

## CEO CHRISTCHURCH INTERNATIONAL AIRPORT

Dear Mr Johns,

XXXXX has made contact with you regarding the 100 Land Owners our group represents. We were delighted to hear that CIAL has agreed to receive written representation and questions from the group to be considered for input into the contour remodelling.

We have also received correspondence from the Chair of ECAN informing us that they are instructing CIAL to commence said remodelling in the near future, if not already. This remodelling is 5 years overdue as required by legislation and the 3 year requirement to publicise updates has not been done between 2007 and 2021.

Our detailed preamble to each section, question and suggestions are below. This document will be widely circulated.

### WHAT DO LANDOWNERS DEMAND

1. REMOVAL OF THE 50 AND 55 CONTOURS
2. OUTER CONTROL BOUNDARY (OCB) SET AT 57 DB

The above will bring the Airport into line with other non curfewed international airports around the world and is the most sensible option for this day and age. We detail the strong reasons later in this document.

### IF THE ABOVE IS NOT ACCEPTABLE

1. THE AIRPORT BECOMES CURFEWED 2200 TO 0700.
  - A. THIS WILL DRAMATICALLY REDUCE THE CAPACITY OF THE AIR FIELD AND SHRINK THE CONTOURS.

No one including landowners wants to see the airport under curfew. However CIAL can't hold all the aces as they have done for over thirty years. As the contours are formulated on airport capacity by introducing a curfew this capacity is dramatically reduced and in turn reduces the noise contours by several decibel lines. Contours are also related to future air traffic movements which must be achievable and not fanciful. Later in this document we will again produce strong evidence that the capacity of the airport since 1994 (first contours) has never been close to being met by air movements projected by CIAL and in retrospect have been a nonsense.

### NEW ZEALAND STANDARD 6805. 1992

#### BACKGROUND.

This noise standard was specifically formulated for noise acceptability around airports. It was developed to protect reverse sensibility and health harm from the effect of aircraft noise. A large number of Government Agencies were involved in its formation. Only one airport CIAL was involved in the setting of the standard. Mr Day reportedly stated he had some input however his company

Marshall Day does not feature in the list of contributors to formulate this standard so it is assumed that he was inputting for CIAL as principal who we understand first employed him in 1992.

This standard set the outer control boundary around airports to be 55db contour for non insulated residential development.

But here it gets interesting. CIAL being a non curfewed airport pushed to have the regulation loosened to where Local Councils were not bound and could impose their own db contours and regulations on land development. This was included and made NZS 6805 flexible.

#### 1994 APPEARANCE OF CONTOUR PROTECTION.

##### BACKGROUND

Marshall Day (Chris Day) along with other ""experts"" assembled in 1993/4 to develop contours for Christchurch Airport. There was a company who determined the capacity of the airport with CIA staff. The only acoustic company was Marshall Day.

It should be carefully noted that an airports capacity is the maximum PER ANNUM number of air movements that an airport can comfortably handle through runway capacity and infrastructural backup. Contours are based usually 10-20 years in the future to allow for increased traffic.

1. The capacity determined at that time by CIAL staff was 145,000 but was reduced by their consultant to 140,000.
2. CIAL PROJECTED THAT THIS CAPACITY WOULD BE MET IN 2015 -2020
3. THE ACTUAL FLIGHTS IN 2015 WAS A MERE 73000.

CIAL through Mr Ken MacAnergeny , Chris Day and assisted by Mr George Bellow (CIAL CEO) convinced Mr Laurie McCallum of the Regional Council (now ECAN), that although the acceptable standard for all New Zealand Airports was 55db contour, CIA was a special case and argued the flexibility of NZS 6805.

- a. This was based on the fact that the airport was non curfewed and to retain this status an extra 5db was warranted giving an outer control boundary of 50db.
- b. That the aircraft mix of the time was first generation and was rather noisy. This had some merit.

##### QUESTION FOR CIAL.

1. The contours were based on airport capacity of 140,000?
2. Night flights received a 10db loading? i.e. one night flight = 10 day flights.
3. WHAT % of the 140,000 capacity were transferred to night loaded flights in the contour calculations?
4. After calculating the night flight penalty into the capacity what figure was the rehashed capacity ceiling for final determination of the 1994 contours?

It should be noted that in 1994 that contour calculations were imprecise and it was a ""best practice"" result.

## 2007 CONTOUR CALCULATIONS

### BACKGROUND

By this time the INM computer software for contour prediction was improving as each new update came out. It was the main software being used internationally and FAA approved as such.

But any software is only as good as the information fed into it and herein lies the hidden gems.

In 2007 there was a move by FOSTER in Rolleston to get some land rezoned and they contested the accuracy of the 1994 contours. A panel was formed which didn't reach agreement.

Later in 2007 what is known as "the expert panel" consisting of international experts met with the chair being professor Clarke who was employed by Selwyn District Council.

The aim was to determine the operational capacity maximum of CIA and the input data to determine contours. IT WAS NOT ADVISING ON THE OUTER CONTROL BOUNDARIES. In fact the agreement specifically stated Marshall Day to determine the existing situation and instructed they formulate the 55db and 65db contours. In no way did they condone a 50db OCB.

