

**Before the Hearings Panel
At Waimakariri District Council**

Under Schedule 1 of the Resource Management Act 1991

In the matter of the Proposed Waimakariri District Plan

Between **Various**

Submitters

And **Waimakariri District Council**

Respondent

**District Council reply on Hearing Stream 10A - Christchurch International
Airport Ltd - Airport Noise Contours and Bird Strike**

by Neil Sheerin on behalf of Waimakariri District Council

Date: 5/6/2024

INTRODUCTION

1 My full name is Neil Lindsay Sheerin. I am employed as a Senior Policy Planner for Waimakariri District Council (District Council). I am the Reporting Officer for the Proposed District Plan Hearing Stream 10A *Christchurch International Airport Ltd (CIAL) Airport Noise Contours and Bird Strike* topic and prepared the Section 42A report on this topic.

2 I have read the evidence and tabled statements provided by submitters relevant to the s42A report.

3 I have prepared this reply on behalf of the District Council in respect of matters raised through Hearing Stream 10A.

4 I am authorised to provide this evidence on behalf of the District Council.

QUALIFICATIONS, EXPERIENCE AND CODE OF CONDUCT

5 Appendix B of my s42A report sets out my qualifications and experience.

6 I confirm that I am continuing to abide by the Code of Conduct for Expert Witnesses set out in the Environment Court's Practice Note 2023.

SCOPE OF REPLY

7 This reply follows Hearing Stream 10A held on 19 to 21 February 2024. Minute 25 from the Hearing Panel dated 22 May 2024 allows for the s42A report author to submit a written reply to matters raised by the Panel by 4pm Friday 7 June 2024 (Minute 25, para 10).

8 The main topics addressed in this reply include:

- a. Written answers to written questions posed by the Panel (Minute 25, para 9); and
- b. Changes to recommendations in the s42A report (Minute 25, paras 11 and 12).

9 **Appendix 1** has a list of materials provided by submitters including expert evidence, legal submissions, submitter statements etc. This information along with submissions and further submissions is available on the District Council website.

10 **Appendix 2** has recommended amendments to Proposed Plan provisions, with updated recommendations differentiated from those made in Appendix A of the s42A report, including

those contained in my memo to the Panel dated 1 February 2024, and those based on a Planning Joint Witness Statement (JWS) relating to Bird Strike Risk dated 21 March 2024.

11 **Appendix 3** has an updated table of recommended responses to submissions and further submissions, with updated recommendations differentiated from those made in Appendix A of the s42A report, including those based on my speaking notes to the Hearing on 19 February 2024.

ANSWERS TO WRITTEN QUESTIONS POSED BY THE HEARINGS PANEL

12 In Minute 25, paras 9 a. and b., the Panel has requested the Hearing Stream 10A Reply Report authors address the following:

a. Please respond to all the evidence presented at the hearing.

b. Please set out your final recommendations following the joint witness statements, including those on urban growth which are relevant to HS12.

13 My response to these matters is set out below.

14 I have considered all the submissions and hearing evidence.

15 My opinions on the issues raised generally remain unaltered from those expressed in my s42A report and at the Hearing, except for:

a. where I have altered my recommendations as set out in Appendices 2 and 3; and

b. where my opinion on issues is clarified in the following Joint Witness Statements (JWS):

i. Planning JWS relating to Bird Strike Risk dated 21 March 2024; and

ii. Planning JWS relating to Airport Noise Matters dated 28 March 2024.

16 My opinions in the Planning JWS referred to in paras 15 b. i. and ii. above took into account the opinions reached in the following JWS:

a. Ecological JWS relating to Bird Strike Risk dated 13 March 2024; and

b. Acoustic JWS relating to aircraft noise dated 22 March 2024.

17 My final updated recommendations are set out in Appendices 2 and 3 as described in paragraphs 10 and 11 above.

Date: 5/6/2024

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APPENDIX 1 – LIST OF RELEVANT MATERIALS PROVIDED BY SUBMITTERS

Statement of evidence of Hannah Ritchie for the NZ Pork Industry Board (further sub # 49)

Statement of evidence of Stephanie Styles for Summerset Retirement Villages (Rangiora) Ltd (sub # 207)

Statement of evidence of Ivan Thomson for Miranda Hale (sub # 246)

Statements of evidence of David Lawry x 4 (sub # 44)

Industry statement of Sarah Anderson for Horticulture NZ (further sub # 47)

Statement of evidence of Joanne Mitten for Canterbury Regional Council (sub # 316)

Legal submissions for Canterbury Regional Council (sub # 316)

Report to the Minister for the Environment on Proposed Change 1 to Chapter 6 of the CRPS (sub # 316)

Appendix 1 - Proposed Change 1 to Chapter 6 of the CRPS: Council Recommendations (sub # 316)

Appendix 7 - Proposed Change 1 to Chapter 6 of the CRPS: Technical Peer Review of draft Recommendations (sub # 316)

Statement of evidence of Fulton Hogan Ltd (further sub # 118)

Statement of evidence of BP Oil NZ Ltd, Mobil Oil NZ Ltd, and Z Energy Ltd (further sub # 104)

Statement of evidence of Ohoka Residents Association (further sub # 84)

Statement of evidence of Russell Pegler of Ohoka Residents Association (further sub # 84)

Statement of evidence of Rebecca Eng for Transpower NZ Ltd (sub # 195)

Statement of evidence of Jeremy Phillips (Planning) for Carter Group Ltd and Rolleston Industrial Developments Ltd (subs # 237 and 160)

Legal submissions for Carter Group Ltd and Rolleston Industrial Developments Ltd (subs # 237 and # 160)

Summary of evidence of Jeremy Phillips (Planning) for Carter Group Ltd and Rolleston Industrial Developments Ltd (subs # 237 and # 160)

Statement of evidence of John-Paul Barrington Clarke for Momentum Land Ltd and Mike Greer Homes NZ Ltd (subs # 173 and # 332 and further sub # 63)

Statement of evidence of Brian William Putt for Momentum Land Ltd and Mike Greer Homes NZ Ltd (subs # 173 and # 332 and further sub # 63)

Statement of evidence of Fraser Colgrave for Momentum Land Ltd and Mike Greer Homes NZ Ltd (subs # 173 and # 332 and further sub # 63)

Statement of evidence of Patricia Harte for Momentum Land Ltd and Mike Greer Homes NZ Ltd (subs # 173 and # 332 and further sub # 63)

Statement of evidence of William Peter Reeve for Momentum Land Ltd and Mike Greer Homes NZ Ltd (subs # 173 and # 332 and further sub # 63)

Legal submissions for Momentum Land Ltd and Mike Greer Homes NZ Ltd (subs # 173 and # 332 and further sub # 63)

Case law 1: Judgement of the Court in the Supreme Court of NZ: Port of Otago v Environmental Defence Society Inc (subs # 173 and # 332 and further sub # 63)

Case law 2: Decision of the Environment Court: Middle Hill Ltd v Auckland Council (subs # 173 and # 332 and further sub # 63)

Case law 3: Decision of the Environment Court: Colonial Vineyard Ltd v Marlborough District Council (subs # 173 and # 332 and further sub # 63)

Case law 4: Judgement of the Court in the Supreme Court of NZ: Environmental Defence Society Inc v The NZ King Salmon Co. Ltd (subs # 173 and # 332 and further sub # 63)

Case law 5: Decision of the Environment Court: Bunnings Ltd v Queenstown Lakes District Council (subs # 173 and # 332 and further sub # 63)

Case law 6: Decision on preliminary issue of interpretation in the Environment Court of NZ: Auckland Council v Teddy and Friends Ltd (subs # 173 and # 332 and further sub # 63)

Case law 7: Decision of the Environment Court: B.D. Gargiulo v Christchurch City Council (subs # 173 and # 332 and further sub # 63)

Case law 8: Interim Decision of the Environment Court: Robinsons Bay Trust v Christchurch City Council (subs # 173 and # 332 and further sub # 63)

Case law 9: Decision of the Environment Court: National Investment Trust v Christchurch City Council (subs # 173 and # 332 and further sub # 63)

Case law 10: Decision of the Environment Court: Independent News Auckland Ltd v Manukau City Council (subs # 173 and # 332 and further sub # 63)

Case law 11: Interim Decision of the Environment Court: Ardmore Airfield Tenants and Users Committee v Ardmore Airport Ltd (subs # 173 and # 332 and further sub # 63)

Case law 12: Record of Determination of Appeals and Decision of the Environment Court: Wellington International Airport Ltd v Wellington City Council (subs # 173 and # 332 and further sub # 63)

Case law 13: Oral Determination of the Environment Court: DJ and AP Foster v Selwyn District Council (subs # 173 and # 332 and further sub # 63)

Case law 14: Interim Decision of the Environment Court: BP Cammack and AMR Evans v Kapiti Coast District Council (subs # 173 and # 332 and further sub # 63)

Case law 15: Judgement of J Goddard in the High Court of NZ: NZ Aviation Museum Trust and Marlborough Aero Club Inc v Marlborough District Council (subs # 173 and # 332 and further sub # 63)

Case law 16: Judgement of the Court in the Court of Appeal of NZ: Canterbury Regional Council v Independent Fisheries Ltd (subs # 173 and # 332 and further sub # 63)

Greater Christchurch Partnership media release: Charting Our Course - Greater Christchurch Partnership commits to sustainable growth (subs # 173 and # 332 and further sub # 63)

NZS 6805:1992 Airport Noise Management and Land Use Planning (subs # 173 and # 332 and further sub # 63)

Statement of evidence of Gary Sellars (sub # 254)

Statement of evidence of Dr Leigh Bull (sub # 254)

Statement of evidence of Laurel Smith (sub # 254)

Statement of evidence of Natalie Hampson (sub # 254)

Statement of evidence of Sebastian Hawken (sub # 254)

Statement of evidence of John Kyle (sub # 254)

Legal submissions for CIAL (sub # 254)

Case law: Robinsons Bay Trust v Christchurch City Council (sub # 254)

Statement of evidence of Felicity Hayman (sub # 254)

Interim recommendation by Commissioner David Caldwell (sub # 254)

Statement of rebuttal evidence by Sarah-Jane Oliver for Christchurch City Council (sub # 254)

Christchurch District Plan – Plan Change 14: s42A report of Sarah-Jane Oliver (sub # 254)

Selwyn PDP Hearing 30.1 Rezoning requests – Rolleston (sub # 254)

Statement of evidence of Michelle Raewyn Ruske-Anderson for Bellgrove Rangiora Ltd (subs # 408 and # 413 and further sub # 85)

Statement of evidence of Jason Anthony Trist for Bellgrove Rangiora Ltd (subs # 408 and # 413 and further sub # 85)

Legal submissions for Bellgrove Rangiora Ltd (subs # 408 and # 413 and further sub # 85)

Record of Decision of the Expert Consenting Panel under Clause 37 Schedule 6 of the FTCA (subs # 408 and # 413 and further sub # 85)

Recommendation by Commissioner David Caldwell (subs # 408 and # 413 and further sub # 85)

Case law: Supreme Court of NZ: Port of Otago v Environmental Defence Society Inc (24 Aug 2023) (subs # 408 and # 413 and further sub # 85)

Requested evidence regarding Selwyn District Plan Change 69 (subs # 408 and # 413 and further sub # 85)

Statement of evidence of Brendon Scott Liggett for Kainga Ora Homes and Communities (sub #325 and further sub # 88)

Statement of evidence of Jon Robert Styles for Kainga Ora Homes and Communities (sub #325 and further sub # 88)

Statement of evidence of Lance Michael Jimmieson for Kainga Ora Homes and Communities (sub #325 and further sub # 88)

Statement of evidence of Matthew Armin Lindenberg for Kainga Ora Homes and Communities (sub #325 and further sub # 88)

Legal submissions for Kainga Ora Homes and Communities (sub #325 and further sub # 88)

Statement of evidence of Carolyn Hamlin (sub # 314)

Statement of evidence of James Lennox (sub # 313)

Legal submissions for Rachel Claire Hobson and Bernard Whimp (sub # 179 and further sub # 90)

Statement of evidence of N Taylor

APPENDIX 2 – RECOMMENDED AMENDMENTS TO PROPOSED PLAN PROVISIONS

In order to distinguish between the recommendations made in the s42A report, including my memo to the Hearing Panel dated 1/2/24 (para 10 above), and the recommendations that arise from this report:

- s42A report / memo to Hearing Panel recommendations are shown in black text (with **underline** and **~~strike out~~** as appropriate); and
- Recommendations from this report in response to evidence, including a Planning JWS relating to Bird Strike Risk (para 10 above), are shown in **blue text** (with **underline** and **~~strike out~~** as appropriate).

This appendix only shows notified Proposed Plan provisions that are recommended for amendment.

Recommended Amendments to NOISE Matters of Discretion:¹

<p>NOISE- MD2</p>	<p>Management of noise effects</p> <ol style="list-style-type: none"> 1. The extent to which effects, as a result of the sensitivity of activities to current and future noise generation from aircraft, are proposed to be managed, including avoidance of any effect that may limit the operation, maintenance or upgrade of Christchurch International Airport. 2. The extent and effectiveness of any indoor noise insulation. 3. The extent to which a reduced level of acoustic insulation may be acceptable due to mitigation of adverse noise effects through other means, e.g. screening by other structures, or distance from noise sources. 4. The ability to meet acoustic insulation requirements through alternative technologies or materials. 5. The extent to which the provision of a report from an acoustic specialist provides evidence that the level of acoustic insulation ensures the amenity values, health and safety of present and future residents or occupiers. 6. The reasonableness and effectiveness of any legal instrument to be registered against the title that is binding on the owner and the owner's successors in title, containing a 'no complaint' clause relating to the noise of aircraft using Christchurch International Airport.²
<p>NOISE- MD3</p>	<p>Acoustic insulation</p> <ol style="list-style-type: none"> 1. The extent to which a reduced level of acoustic insulation may be acceptable due to mitigation of adverse noise effects through other means. 2. The ability to provide effective acoustic insulation through alternative technologies or materials. 3. The extent to which the provision of a report from an acoustic specialist which³ provides evidence that the level of acoustic insulation ensures the amenity values, health and safety of present and future occupants or residents of the site. 4. Any potential reverse sensitivity effects on other activities that may arise from residential accommodation or other noise sensitive activities that do not meet acoustic insulation requirements necessary to mitigate any adverse effects of noise. 5. The location of any nearby business or infrastructure activities and the degree to which any sensitive activities may be adversely affected.

