integration of land-use and regionally significant infrastructure (Wider Region)</p> <p>In relation to the integration of land use and regionally significant infrastructure:</p> <p>1. To recognise the benefits of enabling people and communities to provide for their social, economic and cultural well-being and health and safety and to</p>	<p>This provision has been identified by the Applicant’s planning consultants in the application (Appendix 32), but then dismissed as irrelevant (i.e. greyed out in Appendix 32).</p>	<p>The Objective is relevant to the Project as it addresses the integration of land use and regionally significant infrastructure.</p> <p>The comments provided by both CIAL and Airways make it apparent the Project carries a real risk of constraining Airport operations and the future benefits that materialise from its operations.</p>

Provision	Novo Group Analysis (Appendix 32)	Mitchell Daysh Analysis (airport safety and efficiency related only)
<p><i>provide for infrastructure that is regionally significant to the extent that it promotes sustainable management in accordance with the RMA.</i></p> <p>2. <i>To achieve patterns and sequencing of land-use with regionally significant infrastructure in the wider region so that:</i></p> <p><i>a. development does not result in adverse effects on the operation, use and development of regionally significant</i></p> <p><i>b. adverse effects resulting from the development or operation of regionally significant infrastructure are avoided, remedied or mitigated as fully as practicable.</i></p> <p><i>c. there is increased sustainability, efficiency and liveability.</i></p>		<p>Without the aeronautical study both CIAL and Airways have said is needed, the Panel lacks a proper evidence basis to conclude the Project integrates land use and regionally significant infrastructure in a way that:</p> <ul style="list-style-type: none"> > enables the benefits to people and communities (including their health and safety) to be recognised; > provides for the ongoing sustainable development and use of the Airport, as regionally significant infrastructure; and > does not result in adverse effects on the operation, use and development of the Airport.

5.3 Policies

5.3.2 Development conditions (Wider Region)

To enable development including regionally significant infrastructure which:

1. *ensure that adverse effects are avoided, remedied or mitigated, including where these would compromise or foreclose:*
 - a. *existing or consented regionally significant infrastructure;*
 - b. *...*
2. *avoid or mitigate:*
 - a. *natural and other hazards, or land uses that would likely result in increases in the frequency and/or severity of hazards;*
 - b. *reverse sensitivity effects and conflicts between incompatible activities, including identified mineral extraction areas; and*
3. *integrate with:*
 - a. *the efficient and effective provision, maintenance or upgrade of infrastructure; and*
 - b. *transport networks, connections and modes so as to provide for the sustainable and efficient movement of people, goods and services, and a logical, permeable and safe transport system.*

This provision has been identified by the Applicant’s planning consultants in the application (Appendix 32), but then dismissed as irrelevant (i.e. greyed out in Appendix 32).

This policy is relevant to the Project as it applies to development, including regionally significant infrastructure.

If the Project proceeds and the subsequent aeronautical study identifies risks requiring operational changes, those risks would be externalised to the Airport and aviation operators. Such an outcome would compromise the operation of the Airport, rather than the policy intent of enabling it.

Without the aeronautical study both CIAL and Airways have said is needed, the Panel lacks a proper evidence basis to conclude the Policy is satisfied by granting the approvals sought.

5.3.8 Land use and transport integration (Wider Region)

Integrate land use and transport planning in a way:

1. *that promotes:*
 - a. *the use of transport modes which have low adverse effects;*
 - b. *the safe, efficient and effective use of transport infrastructure, and reduces where appropriate the demand for transport;*

This provision has been identified by the Applicant’s planning consultants in the application (Appendix 32), but then dismissed as irrelevant (i.e. greyed out in Appendix 32).

The RPS does not define “transport” or “transport planning”. It is therefore assumed that it includes transportation by air. This policy is therefore relevant (in part).

In the absence of an aeronautical study which confirms that any adverse safety risks can be internalised to the Project site, it cannot be concluded that the Project promotes the safe, efficient and effective use of transport infrastructure (being the Airport), nor that it avoids or mitigates conflicts between incompatible activities.