The result was that the Foster land or part thereof fell outside the existing 50db OCB and was rezoned residential.

Here it became interesting that the capacity of the airport was determined to be 175000 subject to certain conditions being met including 24/7 operation, runway extension, simultaneous runway use, turbo prop aircraft using the crosswind runway and infrastructure improvement. CIAL insisted the capacity be 220,000 but was drawn back by the panel.

The reason of course was that the higher the capacity for computer calculations the wider the contours.

It must be carefully noted that contours are based on future air movements and capacity to meet those projections. CIAL PROJECTED that 175000 air movements would be met in 2040 when they would have to build a 2<sup>nd</sup> runway 2000 metres to the west of the existing runway. All CIAL's predictions of future carriage have been dismally incorrect and weighted very heavily in their favour.

### QUESTIONS FOR CIAL.

1. When the 1994 capacity of 140,000 was determined CIAL predicted this would be met in 2015 -2020. However in 2007 your traffic was 81000. How could you support a further 60,000 movements in 8 years to 2015?
2. In 2015 your air movements had decreased 8000 movements from 2007 of 81000 to 2015 of 73000. Approximately 55% of your predictions?
3. In 2007 when the new contours were being discussed and settled at 175000 capacity how could you honestly predict that air movements would be 175000 by 2040? This is documented.
4. The contours are based on 175,000 capacity and as a non curfewed airport what percentage of night flights did you take into the new calculation?
5. What was the night flight adjusted capacity of the airport included in contour calculation?
6. When do you predict that capacity of CIA will be met taking into account the decline in air movements over the past 17 years?
7. Would a fair estimation be 2099 or is that being overly generous?

## CIAL FUTURE AIR MOVEMENT TO SUPPORT CONTOURS.

### PREAMBLE

If an airport has for example a capacity of 500,000 movements per annum and only 50,000 actual air movements, the contours formulated would hold no relationship to reality as they would be extensive and unrealistic. This is the situation with CIA since 1994.

1994 capacity 140,000 projected to be met 2015 -2020 Achieved 73,000 2015. 67000 under projections

2007 capacity 175,000 projected to be met 2040

2021 capacity 175,000 projection revision to be 111,000 2040. 64,000 flights less than capacity.

The movements of now projected 111,000 we believe is another fanciful figure reflected in the questions to CIAL.

### QUESTIONS.

1. Your 2019 figures (pre covid) were 62474 domestic, 10808 international total 73282?
2. These figures are around 7500 less movements than in 2007 ?
3. In 2040 you now predict 111,000 (previous 175k) 90,000 domestic and 21000 international?

If we can compare factuals with projections for 2040 it opens up questions as to the accuracy of the people doing the projections.

	Domestic	International	Total
2007	68586	12226	81812
2019	62274 (-6000)	10808 (-1400)	73282 (- 8000)
2040	90000 (+28000)	21000 (+11000)	111000 (+38000)

4. How can you justify an annual increase in domestic movements of 28000 by 2040 (20years) when in the 13 years previous you declined by 6000 annual movements?
5. How can you possibly justify an almost doubling of international movements by 11000 movements in 2040 when in the previous 13 years international have decreased by 1400 movements per annum.
6. When long haul aircraft are getting smaller and looking to hub Auckland how is it possible to increase CIA international traffic by double in 20 years?
7. Is it not more realistic to project more like 90000 maximum air movements by 2040 taking into account Auckland hubbing, Queenstown with unused capacity and CIAL plans to develop Tarras?
8. Your current remodelling is still based on 175000 airport capacity when 2040air movements will be still less than 60% of the capacity on which you base the noise contours?

The above figures show how incorrect the projections for air movements have been at CIAL. Also it shows how incorrect their Now 111,000 2040 projections are. No minor airport (and we are) at the bottom of the world which is in decline can suddenly reverse international traffic decline and project 4,100,000 annual international passengers in 2040 which is an increase of 2,334,000 on 2019. In fact in the 13 years before 2019 International passengers increased by only 207,000. The projections made by CIAL TO 2040 are not supportable.

## QUEENSTOWN EFFECT.

### PREAMBLE:

There is no doubt and statistically proven that tourist destination are Queenstown and surrounds. This has resulted in the annihilation of CIA by ZQN over the past 20 years and had led CIA to purchase into Tarras. We won't detail here but there's a lot to this story. To show why CIA is in decline we list a few figures below. The figures show why CIA are living in a parallel reality to facts.

	CIAL AIR MOVEMENTS			QT AIR MOVEMENTS		
	Domestic	International	Total	Domestic	International	Total
2007	68586	12226	81812	7610	500	8110
2012	63895	9289	73184	9330	1716	11046
2019	62474	10808	73282	12752	5498	18250

The above figures show a declining CIA and a booming Queenstown. ZQN still has 20% to reach capacity and with a new terminal and a new taxiway will increase capacity to 55000 per annum which will continue to erode CIA's traffic and make their 2040 projection an impossibility to meet even without global crisis, pandemics, wars etc.