¹ Memo to Hearing Panel dated 1 February 2024

² CIAL submission point [254.63]

³ CIAL submission point [254.64]

Recommended New Matter of Discretion for all Rural Zones:⁴

<u>RURZ-MDX</u>	<u>New Waste Management Facilities or Composting Facilities</u> ⁵ <u>The extent to which any proposed new waste management facility or composting facility has a bird strike risk management plan prepared by a suitably qualified and experienced ecologist with experience in bird strike issues to demonstrate the activity will be designed, operated and managed to minimise the attraction of bird species (such as black-backed gulls) that may pose a bird strike risk to aircraft.</u>
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Recommended New Matter of Control or Discretion for all Industrial Zones:⁶

<u>INZ-MCDX</u>	<u>New Waste Management Facilities or Composting Facilities</u> ⁷ <u>The extent to which any proposed new waste management facility or composting facility has a bird strike risk management plan prepared by a suitably qualified and experienced ecologist with experience in bird strike issues to demonstrate the activity will be designed, operated and managed to minimise the attraction of bird species (such as black-backed gulls) that may pose a bird strike risk to aircraft.</u>
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⁴ Based on a Planning Joint Witness Statement relating to Bird Strike Risk dated 21 March 2024

⁵ CIAL submission point [254.144]

⁶ Based on a Planning Joint Witness Statement relating to Bird Strike Risk dated 21 March 2024

⁷ CIAL submission point [254.148]

APPENDIX 3 – RECOMMENDED RESPONSES TO SUBMISSIONS AND FURTHER SUBMISSIONS

In order to distinguish between the recommended responses in the s42A report; and recommended responses that arise from this report, hearing evidence and questions from the Panel:

- s42A recommendations, including those based on my speaking notes to the Hearing on 19 February 2024, are shown in black text (with underline and ~~strike-out~~ as appropriate); and
- Recommendations from this report in response to evidence, JWS and questions from the Panel are shown in blue text (with underline and ~~strike-out~~ as appropriate).

TABLE A1: GENERAL (RELATING TO BOTH AIRPORT NOISE CONTOURS AND BIRD STRIKE)							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
PART 1 – INTRODUCTION AND GENERAL PROVISIONS							
<i>How The Plan Works</i>							
254.1	Christchurch International Airport Ltd	Cross boundary matters	<p>Expand and clarify Cross Boundary Matters Chapter to recognise that Christchurch International Airport is outside the District but is an infrastructure asset serving the District, and Airport operations may be affected by land use such as noise sensitive activities in Air Noise Contours or activities which may increase the risk of bird strike. Ensure consultation between Councils and Christchurch International Airport Ltd and encourage a consistent protection of the Airport from reverse sensitivity effects and incompatible activities increasing the risk of bird strike.</p> <p>Amend Cross Boundary Matters Chapter:</p> <p>" ... Cross boundary issues may arise where: ... 3. Resource consent matters that are primarily the concern of the Regional Council may impinge on the territorial authority. <u>Christchurch International Airport is located in Christchurch District but also serves the Waimakariri District, Canterbury region and the wider South Island. Aircraft noise from aircraft approaching and departing Christchurch International Airport is felt in Waimakariri District (and Airport operations require protection from reverse sensitivity effects arising from this situation), and bird strike risk to aircraft using Christchurch International Airport also requires management in Waimakariri District.</u> ..."</p>	3.2, 3.3, 3.4	Reject	See relevant sections of report.	No
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.2, 3.3, 3.4	Accept in part	<p><i>See relevant sections of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i></p>	No
FS 88	Kāinga Ora Homes and Communities		<p><i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i></p>	3.2, 3.3, 3.4	Accept in part	<p><i>See relevant sections of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review – see section 3.3.2.</i></p>	No
Definitions							

TABLE A1: GENERAL (RELATING TO BOTH AIRPORT NOISE CONTOURS AND BIRD STRIKE)							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
254.12	Christchurch International Airport Ltd	Definition of 'reverse sensitivity'	Support definition of 'reverse sensitivity' and seek that "intensification" also be included alongside "establishment or alteration" in relation to reverse sensitivity when residential intensification occurs within the 50 dBA Ldn Air Noise Contour. Amend definition of 'reverse sensitivity': "means the potential for the operation of an existing lawfully established activity to be compromised, constrained, or curtailed by the more recent establishment, intensification or alteration of another activity which may be sensitive to the actual, potential or perceived adverse environmental effects generated by an existing activity."	N/A	Reject	While the definition is recommended to be retained, the amendment sought is considered unnecessary, as 'alteration' is already included and 'intensification' can be considered a type of 'alteration'.	No
FS 47	Horticulture NZ		<i>Oppose. Hort NZ oppose the submissions of CIAL as considers that there will be significant [effect] on the horticulture industry. There has been no industry engagement on these matters or s32 analysis to support the proposal. Disallow the submission. Engage with the horticultural sector.</i>	N/A	Accept in part	<i>See above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	N/A	Accept in part	<i>See above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	N/A	Accept in part	<i>See above. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
FS 104	BP Oil NZ Ltd, Mobil Oil NZ Ltd, and Z Energy Ltd		<i>Support. The Fuel Companies support the proposed amendment which acknowledges that reverse sensitivity effects can occur or be exacerbated from the intensification of existing activities (e.g. residential activities). Allow.</i>	N/A	Reject	<i>See above.</i>	No
General							
254.14	Christchurch International Airport Ltd	General	Christchurch International Airport is economically and socially significant for the South Island and New Zealand and is identified in the Canterbury Regional Policy Statement (CRPS) as strategic infrastructure. The airport is not subject to curfew or restrictions on aircraft type which allows for late night flights, fleet maintenance and the US Antarctic Program. These benefits should be retained. Safe and efficient operations should be recognised and provided for, and not constrained by urban growth and intensification. Activities can affect airport operations such as location of noise	3.2, 3.3, 3.4	Reject	See relevant sections of report. In addition, the importance of critical infrastructure, strategic infrastructure, and regionally significant infrastructure, which include the Airport, is already recognised and provided for in relevant parts of the Proposed Plan, including the District-wide Strategic Directions, Energy and Infrastructure, Transport, and Noise chapters.	No

TABLE A1: GENERAL (RELATING TO BOTH AIRPORT NOISE CONTOURS AND BIRD STRIKE)

Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>sensitive activities in noise contours and risk from bird strike, and should be addressed appropriately.</p> <p>The National Policy Statement for Urban Development seeks well-functioning urban environments, which includes airport infrastructure as part of urban growth. Qualifying matters for residential density locations consider the purpose of ensuring the safe or efficient operation of nationally significant infrastructure, as does the Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill.</p> <p>The District Plan should direct urban growth and intensification away from the 50 dBA Ldn Air Noise Contour to avoid reverse sensitivity effects on Airport operations, as provided for in the CRPS.</p> <p>Place objectives and policies for significant strategic infrastructure (specifically the Airport) and for its protection from incompatible uses and reverse sensitivity in the Strategic Directions Chapter. Place objectives and policies providing for Airport operations and protecting from reverse sensitivity in appropriate plan sections to guide rules.</p> <p>Locate rules restricting land use and addressing reverse sensitivity issues for noise sensitive activities in the 50 dBA Ldn Air Noise Contour, and rules for bird strike risk, in appropriate plan chapters for easy identification.</p> <p>Grant relief in Appendix B or alternatively grant any other similar relief that would deal with concerns in this submission.</p>				
FS 47	Horticulture NZ		<p><i>Oppose. Hort NZ oppose the submissions of CIAL as considers that there will be significant [effect] on the horticulture industry. There has been no industry engagement on these matters or s32 analysis to support the proposal. Disallow the submission. Engage with the horticultural sector.</i></p>	3.2, 3.3, 3.4	Accept in part	<p><i>See relevant sections of report and above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i></p>	No
FS 49	NZ Pork		<p><i>Oppose. The submitter states that a number of activities including commercial pig farming is known to increase the risk of bird strike if they are allowed to take place in the vicinity of the flight paths for aircraft approaching or departing from the Airport. Seeks that those activities are identified and included within a definition of 'bird strike risk activity' with a corresponding suite of provisions controlling these activities within proximity of the Christchurch International Airport runways.</i></p> <ul style="list-style-type: none"> <i>No engagement with the pork industry has occurred.</i> 	3.2, 3.3, 3.4	Accept in part	<p><i>See relevant sections of report and above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i></p>	No

TABLE A1: GENERAL (RELATING TO BOTH AIRPORT NOISE CONTOURS AND BIRD STRIKE)							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<ul style="list-style-type: none"> No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike. No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken. No section 32 assessment. No assessment of costs or benefits has been undertaken. No assessment of alternatives has been provided (including whether district plan regulation is required). Disallow.				
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.2, 3.3, 3.4	Accept in part	See relevant sections of report and above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.2, 3.3, 3.4	Accept in part	See relevant sections of report and above. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review – see section 3.3.2.	No
254.153	Christchurch International Airport Ltd	General	Activities with adverse reverse sensitivity effects, or that are incompatible with airport activities require a clause in relevant rules to notify Christchurch International Airport of any application under those rules.	3.2, 3.3, 3.4	Reject	See relevant sections of report.	No
FS 47	Horticulture NZ		Oppose. Hort NZ oppose the submissions of CIAL as considers that there will be significant [effect] on the horticulture industry. There has been no industry engagement on these matters or s32 analysis to support the proposal. Disallow the submission. Engage with the horticultural sector.	3.2, 3.3, 3.4	Accept in part	See relevant sections of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No
FS 49	NZ Pork		Oppose. The submitter states that a number of activities including commercial pig farming is known to increase the risk of bird strike if they are allowed to take place in the vicinity of the flight paths for aircraft approaching or departing from the Airport. Seeks that those activities are identified and included within a definition of 'bird strike risk activity' with a corresponding suite of provisions controlling these activities within proximity of the Christchurch International Airport runways. <ul style="list-style-type: none"> No engagement with the pork industry has occurred. No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike. No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken. 	3.2, 3.3, 3.4	Accept in part	See relevant sections of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No

TABLE A1: GENERAL (RELATING TO BOTH AIRPORT NOISE CONTOURS AND BIRD STRIKE)							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<ul style="list-style-type: none"> No section 32 assessment. No assessment of costs or benefits has been undertaken. No assessment of alternatives has been provided (including whether district plan regulation is required). Disallow.				
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.2, 3.3, 3.4	Accept in part	See relevant sections of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.2, 3.3, 3.4	Accept in part	See relevant sections of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review – see section 3.3.2.	No
254.154	Christchurch International Airport Ltd	General	Management of effects for aircraft noise and bird strike are not contemplated by National Planning Standards framework. While relating to noise and infrastructure, they manage use, development and protection of resources in zones under the 50 dBA Ldn Air Noise Contour or runways' radius where bird strike risk potential requires management. Management of subdivision is also relevant for the 50 dBA Ldn Air Noise Contour. There are several places to incorporate these rules in the Plan. Ensure rules managing land use within the 50 dBA and 55 dBA Ldn Air Noise Contours and bird strike risk are located where visible and clear to plan users. Landowners mostly check zone rules for controls on their property affecting land use, rather than the 'Energy, Infrastructure and Transport' Chapter or 'Noise' Chapter. Wherever rules are located, clear cross-references are needed which are not currently provided. Rectify with insertion of clear, thorough cross-references. Clear, thorough cross-references linking relevant rules and other parts of the Proposed Plan are essential and not provided in Proposed Plan.	3.2, 3.3, 3.4	Reject	See relevant sections of report. In addition, relevant provisions recognising and providing for critical infrastructure, strategic infrastructure, and regionally significant infrastructure, which include the Airport, are already included in the District-wide Energy and Infrastructure, Transport, and Noise chapters, along with references to other relevant parts of the District Plan, and it is considered more efficient these remain there rather than being duplicated across several zone chapters. Notwithstanding the extent to which this situation may be altered by decisions made on other submissions or through other s42A reports.	No
FS 47	Horticulture NZ		Oppose. Hort NZ oppose the submissions of CIAL as considers that there will be significant [effect] on the horticulture industry. There has been no industry engagement on these matters or s32 analysis to support the proposal. Disallow the submission. Engage with the horticultural sector.	3.2, 3.3, 3.4	Accept in part	See relevant sections of report and above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.2, 3.3, 3.4	Accept in part	See relevant sections of report and above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No

TABLE A1: GENERAL (RELATING TO BOTH AIRPORT NOISE CONTOURS AND BIRD STRIKE)							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.2, 3.3, 3.4	Accept in part	See relevant sections of report and above. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review – see section 3.3.2.	No
PART 2 – DISTRICT WIDE MATTERS							
Strategic Directions							
254.18	Christchurch International Airport Ltd	SD-02	Support approach that urban development and infrastructure is consolidated and integrated with the urban environment. Seek amendment that directs that urban development does not result in adverse effects on important infrastructure. Amend SD-02: "Urban development and infrastructure that: 1. is consolidated and integrated with the urban environment; 2. <u>does not affect the efficient operation, use, development, appropriate upgrading and safety of strategic infrastructure, critical infrastructure, and regionally significant infrastructure;</u> ..."	3.2, 3.3, 3.4	Reject	See relevant sections of report. In addition, critical infrastructure, strategic infrastructure, and regionally significant infrastructure, which include the Airport, are already recognised and provided for in the Strategic Directions chapter, and other District-wide chapters.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.2, 3.3, 3.4	Accept in part	See relevant sections of report and above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.2, 3.3, 3.4	Accept in part	See relevant sections of report and above. In addition, the existing Airport noise contours and related provisions still apply to give effect to the RPS pending the outcome of its review – see section 3.3.2.	No
FS 99	KiwiRail Holdings Ltd		Support. KiwiRail agrees that the strategic direction objective should include direction for the protection of infrastructure from inappropriate urban development. Allow.	3.2, 3.3, 3.4	Reject	See relevant sections of report and above.	No
FS 110	NZ Transport Agency Waka Kotahi		Support. Waka Kotahi generally support the additional wording proposed by the submitter which recognises the need to consider the operational needs of infrastructure when providing for urban development. Allow.	3.2, 3.3, 3.4	Reject	See relevant sections of report and above.	No
254.19	Christchurch International Airport Ltd	SD-03	Support a strategic objective related to infrastructure as is a key resource management issue. However, amend SD-03 to better recognise and enable important infrastructure and to explicitly require avoidance of adverse effects on important infrastructure, particularly Christchurch International Airport.	3.2, 3.3, 3.4	Reject	See relevant sections of report. In addition, critical infrastructure, strategic infrastructure, and regionally significant infrastructure, which include the Airport, are already recognised and provided for in the	No