Provision	Novo Group Analysis (Appendix 32)	Mitchell Daysh Analysis (airport safety and efficiency related only)
<p>2. <i>that avoids or mitigates conflicts with incompatible activities; and</i></p> <p>3. <i>where the adverse effects from the development, operation and expansion of the transport system:</i></p> <p>a. <i>on significant natural and physical resources and cultural values are avoided, or where this is not practicable, remedied or mitigated; and</i></p> <p>b. <i>are otherwise appropriately controlled.</i></p>		<p>The comments provided by both CIAL and Airways make it apparent the Project carries a real risk of constraining Airport operations or limiting future operational flexibility. In these circumstances and in the absence of evidence to the contrary, granting consent would be inconsistent with the obligation for land use and transport planning to avoid or mitigate incompatible activities.</p> <p>Without the aeronautical study both CIAL and Airways have said is needed, the Panel lacks a proper evidence basis to conclude the Policy is satisfied by granting the approvals sought.</p>
<p>5.3.9 Regionally significant infrastructure (Wider Region)</p> <p>1. <i>avoid development which constrains the ability of this infrastructure to be developed and used without time or other operational constraints that may arise from adverse effects relating to reverse sensitivity or safety;</i></p> <p>2. <i>provide for the continuation of existing infrastructure, including its maintenance and operation, without prejudice to any future decision that may be required for the ongoing operation or expansion of that infrastructure; and</i></p> <p>3. <i>provide for the expansion of existing infrastructure and development of new infrastructure, while:</i></p> <p>a. <i>recognising the logistical, technical or operational constraints of this infrastructure and any need to locate activities where a natural or physical resource base exists;</i></p> <p>b. <i>avoiding any adverse effects on significant natural and physical resources and cultural values and where this is not practicable, remedying or mitigating them, and appropriately controlling other adverse effects on the environment; and</i></p> <p>c. <i>when determining any proposal within a sensitive environment (including any environment the subject of section 6 of the RMA), requiring that alternative sites, routes, methods and design of all components and associated structures are considered so that the proposal satisfies sections 5(2)(a) – (c) as fully as is practicable.</i></p>	<p>This provision has been identified by the Applicant’s planning consultants in the application (Appendix 32), but then dismissed as irrelevant (i.e. greyed out in Appendix 32).</p>	<p>This policy is relevant to the Project and provides strong policy direction regarding the management of effects on regionally significant infrastructure. Notably, the policy seeks to avoid development which will constrain the operation, development and use of the Airport both now, and into the future. This is a key provision of relevance when considering this application.</p> <p>The comments provided by both CIAL and Airways make it apparent the Project carries a real risk of constraining Airport operations or limiting future operational flexibility. In these circumstances and in the absence of evidence to the contrary, granting consent would be inconsistent with the obligation to avoid development which constrains operation, use and development of the Airport as a result of potential safety effects.</p>
<p>Chapter 6 – Recovery and Rebuilding of Greater Christchurch</p>		
<p>6.2 Objectives</p>		
<p>6.2.1 Recovery framework</p> <p><i>Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:</i></p> <p>1. ...</p> <p>9. <i>integrates strategic and other infrastructure and services with land use development;</i></p> <p>...</p>	<p>Chapter 6 applies to Greater Christchurch, an area which is defined as including that part of Christchurch City which includes the subject land.</p> <p>In regard Objective 6.2.1, the proposal will protect the environmental qualities set out in that objective and provide for a consolidated and integrated urban form that is able to be fully serviced and has the potential to optimise existing infrastructure including roading infrastructure (and associated linkages to the strategic transport network and Christchurch Airport). However, the development is not located within an identified priority area for urban development within Greater Christchurch.</p>	<p>If the Project proceeds and the subsequent aeronautical study identifies risks requiring operational changes, those risks would be externalised to the Airport and aviation operators. Such an outcome would compromise rather optimise the use the Airport as the policy intends.</p> <p>Without the aeronautical study both CIAL and Airways have said is needed, the Panel lacks a proper evidence basis to conclude the Policy is satisfied by granting the approvals sought.</p>