### QUESTIONS:

1. Do you expect ZQN to continue to take new traffic from CIA apart from CIA CURFEW protected late night/early morning Trans-Tasman Traffic?
2. As projections are made for future traffic what effect have you allowed for Tarras to have on CIA? Taking into account the only way you will take ZQN traffic is if Trans-Tasman operators turn to wide bodied jets? Or ZQN is at capacity.

## CONTOUR EQUALITY.

### PREAMBLE:

Over the past few years CIA through the mechanism of their special airport zone (SPAZ) have become major property developers with DAKOTA PARK, SPITFIRE SQUARE and now even a Bunnings. CIA currently own 80 buildings with 120 businesses and pull 7000 people to work in this area daily. Projections state that by 2040 they will have 20000 people working in the zone. By extrapolation they are projecting 230 income producing buildings. ALL THIS DEVELOPMENT IS WITHING THE 55DB CONTOUR WHEREAS NO PRIVATE DEVELOPMENT CAN TAKE PLACE WITHIN THE 50DB CONTOUR.

### QUESTIONS:

1. How can you justify CIA 55db and Clearwater 55db increasingly developing within the 55db contour when no other entity is allowed to develop within 50db?
2. How can you justify the Novatel Hotel which CIA owns can be permitting a 50db level in bedrooms where a substantially less level is required in private housing?
3. Why should there be advantageous conditions for a declining airport over other landowners?

## CONTOUR CALCULATIONS.

### PREAMBLE:

Most airports look to 20 years out to calculate future traffic. Capacity is undertaken to assess what development is needed to meet those projections. Other factors are development of residential encroaching into airport space and at what level compatibility is acceptable. Most airports are increasing traffic but there are a few like CIA that are in a downward spiral for various reasons. What happens in the case of these failing airports is that any contour protection becomes very inaccurate.

This is the case with CIA which has had very inaccurate contour protection based on declining air movements further supported by their 1:10 ratio of night time flights on top of a 175,000 airport capacity that will never be met within the next 80-100 years. Plus later series aircraft are much quieter and continuing to be so.

As is common knowledge CIA are the only airport in the world protected by a 50db contour and with their declining status they can no longer justify an OCB of 50db nor can they honestly protect a capacity of 175000 air movements for contour calculation. This figure should be 110,000 to 120,000 to 2060.

### QUESTIONS:

1. How can you justify maintaining an OCB of less than 57db?
2. How can you justify contour calculation on 175000 capacity when even by CIA projections will not be met for close to 80 -100 years, if ever.
3. How can you argue that an airport that is secondary to building lease income and in decline for a number of years can even project an increase in air movements over the next 20 years.

## CIAL AS A REGIONAL HUB AIRPORT.

### PREAMBLE:

Over the past 15 years the aircraft mix at CIA has changed from being a higher number of jets than turbo prop short haul to the opposite. This shows the evolution of the airport from being international to regional. In fact if you didn't declare Trans-Tasman as international traffic there are minimal truly international flights into CIA. Again facts and figures tell the story.

	JET	TURBO PROP
2008	47000	40000
2012	42000	44000
2017	37000	46000

Also the QUEENSTOWN EFFECT comes into play which shows how CIA is being bypassed rather than as a transitional airport. CIA – QT –CIA air movements in 2007 were 4969 and in 2019 were massively down to 2719. This further proves the change in air movements and explains a little more why CIA is in decline.

### QUESTIONS:

1. Can you give another explanation for the ongoing decline in CIA?
2. Is CIA becoming more of a regional hub than main trunk?
3. With Auckland being the major NZ hub with international operators rescheduling because of fleet mix are you expecting an increase through CIA of what would be classed as domestic movements?

4. With turbo prop increasing steadily and jets reducing at the same rate how can you justify the projected contours long term in an ever changing situation?

#### CIAL CONSULTANTS

##### PREAMBLE:

Marshall Day have been CIAL acoustic consultants from we believe 1992. Their principal Chris day has been intimately involved with the contour placement since day one. We notice over the years he strays from his position of acoustic expert to comment more widely. We as landowners believe his tenure has covered to long a period and has had to much influence in the future of Christchurch by maintaining the rigidity of the contours when other experts disagree at times, with his methodology and conclusions. In recent times we note in his submissions he now covers himself by saying **"in my opinion"**. Such conveys that he is no longer 100% safe on what he is purporting on behalf of his client and possibly looking to protection against being contested.

##### QUESTIONS:

1. Why do you still use Marshall Day as acoustic expert and commenting, in our opinion, outside his acoustics brief?
2. Are you quite positive that the contour methodology, calculation and definition of results match world standards?
3. Are there any parameters that go into Marshall Day calculations that are outside world standard recommendations?

The landowners strongly object to CIAL doing their own review and then ECAN tendering for a consultant to peer review.

1. Are you prepared to give the landowners the parameters of the coming review and the input data so our international consultants can assess the accuracy?
2. If not, why not?
3. Do you not agree that ECAN should do the review with outside consultants and then CIAL do the peer reviewing?
4. The way it's currently done is equivalent to CIAL auditing its own annual return?