TABLE A1: GENERAL (RELATING TO BOTH AIRPORT NOISE CONTOURS AND BIRD STRIKE)

Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>Amend SD-O3: "1. improved accessibility and multi-modal connectivity is provided through a safe and efficient transport network that is able to respond to technology changes and contributes to the well-being and liveability of people and communities; 2. <u>the social, economic and environmental and cultural benefits of infrastructure, including strategic infrastructure, critical infrastructure, and regionally significant infrastructure:</u> a. <u>is recognised and provided for, and its safe, efficient and effective development, upgrading, maintenance and operation is enabled is able to operate efficiently and effectively;</u> and b. <u>is enabled, while:</u> i. <u>managing adverse effects on the surrounding environment, having regard to the social, cultural and economic benefit, functional need and operational need of the infrastructure; and</u> ii. <u>managing the adverse effects of other activities on infrastructure, including managing reverse sensitivity;</u> c. <u>strategic infrastructure, critical infrastructure and regionally significant infrastructure is protected by avoiding adverse effects from incompatible development and activities, including reverse sensitivity effects. This includes:</u> i. <u>avoiding noise sensitive activities within the Christchurch International Airport 50 dBA Ldn Air Noise Contour, except within the existing Kaiapoi residential area (where density is to be retained at one unit per 600m2); and</u> ii. <u>managing the risk of birdstrike to aircraft using Christchurch International Airport;</u> 3. <u>the adverse effects of strategic infrastructure, critical infrastructure and regionally significant infrastructure on the surrounding environment are managed, having regard to the economic benefits and practical, technical and operational needs of that infrastructure.</u> ..."</p>			Strategic Directions chapter, and other District-wide chapters.	
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.2, 3.3, 3.4	Accept in part	<p><i>See relevant sections of report and above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i></p>	No
FS 63	Momentum Land Ltd		<p><i>Oppose. CIAL seek to amend Strategic Objective SD-O3 to explicitly require avoidance of noise sensitive activities within the Christchurch International Airport 50 dBA Ldn Air Noise Contour ("Air Noise Contour"), except in the existing Kaiapoi residential area (and limited to one dwelling per 600m2 only in this area).</i></p>	3.2, 3.3, 3.4	Accept in part	<p><i>See relevant sections of report and above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i></p>	No

TABLE A1: GENERAL (RELATING TO BOTH AIRPORT NOISE CONTOURS AND BIRD STRIKE)							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>MLL oppose this as they propose to undertake residential development in the Kaiapoi Development Area, which is not an existing residential area but is identified for residential activities in the Kaiapoi Outline Development Plan.</i>				
FS 88	<i>Kāinga Ora Homes and Communities</i>		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.2, 3.3, 3.4	<i>Accept in part</i>	<i>See relevant sections of report and above. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review – see section 3.3.2.</i>	<i>No</i>
254.20	Christchurch International Airport Ltd	SD-04	Suggest SD-04 be directed so that development and land use does not result in adverse effects on strategic infrastructure. Amend SD-04: "Outside of identified residential development areas and the Special Purpose Zone (Kāinga Nohoanga), rural land is managed to ensure that: <u>1.</u> it remains available for productive rural activities by: <u>a.</u> providing for rural production activities, activities that directly support rural production activities and activities reliant on the natural resource of Rural Zones and limit other activities; and <u>b.</u> ensuring that within rural areas the establishment and operation of rural production activities are not limited by new incompatible sensitive activities; and <u>2.</u> development and land use does not adversely affect the <u>efficient operation, use and development of strategic infrastructure.</u> "	3.2, 3.3, 3.4	Reject	See relevant sections of report. In addition, critical infrastructure, strategic infrastructure, and regionally significant infrastructure, which include the Airport, are already recognised and provided for in the Strategic Directions chapter, and other District-wide chapters.	No
FS 63	<i>Momentum Land Ltd</i>		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.2, 3.3, 3.4	<i>Accept in part</i>	<i>See relevant sections of report and above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	<i>No</i>
FS 88	<i>Kāinga Ora Homes and Communities</i>		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.2, 3.3, 3.4	<i>Accept in part</i>	<i>See relevant sections of report and above. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	<i>No</i>
PART 3 – AREA SPECIFIC MATTERS							
Rural Zones							
254.96	Christchurch International Airport Ltd	General Objectives and Policies for all Rural Zones - RURZ-P8	Either amend RURZ-P8 to protect strategic infrastructure from reverse sensitivity effects caused by incompatible land use or clearly cross-reference to policy requiring avoidance of reverse sensitivity effects in the Noise, Subdivision, or Energy and Infrastructure Chapters.	3.2, 3.3, 3.4	Reject	See relevant sections of report. In addition, relevant provisions recognising and providing for strategic infrastructure, which includes the Airport, are already included in the District-wide Energy and Infrastructure,	No

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Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>Amend RURZ-P8 to add new clause (2):</p> <p>"... <u>2. managing adverse effects on strategic infrastructure, including through:</u> <u>a. avoiding noise sensitive activities within the 50 dBA Ldn Air Noise Contour and ensuring that, in this location, the density of residential units is kept to a maximum of 1 residential unit per 4 hectares in the Residential Lifestyle Zone and 1 residential unit per 20ha in the General Rural Zone;</u> <u>b. managing the risk of birdstrike to aircraft using Christchurch International Airport;</u> <u>c. [any additional matters that may be relevant to other infrastructure]</u> ..."</p>			Transport, and Noise chapters, along with references to other relevant parts of the District Plan.	
FS 47	Horticulture NZ		<p><i>Oppose. Hort NZ oppose the submissions of CIAL as considers that there will be significant [effect] on the horticulture industry. There has been no industry engagement on these matters or s32 analysis to support the proposal. Disallow the submission. Engage with the horticultural sector.</i></p>	3.2, 3.3, 3.4	Accept in part	See relevant sections of report and above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No
FS 49	NZ Pork		<p><i>Oppose. The submitter states that a number of activities including commercial pig farming is known to increase the risk of bird strike if they are allowed to take place in the vicinity of the flight paths for aircraft approaching or departing from the Airport. Seeks that those activities are identified and included within a definition of 'bird strike risk activity' with a corresponding suite of provisions controlling these activities within proximity of the Christchurch International Airport runways.</i></p> <ul style="list-style-type: none"> • <i>No engagement with the pork industry has occurred.</i> • <i>No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike.</i> • <i>No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken.</i> • <i>No section 32 assessment.</i> • <i>No assessment of costs or benefits has been undertaken.</i> • <i>No assessment of alternatives has been provided (including whether district plan regulation is required).</i> <p><i>Disallow.</i></p>	3.2, 3.3, 3.4	Accept in part	See relevant sections of report and above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made</i></p>	3.2, 3.3, 3.4	Accept in part	See relevant sections of report and above. In addition, the extent to which the further submission is accepted, depends on decisions	No

TABLE A1: GENERAL (RELATING TO BOTH AIRPORT NOISE CONTOURS AND BIRD STRIKE)							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>			<i>made on the relief sought by MLL in their original submission.</i>	
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.2, 3.3, 3.4	Accept in part	<i>See relevant sections of report and above. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
PART 1 – INTRODUCTION AND GENERAL PROVISIONS							
<i>How The Plan Works</i>							
254.2 254.3	Christchurch International Airport Ltd	Relationships between spatial layers and planning maps	<p>Include the 50 dBA Ldn and 55 dBA Ldn Air Noise Contours in the planning maps with their technically correct labels.</p> <p>Include a description of the Air Noise Contours in the 'Relationships between Spatial Layers' table.</p> <p>It should be clear in the rules and planning maps that the 55 dBA Ldn Air Noise Contour applies as an additional layer over the 50 dBA Ldn Air Noise Contour, and any property lying within the 55 dBA Ldn Air Noise Contour is also subject to the rules applicable to the 50 dBA Ldn Air Noise Contour.</p> <p>Retain the 50 dBA Ldn Air Noise Contour and 55 dBA Ldn Air Noise Contour as overlays in the plan and on the planning maps.</p> <p>Amend the overlay name and descriptions to identify the Air Noise Contours on the planning maps. The technically correct labelling is: <u>Christchurch International Airport 50 dBA Ldn Air Noise Contour</u>. <u>Christchurch International Airport 55 dBA Ldn Air Noise Contour</u>.</p> <p>Amend the table:</p> <p>Overlays</p> <p><u>Christchurch International Airport 50 dBA Ldn Air Noise Contour</u></p> <p>An overlay spatially identifies distinctive values, risks or other factors which require management in a different manner from underlying zone provisions.</p> <p><u>The 50 dBA Ldn Air Noise Contour defines an area around Christchurch International Airport which represents the outer control boundary in which the future daily aircraft noise exposure from aircraft operations is sufficiently high as to require avoidance of noise sensitive activities to avoid adverse noise effects and reverse sensitivity effects.</u></p> <p>District wide matters chapters; <u>and in the relevant zone chapters</u></p>	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p><u>Christchurch International Airport 55 dBA Ldn Air Noise Contour</u></p> <p>The 55 dBA Ldn Air Noise Contour defines an area around Christchurch International Airport in which the future daily aircraft noise exposure from aircraft operations is sufficiently high as to require avoidance of noise sensitive activities to avoid adverse noise effects and reverse sensitivity issues, and noise mitigation for any new building or extension to an existing building.</p> <p>District wide matters chapters; and in the relevant zone chapters</p>				
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
PART 2 – DISTRICT WIDE MATTERS							
Urban Form and Development							
254.21	Christchurch International Airport Ltd	UFD-P1	<p>Residential intensification may be inappropriate where located within inappropriate areas that are incompatible with the operation of strategic infrastructure resulting in reverse sensitivity and occupants being exposed to adverse effects.</p> <p>Amend UFD-P1: "In relation to the density of residential development: ... <u>3. avoid residential development that is incompatible with, or adversely effects, the efficient operation, use and development of strategic infrastructure.</u>"</p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 63	Momentum Land Ltd		Oppose. CIAL seek to amend policies within the Urban Form and Development chapter to reflect their position of avoidance of noise sensitives in the Air Noise Contour at Kaiapoi, except at densities provided for by the Operative District Plan in existing residential zones. MLL oppose this as it essentially means that no further	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>growth of Kaiapoi can occur as the only new development area in Kaiapoi is partially beneath the contour.</i>				
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.22	Christchurch International Airport Ltd	UFD-P2	<p>Support policy direction for appropriate urban growth and form parameters. However, oppose any new residential development within the 50 dBA Ldn Air Noise Contour as this could result in reverse sensitivity and occupants being exposed to adverse effects. Note that the exception enabling residential development within the Air Noise Contours in Kaiapoi applies to a limited area of land and was provided to support earthquake recovery.</p> <p>Note the exception in Canterbury Regional Policy Statement (CRPS) Policy 6.3.5(4) is for residential activities "within an existing [at the time that this policy was made operative] residentially zoned urban area, residential greenfield area identified for Kaiapoi, or residential greenfield priority area identified in Map A"; while Kaiapoi's Future Development Areas accommodate urban development pursuant to the National Policy Statement on Urban Development. Consider it is most appropriate, and consistent with the CRPS Policy 6.3.5(4), if the part of the Future Development Area within the 50 dB Ldn Air Noise Contour is reserved for non-sensitive urban development such as business or industrial land use, rather than residential intensification; seek amendment to enable this.</p> <p>Amend UFD-P2: "In relation to the identification/location of residential development areas: 1. residential development in the new Residential Development Areas at Kaiapoi, North East Rangiora, South East Rangiora and West Rangiora is located to implement the urban form identified in the Future Development Strategy; 2. for new Residential Development Areas, other than those identified by (1) above, avoid residential development unless located so that they it: ... i. avoids adverse reverse sensitivity effects the efficient operation, use and development of strategic infrastructure."</p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives,</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is</i>	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>			<i>accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	
FS 63	Momentum Land Ltd		<i>Oppose. CIAL seek to amend policies within the Urban Form and Development chapter to reflect their position of avoidance of noise sensitives in the Air Noise Contour at Kaiapoi, except at densities provided for by the Operative District Plan in existing residential zones. MLL oppose this as it essentially means that no further growth of Kaiapoi can occur as the only new development area in Kaiapoi is partially beneath the contour.</i>	3.3	Accept in part	<i>See relevant section of report and above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.23	Christchurch International Airport Ltd	UFD-P3	<p>Support policy direction for appropriate parameters for development of Large Lot Residential Zones. Oppose intensification of noise sensitive activities within the 50 dBA Ldn Air Noise Contour which would expose occupants to undesirable levels of aircraft noise and create reverse sensitivity for strategic infrastructure.</p> <p>Amend UFD-P3: "In relation to the identification/location of Large Lot Residential Zone areas: ... 2. new Large Lot Residential development, other than addressed by (1) above, is located so that it: ... d. occurs in a manner that makes use of existing and planned transport infrastructure and the wastewater system, or where such infrastructure is not available, upgrades, funds and builds infrastructure as required, to an acceptable standard; and e. is informed through the development of an ODP; and f. avoids reverse sensitivity effects the efficient operation, use and development of strategic infrastructure."</p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 63	Momentum Land Ltd		<i>Oppose. CIAL seek to amend policies within the Urban Form and Development chapter to reflect their position of avoidance of noise</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is</i>	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>sensitives in the Air Noise Contour at Kaiapoi, except at densities provided for by the Operative District Plan in existing residential zones. MLL oppose this as it essentially means that no further growth of Kaiapoi can occur as the only new development area in Kaiapoi is partially beneath the contour.</i>			<i>accepted, depends on decisions made on the relief sought in other submissions.</i>	
FS 88	<i>Kāinga Ora Homes and Communities</i>		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	<i>Accept in part</i>	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	<i>No</i>
254.24	Christchurch International Airport Ltd	UFD-P10	<p>Support UFD-P10, particularly the requirement to avoid noise sensitive activities within the Air Noise Contour.</p> <p>Seek amendment to further expand and clarify. Consider that within existing residentially zoned areas in Kaiapoi, further intensification should be avoided, beyond that which is already permitted. Seek that the residential density in this area within the 50 dB Ldn Air Noise Contour is not increased.</p> <p>Amend UFD-P10: "Within Residential Zones and new development areas in Rangiora and Kaiapoi: 1. avoid residential activity that has the potential to limit adverse effects on, or is incompatible with, the efficient and effective operation and upgrade of critical infrastructure, strategic infrastructure, and regionally significant infrastructure, including avoiding noise sensitive activities within the Christchurch International Airport 50 dBA Ldn Air Noise Contour, unless within an existing Residential Zone in Kaiapoi which was in existence at the time this plan was made operative, where density is to be retained at one unit per 600m2; ..."</p>	3.3	Reject	See relevant section of report.	No
FS 63	<i>Momentum Land Ltd</i>		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	<i>Accept in part</i>	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	<i>No</i>
FS 63	<i>Momentum Land Ltd</i>		<i>Oppose. CIAL seek to amend policies within the Urban Form and Development chapter to reflect their position of avoidance of noise sensitives in the Air Noise Contour at Kaiapoi, except at densities provided for by the Operative District Plan in existing residential zones. MLL oppose this as it essentially means that no further</i>	3.3	<i>Accept in part</i>	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	<i>No</i>