Provision	Novo Group Analysis (Appendix 32)	Mitchell Daysh Analysis (airport safety and efficiency related only)
<p>11. <i>optimises use of existing infrastructure; and</i></p> <p>...</p>	<p>The site is not located in a sensitive landscape, nor will any sensitive indigenous vegetation be affected. Water quality can be maintained through consent conditions, as described in the assessment of effects and associated technical reports. The proposal will have some effect on rural character and amenity, though the landscape and visual assessment confirms that such effects will be acceptable accounting for the site context (adjacent the airport) and attributes of the proposal. The proposal is well located adjacent to existing transport infrastructure, notably including access to the arterial and strategic road network, and linkages to Christchurch Airport.</p>	
<p>6.2.4 Integration of transport infrastructure and land use</p> <p><i>Prioritise the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch, while:</i></p> <ol style="list-style-type: none"> 1. <i>managing network congestion;</i> 2. <i>reducing dependency on private motor vehicles;</i> 3. <i>reducing emission of contaminants to air and energy use;</i> 4. <i>promoting the use of active and public transport modes;</i> 5. <i>optimising use of existing capacity within the network; and</i> 6. <i>enhancing transport safety.</i> 	<p>The site is well located relative to the State Highway and arterial road network and Christchurch Airport to export product efficiently. The site’s proximity to the Airport, urban Christchurch and connections to Selwyn and Waimakariri Districts and other parts of the South Island will assist in minimising travel distances, including for those employees located in Greater Christchurch. The transport assessment provided has confirmed the suitability of the adjoining road network for the vehicle movements anticipated and an integrated transport assessment has been undertaken in support of the proposal.</p>	<p>The Novo Group analysis is premised on the basis that the Airport can continue to operate efficiently and effectively. As previously noted, there is potential for the Project to give rise to significant safety concerns which carry a risk of constraining the operation, use and development of the Airport. Without the aeronautical study both CIAL and Airways have said is needed, the Panel lacks a proper evidence basis to conclude the outcomes of the objective are being met.</p>
<p>6.3 Policies</p>		
<p>6.3.5 Integration of land use and infrastructure</p> <p><i>Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:</i></p> <ol style="list-style-type: none"> 1. <i>Identifying priority areas for development and Future Development Areas to enable reliable forward planning for infrastructure development and delivery;</i> 2. <i>Ensuring that the nature, timing and sequencing of new development are co-ordinated with the development, funding, implementation and operation of transport and other infrastructure in order to:</i> <ol style="list-style-type: none"> a. <i>optimise the efficient and affordable provision of both the development and the infrastructure;</i> b. <i>maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure;</i> c. <i>protect investment in existing and planned infrastructure;</i> d. <i>ensure that new commercial film or video production facilities are connected to reticulated water and wastewater systems; and</i> e. <i>ensure new development does not occur until provision for appropriate infrastructure is in place;</i> 	<p>Refer to assessment of Objective 6.2.4.</p>	<p>Policy 6.3.5 relates to the integration of land use and infrastructure. Notably, there of the policy directives within this policy include:</p> <ul style="list-style-type: none"> > providing that the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained; > Only providing for new development that does not affect the efficient operation, use, development, appropriate upgrading and safety of existing strategic infrastructure; > Managing the effects of land use activities on infrastructure, including avoiding activities that have the potential to limit the efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs. <p>This policy has a strong avoidance policy directive, particularly where new development may affect the efficient and effective operation and use of existing strategic infrastructure, such as the Airport.</p> <p>If the Project proceeds and the subsequent aeronautical study identifies risks requiring operational changes, those risks would be externalised to the Airport and aviation operators. Such an outcome would be inconsistent with policy intent above,</p>

Provision	Novo Group Analysis (Appendix 32)	Mitchell Daysh Analysis (airport safety and efficiency related only)
<p>3. <i>Providing that the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained;</i></p> <p>4. <i>Only providing for new development that does not affect the efficient operation, use, development, appropriate upgrading and safety of existing strategic infrastructure, including by avoiding noise sensitive activities within the 50dBA Ldn airport noise contour for Christchurch International Airport, unless the activity is within an existing residentially zoned urban area, residential greenfield area identified for Kaiapoi, or residential greenfield priority area identified in Map A (page 6-28) and enabling commercial film or video production activities within the noise contours as a compatible use of this land; and</i></p> <p>5. <i>Managing the effects of land use activities on infrastructure, including avoiding activities that have the potential to limit the efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs.</i></p>		<p>as the Project provide for new development that would compromise the efficient and effective operation and functioning of the Airport.</p> <p>Without the aeronautical study both CIAL and Airways have said is needed, the Panel lacks a proper evidence basis to conclude the Policy is satisfied by granting the approvals sought.</p>

Table 3: Analysis of safety related provisions of the Christchurch City District Plan. Note this table includes the planning evaluation undertaken by the Applicant with respect to the Project (contained in Appendix 32 of the Application). Key objective and policy directives are shown with bold text.