##### CONTOUR REVIEW.

The contours have been very controversial over the years and once embedded in the district plan were set in concrete albeit wrongly placed for at least the last 10 of the 15 years they've existed. Using airport capacity in the case of CIA is inherently wrong. There should be an example of how capacity affects the contour lines dramatically. We would suggest

1. Contours created using 175000, 140000 and 110000 air movements using the current aircraft mix.
2. Contours using the above capacity altered showing the effect of a **2200 to 0700** curfew, **2400 to 0500** curfew.
3. 2 will show the effect of the night flights where 1 night flight calculates as 10 day flight 1:10 in contour calculation and would give an indication of how the night movements should be treated.

CIAL LEGAL SPEND ANNUALLY.

PREAMBLE:

For the past 10 years CIAL has been spending close to \$1 million per annum on external legal fees. Along with the cost of in house and other consultants the figure must be close to \$2 million per annum. A large percentage of this is to protect the 50db contour.

QUESTION:

1. HOW CAN CIAL justify such a huge annual expenditure to stop encroachment of the 50db contour when ALL THEIR OWN PROPERTY DEVELOPMENTS are in the 55db contour?

NEW AIRPORT

There is no doubt the contours must be removed to 57db. This is simply because the city does not have safe solid land available. The earthquake panic rezone has seen wetlands rezoned with problems now arising from unwise decisions. If the west land is developed then in 30 years it will be reaching capacity. Landowners have suggested to authorities that at this stage the airport should be moved to the ECAN wastelands further west. We have also given the answers on how to do it and over what time frame.

QUESTION:

1. Have you made provision to move the airport to the west? FYI this was discussed with J Boulton after the quakes. CIAL in publications state the 175,000 capacity would be met in 2040 and a parallel runway would be required 2000 metres to the west so one would assume that suitability of such land would have been determined?
2. Are you aware that there are several contenders who would lease the current terminal as a shopping centre?
3. Are you aware that the westland would see a spend of \$43 - \$48 million per kilometre for wide body jet runways as the land is perfectly suitable.
4. Have you looked at simplistic practical expandable terminal designs for your Tarras project?
5. Are you aware that the current airport owned land has a much greater value as residential around a western shopping/transport hub than the cost of a new port?
6. Are you aware that there are companies who would invest in the infrastructure on a 100 year walk out lease?
7. If CIAL has not looked at this long term option, why not?
8. It has been very obvious from the change in CIAL/CONSULTANTS submissions since 2016 that CIAL knew the day would come that contours would have to be removed?



## SUBMISSION 89

Initially I wish to comment on PC4 which I consider to be a totally unnecessary change to the status quo. Why regulate for the sake of regulation? Why try to modify a wheel that's not broken?

Then I will put forward an argument as to why my rural fringe property should be allowed to operate with 15 guests.

We as a city are getting over regulated. The rights of the individual are being eroded. Yet the privileged position of others is being protected. So there is far from an even playing field and that is WRONG.

PC4 restrictions on people accommodating guests on a regular basis in their homes for reward is their business and not the business of council nor any commercial entity who see them as competition. Nor is it councils business if people have a holiday home they let out. Both the mentioned are supplementing income to pay mortgages, schooling for kids or even as far as enabling clothing and better quality of food. It is their business what they do as they in majority own their own properties and pay CCC exorbitant rates for that privilege. This is a Plan Change invented by someone sitting behind a desk to justify the salary.

CCC obviously didn't have the nouse to realise that people who come to our city and stay in this type of environment do so from choice or affordability and are still tourist type of guests whether here for sightseeing, business, weddings, funerals etc. It just doesn't make sense.

PC4 discusses infringement on the neighbourhood by means of noise, rubbish, arrival time, car congestion etc. POPPYCOCK. This type of activity creates none of the above.

There are thousands of rentals on a permanent basis in this city, emergency housing, council owned units, government owned units which are exempt from this absurdity. That's where the 10 cars on the lawn and uncivilised behaviour happen.

I mentioned the privileged position of some. CCC in PC4 EXCLUDE the Clearwater resort zone and give the reason that this should not be considered until after the "**noise contour review is completed**". This is blatantly UNEQUAL as PC4 is weighted very heavily to everyone else affected by the noise contours. It also EXCLUDES the Special Airport zone known as SPAZ which has 120 business and 7000 people daily coming into the 55db contour in 83 Airport owned buildings.

Ms Blackmore has used the golf resort exclusion from PC4 to insert their opinion into PC4 regarding contours. I agree with Ms Blackmore in that Clearwater has been thumbing their nose at CCC and the so called "resort rooms" are mainly nothing more than permanent OWNER OCCUPIED residences within the 55dbn contour.

I agree in part with CCC in that PC4 should be set aside until AFTER the noise contour revision, not only for CLEARWATER but for all landowners and accommodation providers under the current contour restrictions. That is what an even playing field is.

It should be noted that the Air Contour Review is 5 years overdue and was legislated to be done in 2017 which is an insult to landowners on the basis that the contours, due to CIAL decrease in air movements and the large decrease in modern aircraft noise since the last review boundary (OCB).