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>growth of Kaiapoi can occur as the only new development area in Kaiapoi is partially beneath the contour.</i>				
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
Subdivision							
254.44	Christchurch International Airport Ltd	SUB-P1	Subdivision relates to residential density and development and lot sizes must manage development outcomes. This is important within the 50 dBA Ldn Air Noise Contour where controls on lot size and residential density are a fundamental to ensure appropriate levels of development are maintained in the contours' higher noise environment. Amend SUB-P1 to add new (4) and renumber: "... <u>4. avoids noise sensitive activities establishing within the 50 dBA Ldn Air Noise Contour so as not to compromise the efficient operation of Christchurch International Airport or the health, well-being and amenity of people;</u> ..."	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 63	Momentum Land Ltd		<i>Oppose. CIAL seek to amend the subdivision provisions to restrict density in Residential Zones to the Operative District Plan minimum lot sizes. This restricts growth at Kaiapoi, including areas identified for future urban development where CIAL consider no growth should occur. MLL opposes this as they propose to rezone and develop the future development area at Kaiapoi.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.48	Christchurch International Airport Ltd	SUB-R1	Support conditions required for a boundary adjustment to be consented as a controlled activity. Retain SUB-R1 as notified.	N/A	Accept in part	No change is sought to the notified provision. However, the submission point is accepted in part, depending on the extent to which the rule may be modified by decisions	No

TABLE A2: AIRPORT NOISE CONTOURS							
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						on other submissions and by recommendations made through the Subdivision chapter s42A report.	
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	N/A	Reject	See above.	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	N/A	Reject	See above.	No
254.49	Christchurch International Airport Ltd	SUB-R2	Support SUB-R2 restricting controlled activity subdivision, noting a specific subdivision rule for subdivision within the 50 dBA Ldn Air Noise Contour, SUB-R2(1)(d). It would be helpful if an advice note advised plan users that there are more specific rules for subdivision that could affect activity status. Retain SUB-R2 as notified.	N/A	Accept in part	No change is sought to the notified provision. However, the submission point is accepted in part, depending on the extent to which the rule may be modified by decisions on other submissions and by recommendations made through the Subdivision chapter s42A report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	N/A	Reject	See above.	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	N/A	Reject	See above.	No
254.50	Christchurch International Airport Ltd	SUB-R10	Support SUB-R10 non-complying activity status for subdivision in the General Rural Zone that for lots less than 20ha. Retain SUB-R10 as notified.	N/A	Accept in part	No change is sought to the notified provision. However, the submission point is accepted in part, depending on the extent to which the rule may be modified by decisions on other submissions and by recommendations made through the Subdivision chapter s42A report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	N/A	Reject	See above.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	N/A	Reject	See above.	No
254.51	Christchurch International Airport Ltd	SUB-R11	Amend SUB-R11 so that subdivision in the 50 dBA Ldn Air Noise Contour, which creates an undersized lot, be non-complying, in all zones. Amend SUB-R11: "Subdivision resulting in an allotment that is less than 4ha the minimum allotment size for the zone within the 50 dBA Ldn noise contour for Christchurch International Airport Rural-lifestyle All zones Activity status: NC ... Any application arising from this rule will be limited notified to Christchurch International Airport Limited."	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	See relevant sections of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	See relevant sections of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.52	Christchurch International Airport Ltd	SUB-S1	Seeks the existing residential density is retained within the 50 dBA Ldn Air Noise Contour and that any further intensification in residential zones within the Contour beyond what is permitted in the operative plan is prevented. Seeks that all other minimum allotment sizes are retained. Amend SUB-S1: "... Activity status when compliance not achieved:... Within the 50 dBA Ldn Air Noise Contour: NC ... Zone Minimum allotment area ..."	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>General Residential Zone ... <u>600m2 where the site is within the 50 dBA Ldn Air Noise Contour ...</u></p> <p>Medium Density Residential Zone ... <u>300m2 where the site is within the 50 dBA Ldn Air Noise Contour ...</u></p> <p>Special Purpose Zone (Kaiapoi Regeneration) ... <u>600m2 where the site is within the 50 dBA Ldn Air Noise Contour ..."</u></p>				
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 63	Momentum Land Ltd		<i>Oppose. CIAL seek to amend the subdivision provisions to restrict density in Residential Zones to the Operative District Plan minimum lot sizes. This restricts growth at Kaiapoi, including areas identified for future urban development where CIAL consider no growth should occur. MLL opposes this as they propose to rezone and develop the future development area at Kaiapoi.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.53	Christchurch International Airport Ltd	SUB-S3	<p>It may not be appropriate to require a minimum density of 15 households per ha (or 12 households per ha) within the 50 dBA Ldn Air Noise Contour. Residential intensification within the Contour will result in amenity effects on occupants where aircraft noise is 50 dBA Ldn or above, and can lead to reverse sensitivity effects on the Airport, which the Canterbury Regional Policy Statement 6.3.5 seeks to avoid (and only exempts existing residentially zoned urban area, and residential greenfield area identified for Kaiapoi from direction to avoid).</p> <p>Amend SUB-S3:</p> <p>"1. Residential subdivision of any area subject to an ODP, except in the Large Lot Residential Yield or where located within the <u>50 dBA Ldn Air Noise Contour</u> shall provide for a minimum net density of</p>	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			15 households per ha, unless there are demonstrated constraints then no less than 12 households per ha."				
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 63	Momentum Land Ltd		Oppose. CIAL seek to amend the subdivision provisions to restrict density in Residential Zones to the Operative District Plan minimum lot sizes. This restricts growth at Kaiapoi, including areas identified for future urban development where CIAL consider no growth should occur. MLL opposes this as they propose to rezone and develop the future development area at Kaiapoi.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.54	Christchurch International Airport Ltd	SUB-MCD9	Support matter of control and discretion for reverse sensitivity effects on Christchurch International Airport but, this is not referenced in any rules. Seek insertion into all rules applying to land within the 50 dBA Ldn Air Noise Contour. Retain SUB-MCD9, and ensure this matter of control and discretion is referenced in all rules which may apply to activities and land within the 50 dBA Ldn Air Noise Contour.	N/A	Accept in part	The submission point is accepted in part, only insofar as SUB-MCD9 is recommended to be retained, but this depends on the extent to which the rule may be modified by decisions on other submissions and by recommendations made through the Subdivision chapter s42A report.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	N/A	Reject	See above.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	N/A	Reject	See above	No
Noise							
254.55	Christchurch International Airport Ltd	Introduction	Support reference to air noise contours but amend to correct and clarify that Air noise contours do not control noise sensitive land uses, but they identify where, and at what level, aircraft noise occurs. This should inform planning rules.	3.3	Reject	See relevant section of report.	No

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			<p>Support reference to relevant District Plan chapters in the Introduction because this directs plan users to relevant provisions in other chapters.</p> <p>Amend Noise Introduction:</p> <p>"... This chapter does not control noise from aircraft in flight. However, aircraft noise contours are used to control land uses where they may be subject to noise from aircraft using Christchurch International Airport and Rangiora Airfield is felt in parts of the district. The Air Noise Contours show where aircraft noise occurs, and at what levels. There are provisions in this chapter and in other parts of the Plan which apply to activities within the Air Noise Contours. This includes residential density controls on land within the 50 dBA Ldn Air Noise Contour (which is the outer control boundary for aircraft noise in Greater Christchurch), and, within the 55 dBA Ldn Air Noise Contour, additional acoustic mitigation requirements on top of the requirements applicable to the 50 dBA Ldn Air Noise Contour. ..."</p>				
FS 63	Momentum Land Ltd		<p>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</p>	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 63	Momentum Land Ltd		<p>Oppose. CIAL seek to amend the Noise Chapter introduction, and objectives and policies, to avoid noise sensitive activities in areas of Kaiapoi that are not currently in the residential zone, and to restrict densities in existing residential zones. MLL opposes this.</p>	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No
FS 88	Kāinga Ora Homes and Communities		<p>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</p>	3.3	Accept in part	See relevant sections of report and above. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.57	Christchurch International Airport Ltd	NOISE-03	<p>Support NOISE-03 and amend to refer to Christchurch International Airport and Rangiora Airfield.</p> <p>Amend NOISE-03:</p> <p>"The avoidance of noise sensitive activities within the 65 dBA and 55 dBA Ldn Noise Contours for Rangiora Airfield and within the 50 dBA Ldn Air Noise Contour for Christchurch International Airport."</p>	3.3	Reject	See relevant section of report.	No

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FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 63	Momentum Land Ltd		<i>Oppose. CIAL seek to amend the Noise Chapter introduction, and objectives and policies, to avoid noise sensitive activities in areas of Kaiapoi that are not currently in the residential zone, and to restrict densities in existing residential zones. MLL opposes this.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.58	Christchurch International Airport Ltd	NOISE-P1	Support NOISE-P1 and note that there is a more specific policy regarding the Air Noise Contour (NOISE-P4). NOISE-P4 should override NOISE-P1, to the extent that there is any inconsistency. Retain NOISE-P1 as notified.	N/A	Accept in part	The submission point is accepted in part, but only insofar as NOISE-P1 is recommended to be retained, but this depends on the extent to which policy NOISE-P1 may be modified by decisions on other submissions. All NOISE policies are to be taken together and no hierarchy exists between them, however greater weight may be given to those policies considered more relevant during assessment depending on circumstances.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	N/A	Reject	<i>See above.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	N/A	Reject	<i>See above.</i>	No
254.59	Christchurch International Airport Ltd	NOISE-P4	Support NOISE-P4 for reverse sensitivity associated with aircraft noise but oppose exemption for new residential Development Areas in the 50 dBA Ldn Air Noise Contour. Canterbury Regional Policy Statement 6.3.5 exempts existing (at that time) residential and greenfield priority land in Kaiapoi. This provided for displacement following the 2010/2011 earthquakes and there is no support for northern Kaiapoi Future Development Area.	3.3	Reject	See relevant section of report.	No

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			<p>As rules relate to multiple zones, objective should either be replicated in zone chapters or include precise cross references in the relevant zone chapters.</p> <p>Amend second part of policy to prioritise avoidance of noise sensitive activities in the 50 dBA Ldn Air Noise Contour. There is additional regulation at the 55 dBA Ldn Air Noise Contour for new buildings or additions (occupied or not).</p> <p>Amend NOISE P4:</p> <p>"Protect Christchurch International Airport from reverse sensitivity effects by:</p> <ol style="list-style-type: none"> 1. avoiding Noise Sensitive Activities ... Kaiapoi Residential Zones, or the residential greenfield priority areas for Kaiapoi identified in Chapter 6 – Map A of the RPS (gazetted 6 December 2013) or any residential Development Area; and 2. requiring noise insulation for new buildings and additions to existing buildings within the 50 dBA Ldn and 55 dBA Ldn Air Noise Contour for Christchurch International Airport." 				
FS 63	Momentum Land Ltd		<p>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</p>	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 63	Momentum Land Ltd		<p>Oppose. CIAL seek to amend the Noise Chapter introduction, and objectives and policies, to avoid noise sensitive activities in areas of Kaiapoi that are not currently in the residential zone, and to restrict densities in existing residential zones. MLL opposes this.</p>	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No
FS 88	Kāinga Ora Homes and Communities		<p>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</p>	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.60	Christchurch International Airport Ltd	NOISE-R14	<p>Support NOISE-R14 and noise mitigation standards and amend Plan to align with current expert acoustic advice. Move rule to zone chapters for plan user access and visibility, or seek clear cross references within Zone chapters to direct plan users.</p> <p>Amend NOISE-R14:</p> <p>"...</p> <ol style="list-style-type: none"> 1. any new building or any addition to an existing building for an activity listed in Table NOISE-1 within the 55 dBA Ldn Air Noise 	3.3	Reject	See relevant section of report.	No