Provision	Novo Group Analysis (Appendix 32)	Mitchell Daysh Analysis (airport safety and efficiency related only)
3.3 General: Objectives		
3.3.8 Objective -Urban growth, form and design		
<p>a. <i>A well- integrated pattern of development and infrastructure, a consolidated urban form, and a high quality urban environment that:</i></p> <p>...</p> <p>ix. Promotes the safe, efficient and effective provision and use of infrastructure, including the optimisation of the use of existing infrastructure; and</p> <p>...</p> <p>(x) <i>Co-ordinates the nature, timing and sequencing of new development with the funding, implementation and operation of necessary transport and other infrastructure.</i></p>	<p>Whilst the subject site entails urban industrial development of a Rural zoned site and is not contemplated by the Plan’s pattern of development (and therefore conflicts with clause (a)(iii) of the policy), it nonetheless delivers a ‘well- integrated pattern of development and infrastructure, a consolidated urban form, and a high quality urban environment’ given its adjacency and connectivity to the urban area / airport precinct, transport network and reticulated infrastructure network. As demonstrated in the assessment of effects and technical reports, the proposal otherwise accords with the matters listed in clauses (a)(i)-(ii) and (iii)-(x) of the objective.</p>	<p>CIAL and Airways have previously expressed its concerns regarding the lack the aeronautical study necessary for it to conclude that the proposal can proceed in a way that does not result in unacceptable risk.</p> <p>Furthermore, if an unacceptable risk is identified that requires action, CIAL has identified that the Project will likely externalise those risks to existing aviation infrastructure, either posing a safety risk users of the Airport or compromising the efficient and effective operation to the Airport due to changes to, or curtailment of operations being required to address the risk.</p> <p>Without the aeronautical study both CIAL and Airways have said is needed, the Panel lacks a proper evidence basis to conclude the Policy is satisfied by granting the approvals sought.</p>
3.3.13 Objective - Infrastructure		
<p>a. The social, economic, environmental and cultural benefits of infrastructure, including strategic infrastructure, are recognised and provided for, and its safe, efficient and effective development, upgrade, maintenance and operation is enabled; and</p> <p>b. Strategic infrastructure, including its role and function, is protected from incompatible development and activities by avoiding adverse effects from them, including reverse sensitivity effects. This includes:</p> <p>i. <i>avoiding noise sensitive activities within the Lyttelton Port Influences Overlay area; and</i></p> <p>ii. <i>managing activities to avoid adverse effects on the National Grid, including by identifying a buffer corridor within which buildings, excavations sensitive activities will generally not be provided for; and</i></p> <p>iii. <i>avoiding new noise sensitive activities within the 50dB Ldn Air Noise Contour and the 50dB Ldn Engine Testing Contour for Christchurch International Airport, except:</i></p> <p>A. <i>within an existing residentially zoned urban area; or</i></p> <p>B. <i>within a Residential Greenfield Priority Area identified in the Canterbury Regional Policy Statement Chapter 6, Map A; or</i></p> <p>C. <i>for permitted activities within the Specific Purpose (Golf Resort) Zone of the District Plan, or activities authorised by a resource consent granted on or before 6 December 2013; and</i></p>	<p>For the reasons expressed in the assessment of effects and noting the avoidance of effects on the operations of Christchurch International Airport and the strategic road network especially, the proposal is consistent with this objective.</p>	<p>As previously noted above, CIAL and Airways have concerns regarding the lack of aeronautical study being prepared. In these circumstances and in the absence of evidence to the contrary, granting consent would be inconsistent with the outcomes sought by this objective to:</p> <ul style="list-style-type: none"> > Recognise and provide for the social and economic benefits of the Airport; > Enable the safe, efficient and effective development, upgrade and operation; > Protect the Airport from incompatible development by avoiding the adverse effects they give rise to.