ECAN instructed CIAL to undertake the NOISE CONTOUR REVIEW on 18<sup>th</sup> September and it is to be presented to them in one week on 29<sup>th</sup> October. On this ground alone the massive amounts of money spent by many party's on PC4 should dictate that PC4 be postponed until after the results are in and ECAN decides if the contours are to be removed and where the OCB will be placed. The result is very relevant to major parts of PC4 and submissions made by Clearwater, landowners and CIAL.

I wish to comment on Ms Blackmores evidence which is NOT factual and is contested. If you go to clause 10.1 of her evidence she states that passenger movements will grow from 6.9 million passengers in 2018 (5.1 million domestic, 1.8 million international) to 11.7 million passengers (7.6 million domestic and 4.1 million international) in 2040.

In the 13 years prior to 2019 (peak tourism) international passengers increased by a mere 207,000 yet in 2040 CIAL state their international passengers will increase by 2,334,000 to 4,100,000. This is beyond nonsense.

In 2007 domestic flights were 65586 and in 2019 (peak tourism) had declined by 6000 to 62274. International in 2007 were 12226 and in 2019 were 1,400 less at 10808. They project 21000 international which is a doubling by 2040. This is an impossibility as CIA will continue to decline as it has since around 2004.

Both figures show that CIAL is cooking the books as they always have to protect their OCB of 50db and no one has been smart, or interested enough to pick it up.

Here's further proof. Noise or contours around airports are based on **future projections v capacity of the airport to support the air movements via infrastructure etc.** But contrary to what CIAL only recently refute the 2 factors go hand in hand. So Im saying that the input data since the first contours were done in 1994 was and continued to be false through the 2<sup>nd</sup> review in 2007 and will be false in the current review due next week. **They will continue to use capacity of 175000 with night loading and that will NEVER BE MET.** CIA have reviewed their 2040 projections from 175000 down to 111,000 and even that figure is false.

1994 determination was projected on airport capacity of 140,000. CIAL projected that capacity would be met in 2015 to 2020. In fact in 2015 showed a mere 73,000 movements which was 67000 under CIAL projections on which the air contours were determined.

But this gets bizarre. In 2007 the new capacity of the airport was determined, subject certain conditions being met, by a panel of experts at being 175,000. This capacity was projected by CIAL to be reached in 2040. At the time they were a mere 81000 movements (2007 and declining since) and still 60,000 movements less than their projections for 2015-20 and therefore 95000 movements which they were putting into the new 2007 contour determination to be met by 2040. Their projections were inherently dishonest and intentionally so. This was to maintain as wide as possible contours.

Ms Blackmore further states in her evidence that tourism will return to pre covid levels by October 2022. Really?????

I would like to make clear that CIA is the only airport in the world protected by a 50db noise contour. The Australians have their own ANEF system which allows residential by right up to the 20 ANEF which is the equivalent of a 56db contour. But they further say that residential **may be permitted** up to the 25 ANEF which is the equivalent of a 65db contour. Our stupidity in Christchurch has been to restrict development of the safest land and forced development into totally unsuitable TC3 land. The contours will be removed to come in line with world standards and CIA will be forced eventually to form the new contours using true information which will release the next 30 year supply of land as required by the Government. The 100 plus landowner group I am part of will ensure this.

I submit a folder to show how CIA have been less than honest so I can get on to my submission re my property.

#### SUBMISSION 89 SPIRES DEVELOPMENTS.

You have a copy of my submission which is requesting an increase to 15 guests and recommended rejected by the planner. It comes within the under review 55db INACCURATE noise contour. I need to give a history here as it is relevant and introduces a very needed and very UNIQUE NICHE aspect of accomodation and how it came about.

I have lived on my property of 11 acres for 37 years. It consists of 3 major buildings being stables, main home and what we have always referred to as 'the barn'. The barn although used for many purposes has always had accommodation within, albeit initially, rather basic.

To cut a couple of steps as I'll run out of time. In 2000 when SARS reared its head in Hong Kong I took expert advice and understood if it got away it would be a worse case scenario than covid currently is.

I figured that if it came to New Zealand I would want to be in a position to protect my children and grandchildren on a tract of land where we could isolate and weather any storm. And so I increased to 7 bedrooms and 4 bathrooms with large kitchen, conservatory and lounge. My architect considered it didn't need consent and it was improved to meet standards of the time. Being quite frank with the SARS situation no one could have stopped me. I considered the situation warranted action even to the point I imported several thousand Tamiflu tablets and planned for the worst. Didn't happen that time.

Over the years we used it for different things such as family between houses, horse trainers and their horses on site for larger meetings. The building was under utilised. As far as I was concerned the building was an existing use.

Then our Christchurch world was shattered with the first September earthquake and left many people having to shift out of damaged homes. This was a prelude to the following February disaster.

We immediately contacted CCC and social services to let them know we had an underutilised building set up to help. We were inundated and had many short term refugees pass through the property. In most cases for no remuneration. We even helped out the DHB with displaced people who required special equipment for survival. No one was bothering about rules and regulations. We were filling a need, and although not financially rewarding was certainly personally rewarding. With the stressed people who passed through the property in most cases the environment and peacefulness assisted in their mental stability. So for several months we did our bit until it was tapering off.