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			<p>Contour for Christchurch International Airport, shown on the planning map, shall be insulated from aircraft noise to ensure indoor sounds levels stated in Table NOISE-1 are not exceeded, when windows and doors are closed, and:</p> <p>2. <u>windows and doors need to be closed to achieve the internal noise levels specified in Table NOISE-1, an alternative ventilation system shall be provided which satisfies clause G4 of the New Zealand Building Code and provides satisfactory internal thermal conditions.</u></p> <p>...</p> <p>c. if required by the District Council, in conjunction with in conjunction with the final building inspection the sound transmission of the façade shall be tested in accordance with ISO 16283-3:2016 to demonstrate that the required façade sound insulation performance has been achieved, and a test report is to be submitted to the District Council's Manager, Planning and Regulation. Should the façade fail to achieve the required standard then it shall be improved to the required standard and re-tested prior to occupation."</p>				
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant sections of report and above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant sections of report and above. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.61	Christchurch International Airport Ltd	NOISE-R15 Table NOISE-1	<p>Support Table NOISE-1 including indoor design and sound level requirements for building in the 55 dBA Ldn Air Noise Contour for Christchurch International Airport. Locate the advice note alongside this table.</p> <p>Amend Table Noise 1 to add an advisory note:</p> <p><u>"Advisory Note</u> <u>Noise insulation calculations and verification shall be as follows:</u> - Building consent applications shall be accompanied with a report detailing the calculations showing how the required sound insulation and construction methods have been determined. - For the purpose of sound insulation calculations, the external noise levels for a site shall be determined by application of the air noise contours Ldn and LAE. Where a site falls within the contours</p>	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>the calculations shall be determined by linear interpolation between the contours.</p> <p>- In conjunction with the final building inspection the sound transmission of the façade shall be tested in accordance with ISO 16283-3:2016 to demonstrate that the required façade sound insulation performance has been achieved, and a test report is to be submitted to the District Council's Manager, Planning and Regulation. Should the façade fail to achieve the required standard then it shall be improved to the required standard and re-tested prior to occupation."</p>				
FS 63	Momentum Land Ltd		<p>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</p>	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		<p>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</p>	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.62	Christchurch International Airport Ltd	NOISE-R17	<p>Support NOISE-R17 with amendment. Noise sensitive activities should be avoided, not permitted when incorporating acoustic design requirements, within the 50 dBA Ldn Air Noise Contour as this does not meet Canterbury Regional Policy Statement (CRPS) policy. Noise sensitive land uses involve outdoor areas which cannot be insulated from noise.</p> <p>Rule non-compliance should be a non-complying activity, except within existing Kaiapoi Residential Zones, greenfield priority areas to give effect to policy 6.3.5(4) of the CRPS. Land use rules in the 50 dBA Ldn Air Noise Contour apply to various zones, and the rule should relocate to relevant zone chapters or have clear cross references in the relevant zone chapters to direct plan users.</p> <p>The advisory note amendment would assist understanding the application of the 50 and 55 dBA Ldn Air Noise Contours.</p> <p>Amend NOISE-R17:</p> <p>"... the activity is a residential activity located within a Residential Zones and complies with the relevant density rules for that zone; of</p>	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>2. any activity meets the indoor sounds levels stated in Table NOISE 1, when windows and doors are closed.</p> <p>Activity status when compliance not achieved:</p> <p><u>1. For residential activities: RDIS</u> Matters of discretion are restricted to: ... <u>For all other noise sensitive activities: NC</u> ...</p> <p>Advisory Note Noise insulation calculations and verification shall be as follows: – Building consent applications shall be accompanied with a report detailing the calculations showing how the required sound insulation and construction methods have been determined. – For the purpose of sound insulation calculations, the external noise levels for a site shall be determined by application of the air noise contours Ldn and LAE. Where a site falls within the contours the calculations shall be determined by linear interpolation between the contours. – If required by the District Council, in conjunction with the final building inspection the sound transmission of the façade shall be tested in accordance with ISO 16283-3:2016 to demonstrate that the required façade sound insulation performance has been achieved, and a test report is to be submitted to the District Council's Manager, Planning and Regulation. Should the façade fail to achieve the required standard then it shall be improved to the required standard and re-tested prior to occupation. - <u>The 55 dBA Ldn Air Noise Contour applies as an additional layer over the 50 dBA Ldn Air Noise Contour. For the avoidance of doubt, any property lying within the 55 dBA Ldn Air Noise Contour is also subject to the rules applicable to the 50 dBA Ldn Air Noise Contour".</u></p>				
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.3	Accept in part	<p><i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i></p>	No
FS 88	Kāinga Ora Homes and Communities		<p><i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i></p>	3.3	Accept in part	<p><i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i></p>	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
254.63	Christchurch International Airport Ltd	NOISE-MD2	Support NOISE-MD2 for noise effect management and seek they be retained but a no complaints covenant would not be appropriate to manage noise effects as they do not avoid noise effects, just restrict occupants from complaining. Amend NOISE-MD2 to delete (6): "Management of noise effects ... 6. The reasonableness and effectiveness of any legal instrument to be registered against the title that is binding on the owner and owner's succession in title, containing a 'no complaint' clause relating to the noise of aircraft using Christchurch International Airport."	N/A	Accept in part	Agree with deletion of clause (6). I agree that 'no complaints' clauses do not avoid noise effects, just restrict occupants from complaining. 'No complaints' clauses may also be unlawful as it may not be possible to ask or 'require' people to 'contract out' of their right to complain under the Human Rights Act or Bill of Rights, especially with regards to noise which is a potential health and safety issue. However, the submission point is accepted only in part depending on the extent to which NOISE-MD2 may be modified by decisions on other submissions.	Yes
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	N/A	Reject	See above.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	N/A	Reject	See above.	No
254.64	Christchurch International Airport Ltd	NOISE-MD3	NOISE-MD3 is appropriate and should be retained. Retain NOISE-MD3, and amend (3). " 3. The extent to which the provision of a report from an acoustic specialist which provides evidence that the level of acoustic insulation ensures the amenity values, health and safety of present and future residents and occupiers."	N/A	Accept in part	The amendment requested is minor and arguably could be done as a 'clause 16 minor amendment' as it appears to be a 'typo'. However, the submission point is accepted only in part depending on the extent to which NOISE-MD3 may be modified by decisions on other submissions.	Yes
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	N/A	Reject	See above.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	N/A	Reject	See above.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
254.151	Christchurch International Airport Ltd	NOISE - General	<p>Support provisions that avoid noise sensitive activities in the 50 dBA Ldn Air Noise Contour and insulate new buildings in the 55 dBA Ldn Air Noise Contour. Amend to provide for these matters (refer Appendix B submission).</p> <p>"Noise boundaries" under New Zealand Standard NZS 6805:1992 "Airport Noise Management and Land Use Planning" is implemented nationally.</p> <p>The 50 dBA Ldn Air Noise Contour is the outer control boundary for Greater Christchurch and where controls are needed to manage the new noise sensitive activities near the Airport. This is to limit occupants subjected to higher noise levels, and noise effects from aircraft operation, and avoid reverse sensitivity effects on the Airport.</p> <p>The 55 dBA Ldn Air Noise Contour is where extra controls are needed so new buildings/extensions are insulated to mitigate aircraft noise effects on occupants.</p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.152	Christchurch International Airport Ltd	NOISE - General	Christchurch International Airport Limited has completed the air noise contour remodelling work, required by Policy 6.3.11(3) of the Canterbury Regional Policy Statement (CRPS) and provided updated contours based on two different modelling approaches (a contour which models the annual average noise levels, and a contour which models an outer envelope of the average busiest three month period on each runway) to the Canterbury Regional Council for peer review. As the updated contours are not yet confirmed, the current Air Noise Contours shown on Map A of the CRPS remain. The most notable change between the updated Air Noise Contours and the contours in Map A CRPS is the shape, with the updated Air Noise Contours extending further west than the Map A contours (refer to Appendix C of submission for remodelled contours). This is due to changes in aircraft flight paths associated with significant changes in aviation navigation, which have	3.3	Reject	See relevant section of report. In addition, retention of the zonings requested is not subject to the recommendations of this report but may be subject to the outcome of hearings into the Rural and Residential chapters and rezoning requests.	No

TABLE A2: AIRPORT NOISE CONTOURS							
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			<p>improved safety, reduced carbon emissions, and directed departure flight paths away from urban areas. It is important for the Proposed Plan to be prepared with this parallel contour remodelling process in mind. Support the predominantly rural zoning notified on land to the West of Kaiapoi and in the vicinity of Ohoka. The updated contours provide relevant and important up to date information about aircraft noise in the district. It would be inappropriate to alter the rural zoning of the land, or expand or intensify existing residential or semi-urban zoning, in areas that are likely to fall within the updated Air Noise Contours.</p> <p>Retain the predominantly rural zoning on land west of Kaiapoi, and in the vicinity of Ohoka, as it would be inappropriate to alter the rural zoning of the land which may be located within updated Air Noise Contours, which are still being finalised. Retain residential or semi-urban zoning such as Large Lot Residential or Settlement zoning, within areas that are likely to be located within the updated Air Noise Contours, which are still being finalised.</p>				
FS 63	Momentum Land Ltd		<p>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</p>	3.3	Accept in part	<p>See relevant section of report and above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</p>	No
FS 88	Kāinga Ora Homes and Communities		<p>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</p>	3.3	Accept in part	<p>See relevant section of report and above. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</p>	No
325.149 ⁸	Kāinga Ora Homes and Communities	Noise - General	<p><u>Opposes the noise corridor overlay and related provisions within the Noise Chapter and seeks balance between providing for noise generating activities and managing effects on the community.</u></p> <p><u>Delete the noise corridor overlay maps as they do not reflect the distances prescribed in the rules/standards in relation to the State Highway and railway.</u></p> <p><u>Additional requirements for indoor noise design levels are unnecessary and overly restrictive, without a corresponding burden on infrastructure providers to manage effects.</u></p>	3.3	Accept in part	<p><u>See relevant section of report.</u></p> <p><u>The matters summarised in the first four paragraphs relate to noise generally and vibration, not specifically to noise from aircraft using Christchurch International Airport.</u></p> <p><u>No designation for Christchurch International Airport is sought in the Proposed Plan.</u></p> <p><u>In addition, the existing Airport noise contours and associated provisions still</u></p>	No

⁸ Inadvertently omitted from s42A report but included in s42A reporting officer speaking notes to Panel at Hearing on 19 February 2024

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p><u>Opposes management of vibration effects as this adds cost for compliance, relies on a Standard that is not publicly available, and requires specialist assessment. Setbacks from State Highway and Rail will mitigate vibration effects.</u></p> <p><u>Delete the Aircraft noise provisions including any mapped noise overlays and contour maps. Seeks that the relevant Airport designation(s) is included along with any proposed noise contour overlay and provisions, otherwise delete the relevant provisions.</u></p> <p><u>Delete mapped Noise Overlay and Airport Noise contour maps. Amend Noise Chapter provisions.</u></p>			<u>apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</u>	
Temporary Activities							
254.65	Christchurch International Airport Ltd	TEMP-R4	<p>Supports limit of 31 consecutive days for filming and seeks that this activity does not occur within the 50 dBA Ldn Air Noise Contour without compliance with indoor sound design requirements. Filming requires sound stages and other facilities which need a quiet environment to operate so it is important any application for filming within the Noise Contour is notified to Christchurch International Airport Limited to manage potential effects.</p> <p>Amend TEMP-R4: "..."</p> <p>5. there is a total maximum of 250 vehicle movements per day; <u>6. the site is not within the 50 dBA Ldn Air Noise Contour unless a design report shows compliance with NOISE-TABLE1.</u></p> <p>...</p> <p><u>Notification:</u> <u>Any application arising from TEMP-R4 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval)."</u></p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No