Provision	Novo Group Analysis (Appendix 32)	Mitchell Daysh Analysis (airport safety and efficiency related only)
<p><i>D. for permitted, controlled, restricted discretionary and discretionary activities within the Specific Purpose (Tertiary Education) Zone at the University of Canterbury; and</i></p> <p><i>iv. managing the risk of birdstrike to aircraft using Christchurch International Airport; and</i></p> <p><i>v. managing activities to avoid adverse effects on the identified 66kV and 33kV electricity distribution lines and the Heathcote to Lyttelton 11kV electricity distribution line, including by identifying a buffer corridor within which buildings, excavations and sensitive activities will generally not be provided for; and</i></p> <p><i>c. ...</i></p>		
<p>3.3.15 Objective - Incompatible activities</p> <p><i>a. The location of activities is controlled, primarily by zoning, to minimise conflicts between incompatible activities;</i></p> <p><i>b. and Conflicts between incompatible activities are avoided where there may be significant adverse effects on the health, safety and amenity of people and communities.</i></p>	<p>Given that the proposal will entail an expansion of the existing urban area/activities within the airport precinct and otherwise includes buffer/edge treatments and appropriate controls on the scale and location of buildings, the application will not result in any incompatibility between activities and the proposal will accord with this objective.</p>	<p>Refer to the above.</p>
<p>6.7 General Rules and Procedures: Aircraft Protection</p>		
<p>6.7.2.1 Objective - Safe and efficient aircraft operation</p> <p><i>a. Aircraft are able to safely and efficiently approach, land, take off and departure from airports, airfields or helipads.</i></p> <p>6.7.2.1.2 Policy - Avoidance or mitigation of navigational or operational impediments</p> <p><i>a. Avoid or mitigate the potential effects of activities that could interfere with the safe navigation and control of aircraft, including activities that could interfere with visibility or increase the possibility of birdstrike.</i></p> <p>6.7.2.1.3 Policy - Risk minimisation</p> <p><i>a. Avoid or mitigate activities at the ends of runways that would exacerbate the effects of an aircraft accident.</i></p>	<p>Conditions of consent are proposed to avoid physical obstructions or impediments to the navigation and control of aircraft, and activities are otherwise precluded from REPA at the ends of runways. Accordingly, the proposal is consistent with these provisions.</p>	<p>As identified by CIAL and Airways in its feedback provided regarding the Project, there is potential for the Project to interfere with the safe navigation and control of aircraft.</p> <p>In the absence of suitable aeronautical study which both CIAL and Airways have said is needed, the Panel lacks a proper evidence basis to conclude that the outcomes sought by the objective or the directives of the attendant policies are satisfied by granting the approvals sought.</p>
<p>7 Transport</p>		
<p>7.2.1 Objective - Integrated transport system for Christchurch District</p> <p><i>a. An integrated transport system for Christchurch District:</i></p> <p><i>i. that is safe and efficient for all transport modes;</i></p>	<p>Based on the conclusions in the transport assessment (Appendix 10), the proposal will accord with these provisions. In particular, the proposed sites will be provided with good accessibility to the transportation network in a safe and efficient manner. Transport infrastructure will be provided to a suitable standard that meets the needs of people and freight and which is effectively integrated with the existing local and strategic transport network.</p>	<p>The definition of transport system includes airports.</p> <p>As previously noted, the comments provided by CIAL and Airways make it apparent that the Project carries a real risk of constraining the safe and efficient operation of the Airport and the benefits it provides to the community and the wider economy. In these circumstances and in the absence of evidence to the contrary, granting consent would</p>