We then contacted the CCC again as we had been approached by a major construction company wanting to lease the property for earthquake workers. CCC sent out an engineer/town planner to inspect the building and it was deemed fit for service. They then issued resource consent to expire in 10 years being December 2022. It was un-notified as it was deemed if we went for 14 occupancy it would have to be notified and being in the noise contour CIAL would object. The resource consent was granted for 4 occupants although everyone knew this small number was not on. And it wasn't.

Within a matter of days we were approached by SCIRT ( 5 contractor cartel) as they were aware that in our main house we had a very large lounge (1300 sq ft) and we made it available for them to have planning meetings and occasional social debriefs. So once again we were doing our bit for the city and earthquake recovery. We also had a lot of contracting equipment stored on the property for use as the contractors required. So it was a hive of industry.

This carried on for about 4 years before it tapered off. Many earthquake workers had returned home or families moved down and they moved to rentals.

So at that stage the property use was intermittent use for contractors coming to Christchurch to fulfil contracts.

As you can imagine after over 4 years of contractors on site the property interior had suffered a bit of wear and tear so between groups we refurbished with new carpets, new beds, linen and repainted right through to the standard it is now. Even then I had no doubt we would see another SARS type virus, and aside from that we like it looking good.

Some things are meant to happen. As a result of many earthquake workers from all over New Zealand having passed through the property we started getting contact about the availability of the property and from these contacts has evolved a very UNIQUE NICHE accommodation requirement which is unavailable in this city and should be recognised as a growing need type of facility.

#### RECREATIONAL TOURISM.

The first group was for a senior school netball team accompanied by physio, coach, cook/nutritionist and manager. It was a real eye opener. The old days of travelling with school sports where you were billeted out are gone. These young ladies turned up wearing the full gear with all the equipment including their own cold water plunge container. The whole thing was very professional in a

secluded managed environment with space to exercise and practice. That school has returned 3 times. We immediately knew there was a market demand for sports groups under close supervision.

But of course with such school sports teams there are budget restraints and affordability plays a major part. We structure stays to that affordability. Most teams stay for 3 to 4 days.

The word of course got out pretty quickly as there are a tremendous number of different sport tournaments coming to this city and enquiry multiplied. I believe we have the only property where young people are away from the city in a controlled environment taking away the midnight desire to climb out the window and head for town as they are all located within the one unit and easy to keep an eye on.

Next was a group of car race drivers from Auckland travelling with their vehicles. Again it was perfect as they could bring their cars on site and work on them before next day's racing plus with very expensive cars they had a secure lockup. We now have many of these groups returning regularly.

The same applies for boat racing people, go cart groups and even a group of electronic controlled cars enthusiasts who come at least 3 times a year for competition.

A regular are police teams that come from all over New Zealand. Golf, cricket, basketball. They all play inter region police competitions. They love the property and they can let their hair down a bit without public scrutiny and have a few beers in a private location.

So you name it we have all types of sports groups from primary school right through to our oldest group which was a late 70's marching team from Sydney. We are absolutely unique, the property is unique in beautiful surrounds including a 400 rose formal garden. Our groups have their own supervision but as hosts we are 50 metres away in the main house. We have never had a problem nor a single complaint re aircraft noise. However many enjoy watching the large aircraft coming in especially the A380.

We were approached by one of the supervisors of a previous sports team to see if we would consider having a family group to celebrate a fathers 80<sup>th</sup> who was terminally ill. We said we would and family came from overseas and NZ and it was fantastically successful especially for the father. He was over the moon to have his family all together in the one unit in lovely surrounds and peaceful environment.

We have had several similar groups since and it has been a pleasure to provide a facility that meets the needs of such groups under one roof.

We have had "team building groups" from businesses , councils (including CCC), holistic groups, church groups, yoga groups and the list goes on. All have come to us because they are under one roof, cooking , eating and enjoying together in nice surroundings at an affordable tariff .

Sports groups: soccer, basketball, netball, cricket, hockey and others who all require the perfect accommodation we supply. I have attached just a few feedback.

There is no doubt that we are in demand as a niche unique property and I ask that this property be approved to take 15 guests.

## **Plan Change 4 Addition to Final Closing.**

Our community living under the air noise and engine testing contours are constantly under attack from CCC led and CIAL derived plan changes.

CCC and CIAL control scope in Plan Changes thereby denying any scrutiny of this regime.

Suddenly we wake up and find yet another activity excluded or a new activity standard applied or a resource consent needed that will never be approved. There has been an ongoing intentional failure to notify this community of changes for many years. This is exhibited well in PC4. Natural justice is denied repeatedly Plan change notification requirements ignored and commissioners regularly take no account of this.

This Plan Change should be totally rejected on this ground alone and that remedy is sought.

If the Novotel can have hundreds of paying persons in rooms where the design standard proposed by CIAL expert Day and approved by CCC was 50dBA then we reject the arbitrary limits to paying persons on our land under the contours.

You can forget about compliance too yet another set of conditions that at some stage were sneaked in.

You should see the CIAL led need for reverse sensitivity protection for the dishonesty it is and report this dishonesty to your masters at CCC.