TABLE A2: AIRPORT NOISE CONTOURS							
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254.66	Christchurch International Airport Ltd	TEMP-R7	<p>Neutral for TEMP-R7 provided temporary accommodation within the 50 dBA Ldn Air Noise Contour is not enabled. Retain 31 day limitation. Amend so that temporary accommodation is not permitted in the 50 dBA Ldn Christchurch International Air Noise Contour and that Christchurch International Airport is notified of any applications.</p> <p>Amend TEMP-R7:</p> <p>"Where:</p> <ol style="list-style-type: none"> every temporary building or structure is removed from the site within 31 days of completion of the building or construction works or after the Code of Compliance Certificate for the subject building or construction works has been issued, whichever occurs first; <u>no temporary accommodation shall be located within the 50 dBA Ldn Air Noise Contour.</u> <p>Notification:</p> <p><u>Any application involving a breach of TEMP-R7 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval)."</u></p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
PART 3 – AREA SPECIFIC MATTERS							
Residential Zones							
254.67	Christchurch International Airport Ltd	Introduction - General Objectives and Policies for all Residential Zones	<p>Seek that the Introduction recognises importance of density controls to avoid reverse sensitivity effects on the Airport.</p> <p>Amend RESZ Introduction by adding:</p> <p>"... <u>Within the 50 dBA Ldn Air Noise Contour residential density is also controlled in order to avoid adverse reverse sensitivity effects on Christchurch International Airport.</u>"</p>	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.71	Christchurch International Airport Ltd	New Policy	<p>Seek new policy emphasising the importance of protecting infrastructure from reverse sensitivity effects caused by incompatible land use and is a matter relevant to the use, development and protection of resources in the zone.</p> <p>Alternatively, seeks that provisions cross-reference to other policies requiring avoidance of adverse reverse sensitivity effects so that it is clear the policy is relevant to activities in the Residential Zones.</p> <p>Insert new policy, or if alternatively, cross-reference to relevant policies in other parts of the Proposed Plan:</p> <p><u>"Protect critical infrastructure, regionally significant infrastructure, and strategic infrastructure by avoiding adverse effects, including reverse sensitivity effects, from incompatible activities on residential land, including by:</u> <u>1. within the 50 dBA Ldn Air Noise Contour for Christchurch International Airport, avoiding residential units on sites under 600m2; and</u> <u>..."</u> [inset specifics that may be relevant to other strategic infrastructure]</p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 63	Momentum Land Ltd		Oppose. CIAL seek a suite of amendments to the residential zone provisions to restrict all noise sensitive activities beneath the Air Noise Contour. MLL opposes this.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.92	Christchurch International Airport Ltd	New Matter of Discretion for all Residential Zones	<p>Insert new matter of discretion to ensure that any proposed noise sensitive activity within the Airport noise contour is established in an appropriate location and will be designed and operated appropriately.</p> <p>Insert new matter of discretion for Residential Zones:</p> <p><u>"Christchurch International Airport</u> <u>1. the extent to which effects on amenity, as a result of the sensitivity of noise sensitive activities to current and future noise generation from aircraft, are proposed to be managed;</u> <u>2. whether reverse sensitivity effects that may limit the operation, maintenance or upgrade of Christchurch International Airport are avoided."</u></p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
General Residential Zone							
254.72	Christchurch International Airport Ltd	Activity Rules - General	<p>Concerned to avoid further intensification of noise sensitive uses within the 50 dBA Ldn Air Noise Contour to avoid exposure of occupants to heightened levels of noise and protect the Airport operations from reverse sensitivity.</p> <p>While the "avoid" policy in Canterbury Regional Policy Statement Policy 6.3.5(4) does not apply to existing residential zones, it is appropriate to insert controls on development of noise sensitive activities within the 50 dBA Ldn Air Noise Contour.</p> <p>Insert new rule or, amend existing rules where appropriate to give effect to the below relief:</p>	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
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			<p>"GRZ-R[xx] Noise sensitive activities within Christchurch International Airport 50 dBA Ldn Air Noise Contour</p> <p>Activity status: RDIS</p> <p>Where:</p> <p><u>1. Any new residential activity or residential unit proposed on a site within the 50 dBA Ldn Air Noise Contour that does not meet the minimum allotment size of 600m2 or which does not meet built form standard GRZ-BFS2;</u></p> <p><u>2. any other noise sensitive activity within the 50 dBA Ldn Air Noise Contour.</u></p> <p>Activity status when compliance not achieved: N/A</p> <p>Matters of discretion are limited to: RES-MD[xx] – Christchurch International Airport"</p>				
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 63	Momentum Land Ltd		Oppose. CIAL seek a suite of amendments to the residential zone provisions to restrict all noise sensitive activities beneath the Air Noise Contour. MLL opposes this.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.73	Christchurch International Airport Ltd	GRZ-R7	<p>Support limitations on larger scale boarding house activities. Where a proposal for a boarding house for more than eight people is lodged for a site under the 50 dBA Ldn Air Noise Contour, issues of reverse sensitivity and amenity impacts of aircraft noise will be relevant considerations. Christchurch International Airport Ltd should be notified in such cases.</p> <p>Amend GRZ-R7:</p> <p>" ...</p>	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>1. a maximum of eight people shall be accommodated per site, including any on site managers.</p> <p>Activity status when compliance not achieved: DIS</p> <p>Notification: Any application involving a site within the 50 dBA Ldn Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval)."</p>				
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.74	Christchurch International Airport Ltd	GRZ-R8	<p>Care facilities are noise sensitive activities and further scrutiny is required if they are to be located within the 50 dBA Ldn Air Noise Contour so that effects on occupants and airport operations can be considered.</p> <p>Amend GRZ-R8:</p> <p>"Where: 1. the site is not within the 50 dBA Ldn Air Noise Contour.</p> <p>Activity status when compliance not achieved: N/A <u>RDIS</u></p> <p>Matters of discretion are limited to: <u>RES-MD[xx] – Christchurch International Airport</u></p> <p>Notification: Any application involving a breach of GRZ-R8 shall be limited notified at least to Christchurch International Airport (absent its written approval)."</p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.75	Christchurch International Airport Ltd	GRZ-R9	<p>Visitor accommodation is a noise sensitive activity unless it is designed, operated and constructed to a standard which mitigates the effects of aircraft noise on occupants.</p> <p>Support Discretionary status for visitor accommodation for more than eight people which may require increased scrutiny, including where it is proposed to be located within the 50 dBA Ldn Air Noise Contour.</p> <p>Amend GRZ-R9:</p> <p>" ... Activity status when compliance not achieved: DIS</p> <p><u>Notification:</u> Any application involving a site within the 50 dBA Ldn Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval)."</p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.76	Christchurch International Airport Ltd	GRZ-R12	<p>Education facilities are noise sensitive activities should be subject to scrutiny within residential areas in the 50 dBA Ldn Air Noise Contour so that effects on occupants and airport operations can be considered.</p> <p>Amend GRZ-R12:</p> <p>" ... <u>6. the site is not within the 50 dBA Ldn Air Noise Contour.</u></p>	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>Activity status when compliance <u>with GRZ-R12(1)-(5)</u> is not achieved: DIS</p> <p>Activity status when compliance <u>with GRZ-R12(6)</u> is not achieved: <u>RDIS</u></p> <p><u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u></p> <p><u>Notification:</u> <u>Any application involving a breach of GRZ-R12 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval)."</u></p>				
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.3	Accept in part	<p><i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i></p>	No
FS 88	Kāinga Ora Homes and Communities		<p><i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i></p>	3.3	Accept in part	<p><i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i></p>	No
254.77	Christchurch International Airport Ltd	GRZ-R15	<p>Health care facilities are noise sensitive activities and should be subject to scrutiny within residential areas in the 50 dBA Ldn Air Noise Contour so that effects on occupants and airport operations can be considered.</p> <p>Amend GRZ-R15: "..."</p> <p><u>6. the site is not within the 50 dBA Ldn Air Noise Contour.</u></p> <p>Activity status when compliance <u>with GRZ-R15(1)-(5)</u> is not achieved: DIS</p> <p>Activity status when compliance <u>with GRZ-R15(6)</u> is not achieved: <u>RDIS</u></p> <p><u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u></p> <p><u>Notification:</u></p>	3.3	Reject	<p>See relevant section of report.</p>	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<u>Any application involving a breach of GRZ-R15 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u> "				
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.78	Christchurch International Airport Ltd	GRZ-R19	<p>Multi-unit residential developments should be restricted within the 50 dBA Ldn Air Noise Contour as they would be inappropriate and potentially expose a larger number of occupants to undesirable levels of aircraft noise, while exposing Christchurch International Airport to adverse reverse sensitivity effects.</p> <p>Support Restricted Discretionary status and seek an additional matter of discretion for proposals that are located within the 50 dBA Ldn Air Noise Contour.</p> <p>Amend GRZ-R19:</p> <p>"... Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage <u>Where the site is within the 50 dBA Ldn Air Noise Contour: RES-MD[xx] – Christchurch International Airport</u></p> <p>Notification: An application for a restricted discretionary activity under this rule is precluded from being publicly notified or limited notified, <u>except that any application within the 50 dBA Ldn Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>"</p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.79	Christchurch International Airport Ltd	GRZ-R20	Retirement villages are noise sensitive activities. Support Restricted Discretionary status and seek an additional matter of discretion for proposals that are located within the 50 dBA Ldn Air Noise Contour. Amend GRZ-R20: " ... Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage <u>Where the site is within the 50 dBA Ldn Air Noise Contour: RES-MD[xx] – Christchurch International Airport</u> Notification: An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified. <u>Any application within the 50 dBA Ldn Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval).</u> "	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 63	Momentum Land Ltd		Oppose. CIAL seek a suite of amendments to the residential zone provisions to restrict all noise sensitive activities beneath the Air Noise Contour. MLL opposes this.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.80	Christchurch International Airport Ltd	GRZ-R23	Campgrounds are noise sensitive activities and should not be located within the 50 dBA Ldn Air Noise Contour. It is not possible to insulate a tent or caravan to mitigate adverse noise effects.	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>Amend GRZ-R23:</p> <p><u>"Where:</u></p> <p><u>1. the site is not within the 50 dBA Ldn Air Noise Contour</u></p> <p>Activity status when compliance not achieved: N/A <u>NC</u></p> <p><u>Notification:</u> <u>Any application involving a breach of GRZ-R23 (1) shall be limited notified at least to Christchurch International Airport (absent its written approval)."</u></p>				
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.3	Accept in part	<p><i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i></p>	No
FS 88	Kāinga Ora Homes and Communities		<p><i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i></p>	3.3	Accept in part	<p><i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i></p>	No
254.81	Christchurch International Airport Ltd	GRZ-BFS1	<p>Seeks that the current residential densities in the Operative District Plan are retained within the 50 dBA Ldn Air Noise Contour. While there was an exemption to the strict "avoid" policy in the Canterbury Regional Policy Statement for existing residential areas and greenfield priority areas in Kaiapoi, it will not be appropriate to continue to intensify these developments as it will expose additional occupants to aircraft noise and create adverse reverse sensitivity effects on Airport operations.</p> <p>Amend GRZ-BFS1:</p> <p>"1. <u>outside of the 50 dBA Ldn Air Noise Contour</u>, site density shall be a maximum of one residential unit per 500m² of net site area, which can be calculated over multiple adjacent sites. 2. <u>within the 50 dBA Ldn Air Noise Contour</u>, site density shall be a maximum of one residential unit per 600m² of net site area ..."</p>	3.3	Reject	<p>See relevant section of report.</p>	No
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made</i></p>	3.3	Accept in part	<p><i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the</i></p>	No

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Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>			<i>relief sought by MLL in their original submission.</i>	
FS 63	Momentum Land Ltd		<i>Oppose. CIAL seek a suite of amendments to the residential zone provisions to restrict all noise sensitive activities beneath the Air Noise Contour. MLL opposes this.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.155	Christchurch International Airport Ltd	GRZ-R13	<p>Amend GRZ-R13 as childcare facilities are noise sensitive activities and should be subject to scrutiny so that effects on occupants and airport operations can be considered.</p> <p>Amend GRZ-R13:</p> <p>"Activity status: PER</p> <p>Where:</p> <p>...</p> <p><u>6. the site is not within the 50 dBA Ldn Air Noise Contour.</u></p> <p>Activity status when compliance <u>with GRZR13(1)-(5) is not achieved: DIS</u></p> <p>Activity status when compliance <u>with GRZ-R13(6) is not achieved: RDIS</u></p> <p>Matters of discretion are limited to: <u>RES-MD[xx] – Christchurch International Airport</u></p> <p>Notification: <u>Any application involving a breach of GRZ-R13 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval)."</u></p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and</i>	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>			<i>associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	
Medium Density Residential Zone							
254.82	Christchurch International Airport Ltd	Activity Rules - General	<p>Concerned to avoid further intensification of land within the 50 dBA Ldn Air Noise Contour to avoid exposure of occupants to heightened levels of noise and protect the Airport from reverse sensitivity.</p> <p>Seek that the Operative District Plan densities for the zone are retained within the 50 dBA Ldn Air Noise Contour.</p> <p>Insert new rule:</p> <p><u>"MRZ-R[xx] Noise sensitive activities within Christchurch International Airport 50 dBA Ldn Air Noise Contour</u></p> <p><u>Activity status: RDIS</u></p> <p><u>Where:</u></p> <p><u>1. Any new residential activity or residential unit proposed on a site within the 50 dBA Ldn Air Noise Contour that does not meet the minimum allotment size of 300m2 or which does not meet built form standard GRZ-BFS2;</u></p> <p><u>2. any other noise sensitive activity within the 50 dBA Ldn Air Noise Contour.</u></p> <p><u>Activity status when compliance not achieved: N/A</u></p> <p><u>Matters of discretion are limited to: RES-MD[xx] – Christchurch International Airport"</u></p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 63	Momentum Land Ltd		<i>Oppose. CIAL seek a suite of amendments to the residential zone provisions to restrict all noise sensitive activities beneath the Air Noise Contour. MLL opposes this.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect</i>	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>provisions in full including any mapped noise overlays, contour maps. Disallow.</i>			<i>to the RPS pending the outcome of its review - see section 3.3.2.</i>	
254.83	Christchurch International Airport Ltd	MRZ-R7	<p>Support limitations on larger scale boarding house activities. Where a proposal for a boarding house for more than eight people is lodged for a site under the 50 dBA Ldn Air Noise Contour, reverse sensitivity and amenity impacts of aircraft noise will be relevant considerations and Christchurch International Airport Ltd be notified.</p> <p>Amend MRZ-R7:</p> <p>"... <u>Notification:</u> Any application involving a site within the 50 dBA Ldn Air Noise Contour shall be limited notified at least to Christchurch International Airport (absent its written approval)."</p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.84	Christchurch International Airport Ltd	MRZ-R8	<p>Care facilities are noise sensitive activities and should be subject to scrutiny where proposed within the 50 dBA Ldn Air Noise Contour to ensure an appropriate location and appropriate design and operation.</p> <p>Amend MRZ-R8:</p> <p>"<u>Where:</u> 1.the site is not within the 50 dBA Ldn Air Noise Contour.</p> <p>Activity status when compliance not achieved: N/A <u>RDIS</u></p> <p><u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u></p> <p><u>Notification:</u></p>	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<u>Any application involving a breach of MRZ-R8 shall be limited notified at least to Christchurch International Airport (absent its written approval)."</u>				
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.85	Christchurch International Airport Ltd	MRZ-R9	<p>Support MRZ-R9 for the same reasons as outlined with respect to GRZ-R9. Visitor accommodation is a noise sensitive activity unless it is designed, operated and constructed to standards which mitigate effects of aircraft noise on occupants.</p> <p>Support Discretionary status for visitor accommodation for more than eight people which may require increased scrutiny including where it is proposed to be located within the 50 dBA Ldn Air Noise Contour.</p> <p>Amend MRZ-R9:</p> <p>"... Activity status: PER</p> <p>Where: 1. a maximum of eight <u>people</u> shall be accommodated per site.</p> <p>Activity status when compliance not achieved: DIS"</p>	N/A	Reject	While the rule is recommended to be retained and the change sought seems minor, the requested change is considered unnecessary, and changing from "visitors" to "people" is considered unreasonably restrictive as "people" includes staff/owners/operators as well as visitors which is considered an unreasonable constraint as in my view eight visitors is already a relatively small operation.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	N/A	Accept in part	<i>See above. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	N/A	Accept in part	<i>See above. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
254.86	Christchurch International Airport Ltd	MRZ-R12	<p>Education facilities are noise sensitive activities and should be subject to scrutiny where proposed within the 50 dBA Ldn Air Noise Contour to ensure appropriate location, and design and operation.</p> <p>Amend MRZ-R12:</p> <p>" ... <u>6. the site is not within the 50 dBA Ldn Air Noise Contour.</u></p> <p>Activity status when compliance <u>with MRZ-R12(1)-(5)</u> is not achieved: DIS</p> <p>Activity status when compliance <u>with MRZ-R12(6)</u> is not achieved: <u>RDIS</u></p> <p><u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u></p> <p><u>Notification:</u> <u>Any application involving a breach of MRZ-R12(6) shall be limited notified at least to Christchurch International Airport (absent its written approval)."</u></p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		<p><i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i></p>	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.87	Christchurch International Airport Ltd	MRZ-R13	<p>Childcare facilities are noise sensitive activities and should be subject to scrutiny where proposed within the 50 dBA Ldn Air Noise Contour to ensure appropriate location, design and operation.</p> <p>Amend MRZ-R13:</p> <p>" ... <u>6. the site is not within the 50 dBA Ldn Air Noise Contour.</u></p>	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>Activity status when compliance <u>with MRZ-R13(1)-(5)</u> is not achieved: DIS</p> <p>Activity status when compliance <u>with MRZ-R13(6)</u> is not achieved: <u>RDIS</u></p> <p><u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u></p> <p><u>Notification:</u> <u>Any application involving a breach of MRZ-R13(6) shall be limited notified at least to Christchurch International Airport (absent its written approval.)</u></p>				
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.3	Accept in part	<p><i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i></p>	No
FS 88	Kāinga Ora Homes and Communities		<p><i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i></p>	3.3	Accept in part	<p><i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i></p>	No
254.88	Christchurch International Airport Ltd	MRZ-R15	<p>Health care facilities are noise sensitive activities should be subject to scrutiny within residential areas in the 50 dBA Ldn Air Noise Contour so that effects on occupants and airport operations can be considered.</p> <p>Amend MRZ-R15:</p> <p>"... <u>6. the site is not within the 50 dBA Ldn Air Noise Contour.</u></p> <p>Activity status when compliance <u>with MRZ-R15(1)-(5)</u> is not achieved: DIS</p> <p>Activity status when compliance <u>with MRZ-R15(6)</u> is not achieved: <u>RDIS</u></p> <p><u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u></p> <p><u>Notification:</u></p>	3.3	Reject	<p>See relevant section of report.</p>	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<u>Any application involving a breach of MRZ-R15(6) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u> "				
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.89	Christchurch International Airport Ltd	MRZ-R18	Support Restricted Discretionary status for multi-unit residential developments and seek an additional matter of discretion for proposals located within the 50 dBA Ldn Air Noise Contour. Amend MRZ-R18: "... 2. at least 50% of all residential units within a development shall have a habitable space located at ground level; and 3. a design statement shall be provided with the application; and 4. the site is not within the 50 dBA Ldn Air Noise Contour. Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage <u>RES-MD[xx] – Christchurch International Airport</u> Notification: An application for a restricted discretionary activity under this rule is precluded from being publicly notified or limited notified, <u>except that any application involving a breach of MRZ-R18(4) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u> "	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour.</i>	3.3	Accept in part	See relevant sections of report. In addition, the existing Airport noise contours and	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>			<i>associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	
254.90	Christchurch International Airport Ltd	MRZ-R19	<p>Support Restricted Discretionary status for Retirement Villages and seek an additional matter of discretion for proposals located within the 50 dBA Ldn Air Noise Contour.</p> <p>Amend MRZ-R19:</p> <p>"... 1. a design statement shall be provided with the application; <u>and</u> 2. the site is not within the 50 dBA Ldn Air Noise Contour.</p> <p>Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage <u>Where the site is within the 50 dBA Ldn Air Noise Contour: RES-MD[xx] – Christchurch International Airport</u></p> <p>Notification: An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified. <u>Any application involving a breach of MRZ-R19 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval).</u>"</p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 63	Momentum Land Ltd		<i>Oppose. CIAL seek a suite of amendments to the residential zone provisions to restrict all noise sensitive activities beneath the Air Noise Contour. MLL opposes this.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant sections of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.91	Christchurch International Airport Ltd	MRZ-BFS1	Retain residential densities in the Operative District Plan to avoid further intensification of land within the 50 dBA Ldn Air Noise Contour.	3.3	Reject	See relevant section of report.	No