Provision	Novo Group Analysis (Appendix 32)	Mitchell Daysh Analysis (airport safety and efficiency related only)
<p>ii. that is responsive to the current recovery needs, future needs, and enables economic development, in particular an accessible Central City able to accommodate projected population growth;</p> <p>iii. that supports safe, healthy and liveable communities by maximising integration with land use;</p> <p>iv. that reduces dependency on private motor vehicles and promotes the use of public and active transport;</p> <p>v. that is managed using the one network approach.</p>		<p>be inconsistent with the policy directive to ensure that the transport system is safe and efficient and responsive to changing current and future needs and demands.</p>
16.2 Industrial: Objective and Policies		
<p>16.2.1.4 Policy - Activities in industrial zones</p> <p>a. ...</p> <p>b. Avoid any activity in industrial zones with the potential to hinder or constrain the establishment or ongoing operation or development of industrial activities and strategic infrastructure, or with the potential to be exposed to unacceptable risk. This includes but is not limited to avoiding:</p> <p>i. sensitive activities located within the 50 dB Ldn Air Noise Contour, the Lyttelton Port Influences Overlay Area, the Woolston Risk Management Area and in proximity to the National Grid;</p> <p>ii. non-sensitive discretionary or non-complying activities specified by Rule 16.4.1.4 D1, Rule 16.5.1.4, and Rule 16.5.1.5 NC1 in the Woolston Risk Management Area unless the proposed activity in its location meets risk acceptability criteria appropriate to the applicable land use.</p> <p>...</p>	<p>The proposal supports Objective 16.2.1 insofar that this seeks 'The recovery and economic growth of the district's industry is supported and strengthened in ...new greenfield industrial zones'.</p> <p>Further, accounting for the economic assessment, the proposal is supported by policy 16.2.1.1 which seeks to 'Maintain a sufficient supply of industrial zoned land to meet short, medium and long term supply needs of industrial activities, having regard to the requirements of different industries, and to avoid the need for industrial activities to locate in non-industrial zones'. As detailed in the economic assessment, there is currently insufficient zoned land to meet the requirements of industry (logistics especially), particularly in the vicinity of the Airport.</p> <p>The proposal otherwise aligns with policies 16.2.1.3 and 16.2.1.4 insofar that the proposed development, buildings and activities are consistent with that envisaged for the Industrial General zone.</p>	<p>The application documents assess this policy in the context that the site will be more akin to industrial rather than rural (Urban Fringe) zoning.</p> <p>If the industrial provisions are applied to the site, the policy directive seeks to avoid activities with the potential to hinder or constrain on the establishment or development of strategic infrastructure (which includes the Airport), or which has the potential to be exposed to unacceptable risk. The feedback provided by CIAL and Airways to date makes it apparent that the Project carries a real risk of constraining Airport operations or limiting its future operational efficiency.</p> <p>To the extent that an industrial provision is relevant to rurally zoned land, the Project is therefore not consistent with this avoidance policy directive.</p>
<p>16.2.3.2 Policy - Managing effects on the environment</p> <p>...</p> <p>c. Development and activities are managed to avoid adverse effects on strategic infrastructure within or in proximity to industrial zones.</p> <p>...</p>	<p>Objective 16.2.3 and its policies are concerned with the effects of industrial activities and based on the assessment of effects and technical reports, the proposal is consistent with these provisions. In particular:</p> <ul style="list-style-type: none"> The adverse effects of the proposed industrial activities and development will be effectively managed, in a manner that is consistent with the Industrial General zoning and which is cognisant of surrounding sites and land uses; and The cultural values of Ngāi Tahu/ mana whenua have been recognised, protected and enhanced by way of indigenous landscaping provision; stormwater management, and low impact urban design, and the avoidance of wāhi tapu and wāhi taonga including waipuna. 	<p>Refer to the assessment above.</p>
17.2 Rural: Objectives and Policies		
<p>17.2.2.5 Policy - Establishment of industrial and commercial activities</p> <p>a. Avoid the establishment of industrial and commercial activities that are not dependent on or directly related to the rural resource unless they:</p>	<p>The proposal is generally contrary to the objectives and policies for Rural zones in Chapter 17, insofar that these contemplate subdivision, use and development of rural land that:</p>	<p>Within the rural provisions is a clear policy directive to avoid industrial development that are dependent or directly relate to the rural resource, unless they provide a significant benefit through utilisation of existing physical infrastructure.</p>

Provision	Novo Group Analysis (Appendix 32)	Mitchell Daysh Analysis (airport safety and efficiency related only)
<p><i>i. ...</i></p> <p><i>ii. provide significant benefits through utilisation of existing physical infrastructure; and</i></p> <p><i>iii. ...</i></p>	<ul style="list-style-type: none"> • supports, maintains or enhances the function, character and amenity values of the rural environment and, in particular, the potential contribution of rural productive activities to the economy and wellbeing of the Christchurch District; • maintains a contrast to the urban environment; and • avoids the establishment of industrial activities that are not dependent on or directly related to the rural resource. <p>Such conflict is to be expected, given that the proposal entails urban development of the nature envisaged by the Industrial General zone on land that is presently zoned for rural purposes.</p>	<p>The Project is not dependent on, nor directly related to the rural resource, nor does it provide significant benefits through utilisation of existing physical infrastructure.</p> <p>The Project is therefore inconsistent with this policy.</p>