Brooke McKenzie

For Spires Development Limited.



29 January 2021

To Whom It May Concern

Dear Sir or Madam,

Christchurch Football Centre Director supports Spires Lodge.

Spires lodge has well-appointed accommodation for both local and national sports teams visiting or utilising our football facilities. Large groups can stay together, with up to 15 people.

The lodge and its proximity to our centre is ideal. Located within 300 metres of the centre.

Currently we face a real lack of well suited accommodation for teams in Christchurch. Well-being and safety are a major consideration, especially for young people (under 18) and their families. Billeting, camping grounds and motels are not ideal options. In today's competitive market Spires lodge enables teams and their manager groups to stay together in a safe, private and easily managed environment. Spires offers a well-priced and comfortable option for teams that are often having to be price conscious.

Yours sincerely,

Viatcheslav Meyn

★★★★☆ Rachel S.

This property is a great base for large groups and makes it easy to access all the airport and attractions of Christchurch

Submitted: 8/01/2020

**Great space for a large group**

★★★★☆ Wendy M.

A great place for a large group of people/family. Outside of the city however easy access to all places. We loved our stay and it suited our purpose brilliantly. Thank you

Submitted: 30/12/2019

**Family gathering dream**

★★★★☆ Nicola E.

From start to finish the host was welcoming and helpful. A lovely service from her. The place fitted us all comfortably and shared spaces just right for everyone to dine and socialise together. The rural setting is refreshing.



★★★★★ Keran I.

We couldn't have have found a more perfect place for our new staff team to stay. Everyone absolutely loved the space, rooms and our host was simply incredible. Guarantee we will definitely book here again. Thank you Lesley

Submitted: 19/02/2020

**Great place for a large group**

★★★★★ Raewyn G.

Thanks Lesley for having us at your place, great host and perfect spot for a large group.

Submitted: 1/02/2020

**Great location**

★★★★★ Burley M.

Great for our family,sports group. Pool was cold but lots of fun. Plenty of linen and kitchen equipment  
Responsive host

Submitted: 17/01/2020

## Reviews

### What a spot!

★★★★★ Rebecca H.

Great welcome wonderful house so much space! Love the massive conservatory and beautiful grounds feels so welcome. In nature but 5 mins from town

Submitted: 10/08/2020

### Great place for team gathering

★★★★★ Paula V.

Well set up, nice and clean and peaceful surroundings

Submitted: 16/03/2020

### Fabulous stay Fabulous host

★★★★★ Keran T.

We couldn't have have found a more perfect place for our new staff team to stay. Everyone absolutely loved the space, rooms and our host was simply incredible. Guarantee we will definitely book here again. Thank...

Submitted: 19/02/2020

[Read all reviews](#) ↗

& would welcome them back anytime.

**Great place to stay**

★★★★☆ Jonathan T.

Big house with plenty of room and friendly owners

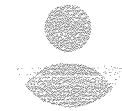
Submitted: 9/04/2019

**Beautiful home on a lovely property.**

★★★★☆ Helen S.

Owners were fantastic and very helpful. Really went above and beyond for us. Was a pleasure to stay there. Property was clean and well maintained and had everything we needed for large group. Location is very convenient even though it is remote enough to enjoy the piece and quite. Would recommend staying here.

Submitted: 25/03/2019



**Owner's Response:**

macnz1

Delightful group of 3 families. Easy to communicate

The lodge was perfect for our group. Close to airport, short drive to sports stadium and supermarkets. Lovely quiet location too. Host was lovely, very helpful and accommodating. Thanks.

Submitted: 14/03/2019

**Amazing place to stay great location lovely people**

★★★★★ Justin L.

Excellent service we were made to feel very welcome  
recomend this place to everyone

Submitted: 15/02/2019

**Awesome place to stay highly recommended**

★★★★★ Ngaio A.

Great place for large groups of people with plenty of room, the hosts were great and very friendly we will certainly go back

Submitted: 14/01/2019

**Good house for large groups. Family reunion was**

..... Thanks.....

★★★★★ Chris M.

House was a perfect size for 8 of us, everyone had their own space and the huge covered eating area is ideal for a large group.

Submitted: 3/12/2018

**Always a pleasure to stay here**

★★★★★ Rosie C.

Always a pleasure to stay here. So accomodating. Place is great for big sports groups. We will back there in July.

Submitted: 7/06/2018

**It perfect for what we needed & perfect position**

★★★★★ Michelle H.

It perfect for what we needed & perfect position

Submitted: 12/04/2018

**Excellent place to stay, so close to Ruapuna Motorsport Park.**

★★★★★ Katherine S.

We had two families (4 adults 5 children) staying at the lodge and had an absolutely amazing stay. The lodge is clean, tidy with lots of space for people to spread out or hang out together. It is in a handy location to everything but you feel relaxed in the country setting. The hosts are brilliant and really go out of their way to make sure you have everything you need. We loved our stay and would highly recommend it to others. We will be back! Thanks so much.

Submitted: 30/01/2018

**Location handy to most shopping and distance to City.**

★★★★☆ Robert M.