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Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			Amend MRZ-BFS1: "1. <u>Outside of the 50 dBA Ldn Air Noise Contour, site density shall be a maximum of one residential unit per 200m2 of net site area, which can be calculated over multiple adjacent sites.</u> 2. <u>within the 50 dBA Ldn Air Noise Contour, site density shall be a maximum of one residential unit per 300m2 of net site area</u> ..."				
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 63	Momentum Land Ltd		Oppose. CIAL seek a suite of amendments to the residential zone provisions to restrict all noise sensitive activities beneath the Air Noise Contour. MLL opposes this.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.3	Accept in part	See relevant sections of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
Rural Zones							
254.93	Christchurch International Airport Ltd	Introduction - General Objectives and Policies for all Rural Zones	Amend the Introduction to General Objectives and Policies for all Rural Zones to record that density controls importance to avoid reverse sensitivity effects on the Airport. Amend Introduction to General Objectives and Policies for all Rural Zones to add: "..." <u>Within the 50 dBA Ldn Air Noise Contour residential density is also restricted in order to avoid the location of sensitive activities where they will experience adverse amenity effects, and to avoid adverse reverse sensitivity effects on Christchurch International Airport.</u> "	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour.	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>			<i>associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	
254.95	Christchurch International Airport Ltd	RURZ-P5	<p>Limit minor residential units in the 50 dBA Ldn Air Noise Contour to family flats, as in the Christchurch Plan, to protect the Airport from reverse sensitivity effects and avoid noise effects for occupants.</p> <p>Amend RURZ-P5:</p> <p>"Provide for a minor residential unit on a site, which includes a tiny home, while:</p> <p>1. ensuring that any minor residential unit is subservient to any residential unit on the site; and</p> <p><u>2. ensuring minor residential units within the 50 dBA Ldn Air Noise Contour are only able to be occupied by family member/s who are dependent in some way on the household living within the primary residential unit.</u>"</p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
General Rural Zone							
254.97	Christchurch International Airport Ltd	GRUZ-P2	<p>Support GRUZ-P2 direction to avoid land fragmentation and sites of less than 20ha in the General Rural Zone, but the exceptions are not appropriate within the 50 dBA Ldn Air Noise Contour, and seeks that they do not apply to land within the contours.</p> <p>Amend GRUZ-P2:</p> <p>"...</p> <p>4. is the establishment of a minor residential unit, where the site containing a residential unit is 20ha or greater, or is protected by a legacy provision in this Plan; <u>provided the development is not on land within the 50 dBA Ldn Air Noise Contour.</u>"</p>	3.3	Reject	See relevant section of report.	No

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Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.98	Christchurch International Airport Ltd	General Rural Zone - Activity Rules - General	<p>Avoiding noise sensitive activities in the 50 dBA Ldn Air Noise Contour in rural zones requires non-complying activity status for such activities.</p> <p>A variety of rules apply to noise sensitive activities GRUZ (R5, R7, R16, R25, R26, R34, and R39) but a single rule for noise sensitive activities within the 50 dBA Ldn Air Noise Contour would be a better way to apply Canterbury Regional Policy Statement Policy 6.3.5(4). Alternatively add specific clauses or standards to rules for noise sensitive activities, to the same effect.</p> <p>Insert new rule:</p> <p>"GRUZ-R[xx] Noise sensitive activities within Christchurch International Airport 50 dBA <u>Ldn Air Noise Contour</u></p> <p><u>Activity status: PER</u></p> <p><u>Where:</u></p> <p><u>1. there is no more than one residential unit on a lot with a minimum net site area of 20ha</u></p> <p><u>Activity status: NC</u></p> <p><u>All other noise sensitive activities Activity status when compliance with GRUZ-R[xx](1) not achieved: NC".</u></p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No

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Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.99	Christchurch International Airport Ltd	GRUZ-R3	Noise sensitive activities located in the 50 dBA Ldn Air Noise Contour of less than 20ha per residential unit should be non-complying. The exceptions proposed would not be appropriate within the 50 dBA Ldn Air Noise Contour. Amend GRUZ-R3: "... Activity status: PER Where: 1. a residential unit shall be located on a site with a minimum net site area of 20ha per residential unit except where provided for in (3), (4), (5), (6) and (7) below. <u>These exceptions do not apply to land within the 50 dBA Ldn Air Noise Contour;</u> ..."	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.100	Christchurch International Airport Ltd	GRUZ-R4	Restrict minor residential units in the 50 dBA Ldn Air Noise Contour to family flats, as occurs in Christchurch District rural zones. Amend GRUZ-R4: "... 4. for any site where there is a residential unit and a bonus residential unit there shall be a maximum of two minor residential units per site; and 5. a minor residential unit shall only be erected on a site less than 4ha where the site exists and is a site or allotment that was	3.3	Reject	See relevant section of report.	No

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Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			created by subdivision and was on a subdivision consent between 1 October 1991 and 24 February 2001 (inclusive of both dates); and 6. for any site within the 50 dBA Ldn Air Noise Contour, a minor residential unit shall occupied by family member/s who are dependent in some way on the household living within that residential unit."				
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.105	Christchurch International Airport Ltd	GRUZ-R40	Support and retain non-complying activity status for multi-unit residential development in this zone as it not appropriate development in rural areas. Retain GRUZ-R40 as notified.	N/A	Accept in part	No change is sought to the notified provision. However, the submission point is accepted only in part as retention of the rule depends on the extent to which it may be modified by decisions on other submissions.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	N/A	Reject	See above.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	N/A	Reject	See above.	No
254.106	Christchurch International Airport Ltd	GRUZ-R41	Support non-complying activity status for residential units on less than 20ha. Retain rule, and do not apply exemptions to land within the 50 dBA Ldn Air Noise Contour. Retain GRUZ-R41 as notified.	N/A	Accept in part	No change is sought to the notified provision. However, the submission point is accepted only in part as retention of the rule depends on the extent to which it may be modified by decisions on other submissions.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	N/A	Reject	See above.	No

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Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	N/A	Reject	See above.	No
254.107	Christchurch International Airport Ltd	GRUZ-R42	Support non-complying activity status for minor residential units located on less than 20ha. Retain rule and do not apply exemptions to land within the 50 dBA Ldn Air Noise Contour. Retain GRUZ-R42 as notified.	N/A	Accept in part	No change is sought to the notified provision. However, the submission point is accepted only in part as retention of the rule depends on the extent to which it may be modified by decisions on other submissions.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	N/A	Reject	See above.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	N/A	Reject	See above.	No
Rural Lifestyle Zone							
254.108	Christchurch International Airport Ltd	RLZ-P2	Support avoiding residential units on sites less than 4ha. Exceptions provided for would not be appropriate within the 50 dBA Ldn Air Noise Contour, and land within the contours should be excluded. Amend RLZ-P2: "... 4. Is the establishment of a minor residential unit, where the site containing a residential unit is 4ha or greater, or is protected by a legacy provision in this Plan; <u>provided the development is not on land within the 50 dBA Ldn Air Noise Contour.</u> "	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
254.109	Christchurch International Airport Ltd	Rural Lifestyle Zone - Activity Rules - General	<p>Avoid further intensification of land within 50 dBA Ldn Air Noise Contour to protect the Airport from reverse sensitivity effects and avoid noise exposure for occupants.</p> <p>Several rules apply to noise sensitive activities in the RLZ (R3, R4, R5, R7). A single noise sensitive activity rule within the 50 dBA Ldn Air Noise Contour is simple and appropriate way to apply Canterbury Regional Policy Statement 6.3.5(4). Alternatively, add clauses or standards to rules for noise sensitive activities, to the same effect as the rule sought.</p> <p>Either insert rule into the zone chapter or cross-reference clearly to NOISE-R17 requiring avoidance of noise sensitive activities within the 50 dBA Ldn Air Noise Contour (provided the relief sought is granted for NOISE-17).</p> <p>Insert new rule:</p> <p><u>"RLZ-R[xx] Noise sensitive activities within Christchurch International Airport 50 dBA Ldn Air Noise Contour</u></p> <p><u>Activity status: PER</u></p> <p><u>Where:</u> <u>1. there is no more than one residential unit on a lot with a minimum net site area of 4ha</u></p> <p><u>Activity status: NC</u></p> <p><u>All other noise sensitive activities</u> <u>Activity status when compliance with GRUZ-R[xx](1) not achieved: NC"</u></p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.3	Accept in part	<p><i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i></p>	No
FS 88	Kāinga Ora Homes and Communities		<p><i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i></p>	3.3	Accept in part	<p><i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i></p>	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
254.110	Christchurch International Airport Ltd	RLZ-R3	Any noise sensitive activity in the 50 dBA Ldn Air Noise Contour of less than 4ha per residential unit should be non-complying. Exceptions proposed are not appropriate within the 50 dBA Ldn Air Noise Contour. Amend GRUZ-R3 " ... 1. a residential unit shall be located on a site with a minimum net site area of 4ha per residential unit except where provided for in (3), (4), (5), (6) and (7) below. <u>These exceptions do not apply to land within the 50 dBA Ldn Air Noise Contour;...</u> "	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.111	Christchurch International Airport Ltd	RLZ-R4	Restrict minor residential units within the 50 dBA Ldn Air Noise Contour as in the Christchurch District rural zone where they are limited to family flats only. Amend RLZ-R4: " ... 4. For any site where there is a residential unit and a bonus residential unit there shall be a maximum of two minor residential units per site; and 5. a minor residential unit shall only be erected on a site less than 4ha where the site exists and is a site or allotment that was created by subdivision and was on a subdivision consent between 1 October 1991 and 24 February 2001 (inclusive of both dates); and <u>and</u> 6. for any site within the 50 dBA Ldn Air Noise Contour, a minor residential unit shall occupied by family member/s who are dependent in some way on the household living within that residential unit."	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives,</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is</i>	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>			<i>accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	
FS 88	<i>Kāinga Ora Homes and Communities</i>		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	<i>Accept in part</i>	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	<i>No</i>
254.116	Christchurch International Airport Ltd	RLZ-R35	<p>Campgrounds are noise sensitive and should not be enabled within the 50 dBA Ldn Air Noise Contour.</p> <p>Amend RLZ-R35:</p> <p><u>"Where:</u> It is not located within the 50 dBA Ldn Air Noise Contour.</p> <p>Activity status when compliance not achieved: N/A NC"</p>	3.3	Reject	See relevant section of report.	No
FS 63	<i>Momentum Land Ltd</i>		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	<i>Accept in part</i>	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	<i>No</i>
FS 88	<i>Kāinga Ora Homes and Communities</i>		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	<i>Accept in part</i>	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	<i>No</i>
254.117	Christchurch International Airport Ltd	RLZ-R40	Support non-complying activity status for retirement villages in the Residential Lifestyle Zone. Retain RLZ-R40 as notified.	N/A	Accept in part	No change is sought to the notified provision. However, the submission point is accepted only in part as retention of the rule depends on the extent to which it may be modified by decisions on other submissions.	No
FS 63	<i>Momentum Land Ltd</i>		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	N/A	<i>Reject</i>	<i>See above.</i>	<i>No</i>
FS 88	<i>Kāinga Ora Homes and Communities</i>		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	N/A	<i>Reject</i>	<i>See above.</i>	<i>No</i>