Location handy to most shopping and distance to City. Possibly better roadside property identification.

Submitted: 6/01/2018

**Spires Lodge is well set out and ideal for large numbers.**

★★★★★

★★★★☆

The property was clean and spacious location was fantastic very central to Christchurch and very close to the airport.

Submitted: 7/03/2017

Perfect place for groups to stay - heaps pf room, everything there you could need!

★★★★★

Perfect place for groups to stay - heaps pf room, everything there you could need!

Submitted: 1/03/2017

Property was excellent for our group of 10 adults.

★★★★☆

Property was excellent for our group of 10 adults. We all had plenty of room and plenty of linen to go round. We enjoyed staying here and definetely will use in future if we head back down to chrischurch. We had the earthquake the last night was so nice of them to come over and check on us.

Property was excellent for our group of 10 adults. We all had plenty of room and plenty of linen to go round. We enjoyed staying here and definitely will use in future if we head back down to christchurch. We had the earthquake the last night was so nice of them to come over and check on us.

Submitted: 16/11/2016

**Thank you for facilitating our stay.**

★★★★★

Thank you for facilitating our stay. A good spacious venue which gave us all space to work and sleep. Thank you!

Submitted: 31/10/2016

**Was an awesome place for a team to stay**

★★★★★

Was an awesome place for a team to stay

Submitted: 8/10/2016



★★★★★

Excellent Lodge accommodation for our team staying for the 2016 Netball Under 17 Nationals Tournament. The Lodge was perfect for our needs and we would stay there again without question, The team thrived all being under one roof - perfect group living option for a team.

Submitted: 25/07/2016

Lovely place tucked away in a quiet idyllic location.

★★★★★

Lovely place tucked away in a quiet idyllic location. It was a luxury to have so much room. We had a truly memorable experience.

Submitted: 27/07/2016

I would recommend Spiers Lodge to anyone it is family and group friendly.

★★★★★

I would recommend Spiers Lodge to anyone it is family and group friendly.

Excellent accommodation. Was perfect for our needs.  
Anything and everything one could need was there.  
Lesley was lovely to deal with as well.

Submitted: 11/07/2016

**Great for sports team or groups.**



Great for sports team or groups. No smoke alarms fitted.

Submitted: 26/06/2016

**Spires Barn Lodge was perfect for the celebration of mums 80th birthday enabling most of the family**



Spires Barn Lodge was perfect for the celebration of mums 80th birthday enabling most of the family to stay together. Location was great, lovely and peaceful but still not too far away to anywhere around Christchurch.

Submitted: 13/04/2016

Great property.



Great property. Awesome stay!

Submitted: 11/03/2016

Close to airport an shopping centers.



Close to airport an shopping centers.

Submitted: 5/02/2016

The accommodation catered for our requirements as a family group and was clean and tidy.



The accommodation catered for our requirements as a family group and was clean and tidy. It had everything we needed. The hosts (Lindsay and Brooke) very welcoming to us all, washing all our towels and the little extras. Thanks for having us.

Submitted: 31/12/2015



The accommodation catered for our requirements as a family group and was clean and tidy. It had everything we needed. The hosts (Lindsay and Brooke) very welcoming to us all, washing all our towels and the little extras. Thanks for having us.

Submitted: 31/12/2015

**Very good set up and a lovely location.**



**Very good set up and a lovely location.**

Submitted: 15/11/2015

**Location was incredibly handy for us and a beautiful spot so close to town.**



**Location was incredibly handy for us and a beautiful spot so close to town.**

Submitted: 17/09/2015

**review score:**

Take a look at guest comments to see where improvements can be made

Show me


- 9** **Wonderful** ● 18 Aug  
Alistair - Group (New Zealand) >
- 10** **Good location and great value for money and accommodating groups.** 29 Oct 2019  
Daniel - Group (New Zealand) >
- 7.5** **Good** 17 Aug 2019  
Nicloa - Group (New Zealand) >
- 10** **Exceptional** 16 Jul 2019  
Jarved - Group (New Zealand) >  
✔ Reply published
- 7.9** **As above, we all thought the lodge was wonderful and host Lesley was lovely.** 18 Jun 2019  
Jennifer - Solo traveler (New Zealand) >

## Guest details

Guest name

Jennifer


Country/region

 New Zealand

Booking number

2409015610

## Guest comments

+ We loved the place - only issue was the showers. Feedback from our group was that the shower temperature wasn't hot enough and we couldn't turn the temperature up, and a water leaked out of a couple of the shower doors- flooding the bathroom floors. Lesley was lovely and everything else was perfect. 

- Shower temperature

Your reply

Reply published

You should have contacted us , as temperature control is simple to adjust, & is situated on inside wall. Great that you enjoyed your stay.


Location	10	Facilities	10
Staff	10	Value	10

#### Guest details

Guest name

Jarved

Country/region

 New Zealand

Booking number

3274707264

#### Guest comments

+ The spacious area and location for what we needed, excellent place to stay with 12 kids.



#### Your reply

Reply published

A pleasure to accomodate you all. thanks for leaving lodge so tidy.

Look forward to having your club stay again next year.