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
254.118	Christchurch International Airport Ltd	RLZ-R41	Support non-complying activity status for multi-unit residential developments in Rural Lifestyle Zone. Retain RLZ-R41 as notified.	N/A	Accept in part	No change is sought to the notified provision. However, the submission point is accepted only in part as retention of the rule depends on the extent to which it may be modified by decisions on other submissions.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	N/A	Reject	See above.	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	N/A	Reject	See above.	No
Commercial and Mixed Use Zones							
254.120	Christchurch International Airport Ltd	Neighbourhood Centre Zone – Activity Rules - General	Seek that the rules relating to the 50 dBA Ldn Air Noise Contour be relocated to each relevant chapter, or make cross references in the relevant zone chapters to ensure plan users are directed to the additional rules applying to land within the 50 dBA Ldn Air Noise Contour. Insert new rule: " <u>CMUZ-R[xx] Noise sensitive activities within 50 dBA Ldn Air Noise Contour</u> <u>Activity status: NC</u> <u>Where:</u> <u>1. any noise sensitive activity within the 50 dBA Ldn Air Noise Contour.</u> <u>Activity status when compliance not achieved: N/A"</u>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise</i>	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>provisions in full including any mapped noise overlays, contour maps. Disallow.</i>			<i>to the RPS pending the outcome of its review - see section 3.3.2.</i>	
254.121	Christchurch International Airport Ltd	Local Centre Zone – Activity Rules - General	<p>Seek that the rules relating to the 50 dBA Ldn Air Noise Contour be relocated to each relevant chapter, or make cross references in the relevant zone chapters to ensure plan users are directed to the additional rules applying to land within the 50 dBA Ldn Air Noise Contour.</p> <p>Insert new rule:</p> <p><u>"CMUZ-R[xx] Noise sensitive activities within 50 dBA Ldn Air Noise Contour</u></p> <p><u>Activity status: NC</u></p> <p><u>Where:</u></p> <p><u>1. any noise sensitive activity within the 50 dBA Ldn Air Noise Contour.</u></p> <p><u>Activity status when compliance not achieved: N/A"</u></p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.122	Christchurch International Airport Ltd	Large Format Retail Zone – Activity Rules - General	<p>Seek that the rules relating to the 50 dBA Ldn Air Noise Contour be relocated to each relevant chapter, or make cross references in the relevant zone chapters to ensure plan users are directed to the additional rules applying to land within the 50 dBA Ldn Air Noise Contour.</p> <p>Insert new rule:</p> <p><u>"CMUZ-R[xx] Noise sensitive activities within 50 dBA Ldn Air Noise Contour</u></p> <p><u>Activity status: NC</u></p>	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p><u>Where:</u></p> <p><u>1. any noise sensitive activity within the 50 dBA Ldn Air Noise Contour.</u></p> <p><u>Activity status when compliance not achieved: N/A"</u></p>				
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.3	Accept in part	<p>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</p>	No
FS 88	Kāinga Ora Homes and Communities		<p><i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i></p>	3.3	Accept in part	<p>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</p>	No
254.123	Christchurch International Airport Ltd	Mixed Use Zone – Activity Rules - General	<p>Seek that the rules relating to the 50 dBA Ldn Air Noise Contour be relocated to each relevant chapter, or make cross references in the relevant zone chapters to ensure plan users are directed to the additional rules applying to land within the 50 dBA Ldn Air Noise Contour.</p> <p>Insert new rule:</p> <p><u>"CMUZ-R[xx] Noise sensitive activities within 50 dBA Ldn Air Noise Contour</u></p> <p><u>Activity status: NC</u></p> <p><u>Where:</u></p> <p><u>1. any noise sensitive activity within the 50 dBA Ldn Air Noise Contour.</u></p> <p><u>Activity status when compliance not achieved: N/A"</u></p>	3.3	Reject	<p>See relevant section of report.</p>	No
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.3	Accept in part	<p>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</p>	No
FS 88	Kāinga Ora Homes and Communities		<p><i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour.</i></p>	3.3	Accept in part	<p>See relevant section of report. In addition, the existing Airport noise contours and</p>	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>			<i>associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	
254.124	Christchurch International Airport Ltd	Town Centre Zone – Activity Rules - General	<p>Seek that the rules relating to the 50 dBA Ldn Air Noise Contour be relocated to each relevant chapter, or make cross references in the relevant zone chapters to ensure plan users are directed to the additional rules applying to land within the 50 dBA Ldn Air Noise Contour.</p> <p>Insert new rule:</p> <p><u>"CMUZ-R[xx] Noise sensitive activities within 50 dBA Ldn Air Noise Contour</u></p> <p><u>Activity status: NC</u></p> <p><u>Where:</u></p> <p><u>1. any noise sensitive activity within the 50 dBA Ldn Air Noise Contour.</u></p> <p><u>Activity status when compliance not achieved: N/A"</u></p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
Industrial Zones							
254.125	Christchurch International Airport Ltd	General Industrial Zone - Activity Rules - General	<p>Seeks that the rules relating to the 50 dBA Ldn Air Noise Contour be relocated to each relevant chapter or that thorough and explicit cross references are made in the relevant zone chapters to ensure plan users are directed to the additional rules applying to land within the 50 dBA Ldn Air Noise Contour.</p> <p>Insert new rule:</p> <p><u>"GIZ-R[xx] Noise sensitive activities within 50 dBA Ldn Air Noise Contour</u></p>	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p><u>Activity status: NC</u></p> <p><u>Where:</u></p> <p><u>1. any noise sensitive activity within the 50 dBA Ldn Air Noise Contour.</u></p> <p>Activity status when compliance not achieved: N/A"</p>				
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.126	Christchurch International Airport Ltd	Light Industrial Zone - Activity Rules - General	<p>Seeks that the rules relating to the 50 dBA Ldn Air Noise Contour be relocated to each relevant chapter or that thorough and explicit cross references are made in the relevant zone chapters to ensure plan users are directed to the additional rules applying to land within the 50 dBA Ldn Air Noise Contour.</p> <p>Insert new rule:</p> <p>"GIZ-R[xx] Noise sensitive activities within 50 dBA Ldn Air Noise Contour</p> <p><u>Activity status: NC</u></p> <p><u>Where:</u></p> <p><u>1. any noise sensitive activity within the 50 dBA Ldn Air Noise Contour.</u></p> <p>Activity status when compliance not achieved: N/A"</p>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No

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Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.127	Christchurch International Airport Ltd	Heavy Industrial Zone - Activity Rules - General	Seeks that the rules relating to the 50 dBA Ldn Air Noise Contour be relocated to each relevant chapter or that thorough and explicit cross references are made in the relevant zone chapters to ensure plan users are directed to the additional rules applying to land within the 50 dBA Ldn Air Noise Contour. Insert new rule: " <u>GIZ-R[xx] Noise sensitive activities within 50 dBA Ldn Air Noise Contour</u> <u>Activity status: NC</u> <u>Where:</u> <u>1. any noise sensitive activity within the 50 dBA Ldn Air Noise Contour.</u> <u>Activity status when compliance not achieved: N/A"</u>	3.3	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
Special Purpose Zone (Kaiapoi Regeneration)							
254.131	Christchurch International Airport Ltd	Activity Rules - General	Avoid noise sensitive activities within the 50 dBA Ldn Air Noise Contour, in order to give effect to the Canterbury Regional Policy Statement. Not opposed to the continuation of pre-earthquake residential activities but seek that otherwise, noise sensitive activities are located outside of the contours in the Special Purpose Zone - Kaiapoi Regeneration.	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			Kaiapoi Regeneration land inside the 50 dBA Ldn Air Noise Contour should have rules and policies that avoid noise sensitive activities consistent with the relief sought above (limit development to non-sensitive activities, and do not enable further residential development).				
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
Existing Development Areas - West Kaiapoi							
254.129	Christchurch International Airport Ltd	General	Support WKP - West Kaiapoi Development Area, provided that there are no amendments to the provisions applicable to the land within the 50 dBA Ldn Air Noise Contour which would enable more intensification than allowed under the Operative District Plan. Retain WKP - West Kaiapoi Development Area as notified.	N/A	Accept in part	No change is sought to the notified provision. However, the submission point is accepted only in part as retention of the rule depends on the extent to which it may be modified by decisions on other submissions.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	N/A	Reject	See above.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	N/A	Reject	See above.	No
New Development Areas - Kaiapoi							
254.130	Christchurch International Airport Ltd	General	Part of K - Kaiapoi Development Area lies within the 50 dBA Ldn Air Noise Contour. Oppose the identification of New Development Areas within the contour as is contrary to Policy 6.3.5(4) and Policy 6.3.9(5) of the Canterbury Regional Policy Statement and would result in new noise sensitive activities being able to establish within the 50 dBA Ldn Air Noise Contour. Seek that this land is provided for business or commercial development.	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			Seek the Future Development Areas proposed on land falling within the 50 dBA Ldn Air Noise Contour be limited to development of non-sensitive activities only such as business or commercial development.				
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 63	Momentum Land Ltd		Oppose. CIAL seeks that for land within the Kaiapoi Development Area that is within the Air Noise Contour, development should be restricted to non-sensitive activities only such as business or commercial development. MLL oppose this on the basis that: a. This is the only new development area in Kaiapoi and the land is required to meet housing supply targets; b. MLL wish to develop this land for residential purposes, as provided for by the Kaiapoi Outline Development Plan; and c. The land has never been identified as being required for business purposes (i.e. business priority area) and no research has been undertaken as to the viability, or need for, business and commercial development in this location. The site is separated from the town centre and directly adjoins residential zoning. The best use of this land is for residential purposes.	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.3	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
Planning Map							
254.149	Christchurch International Airport Ltd	Planning Maps - General	Support the inclusion of the 50 dBA Ldn Air Noise Contour and 55 dBA Ldn Air Noise Contour overlays on the planning maps. Amend so that the contours are labelled clearly and described in the Plan so that plan users understand the noise levels and what the contours relate to, as a sub-set of the generalised "Noise Control Overlay" notation.	3.3	Accept in part	The submission is accepted in part, only insofar as the existing Airport noise contours are recommended to be retained pending the outcome of the RPS review. See the discussion in section 3.3.2 regarding overlays and labelling.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	N/A	Reject	See above.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour.	N/A	Reject	See above.	No

TABLE A2: AIRPORT NOISE CONTOURS							
Sub. Ref. #	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>				
325.148 ⁹	<u>Kāinga Ora Homes and Communities</u>	<u>Planning Maps - General</u>	<p><u>Opposes the noise corridor overlay and related provisions within the Noise Chapter and seeks balance between providing for noise generating activities and managing effects on the community.</u></p> <p><u>Delete the noise corridor overlay maps as they do not reflect the distances prescribed in the rules/standards in relation to the State Highway and railway.</u></p> <p><u>Additional requirements for indoor noise design levels are unnecessary and overly restrictive, without a corresponding burden on infrastructure providers to manage effects.</u></p> <p><u>Opposes management of vibration effects as this adds cost for compliance, relies on a Standard that is not publicly available, and requires specialist assessment. Setbacks from State Highway and Rail will mitigate vibration effects.</u></p> <p><u>Delete the Aircraft noise provisions including any mapped noise overlays and contour maps. Seeks that the relevant Airport designation(s) is included along with any proposed noise contour overlay and provisions, otherwise delete the relevant provisions.</u></p> <p><u>Delete mapped Noise Overlay and Airport Noise contour maps. Amend Noise Chapter provisions.</u></p>	3.3	Accept in part	<p>See relevant section of report.</p> <p><u>The matters summarised in the first four paragraphs relate to noise generally and vibration, not specifically to noise from aircraft using Christchurch International Airport.</u></p> <p><u>No designation for Christchurch International Airport is sought in the Proposed Plan.</u></p> <p><u>In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</u></p>	No

⁹ Inadvertently omitted from s42A report but included in s42A reporting officer speaking notes to Panel at Hearing on 19 February 2024

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
PART 1 – INTRODUCTION AND GENERAL PROVISIONS							
Definitions							
254.4	Christchurch International Airport Ltd	Definitions of 'bird strike' and 'bird strike risk activity'	<p>Insert new definition of 'bird strike' as bird strike is serious risk to public safety and safe, efficient airport operations. Some activities increase the risk of bird strike in the vicinity of the flight paths for aircrafts approaching or departing from the Airport, and these should be identified within a definition of 'bird strike risk activity' with provisions for control within 13km of Christchurch International Airport runways.</p> <p>Potential bird strike risk around the Airport is taken very seriously as a single strike could have significant adverse effects (Resource Management Act 1991 s3(f)). Christchurch International Airport Ltd (CIAL) is responsible for providing a safe airport operating environment and to minimise bird strike threat and incidence. Activities such as the creation of water bodies, landfills, composting facilities, sewage treatment and disposal, and agricultural activities, will affect safety unless they are properly managed. CIAL monitors and manages birds and has planning processes to manage this risk.</p> <p>The Waimakariri River is a major breeding site for bird strike risk species, and habitat for birds. In this context seek to not increase bird populations by providing food and habitat within the risk area, and adding to cumulative risk.</p> <p>The management of bird strike risk activities needs to be applied consistently across all relevant zones.</p> <p>Insert new definition of 'bird strike': <u>"Bird strike means: When a bird or flock of birds collide with an aircraft"</u></p> <p>Insert new definition of 'bird strike risk activity': <u>"Bird strike risk activity means: a. permanent artificial water body; b. excavation works, including quarrying, which result in ponding exceeding 100m2 or more of open water, for more than a continuous 48 hour period; and c. commercial pig farming, or cattle feed lots; d. fruit tree farms;</u></p>	3.4	Reject	See relevant section of report.	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>e. fish and commercial food processing activities with external food storage or waste areas accessible to birds;</p> <p>f. sewage treatment and disposal facilities;</p> <p>g. wildlife refuges or conservation areas;</p> <p>h. recreational areas or golf courses exceeding 2ha;</p> <p>i. waste management facilities and composting facilities;</p> <p>j. abattoirs and freezing works."</p>				
FS 47	Horticulture NZ		<p>Oppose. Hort NZ oppose the submissions of CIAL as considers that there will be significant [effect] on the horticulture industry. There has been no industry engagement on these matters or s32 analysis to support the proposal. Disallow the submission. Engage with the horticultural sector.</p>	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No
FS 49	NZ Pork		<p>Oppose. The submitter states that a number of activities including commercial pig farming is known to increase the risk of bird strike if they are allowed to take place in the vicinity of the flight paths for aircraft approaching or departing from the Airport. Seeks that those activities are identified and included within a definition of 'bird strike risk activity' with a corresponding suite of provisions controlling these activities within proximity of the Christchurch International Airport runways.</p> <ul style="list-style-type: none"> • No engagement with the pork industry has occurred. • No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike. • No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken. • No section 32 assessment. • No assessment of costs or benefits has been undertaken. • No assessment of alternatives has been provided (including whether district plan regulation is required). <p>Disallow.</p>	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No
FS 63	Momentum Land Ltd		<p>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</p>	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		<p>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</p>	3.4	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
FS 118	Fulton Hogan Ltd		<p>Oppose. CIAL seek a number of amendments pertaining to bird strike risks, including identifying quarries as a bird strike risk, and</p>	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p><i>an extensive 13km radius for bird strike provisions as well as supporting policy amendments. CIAL sought similar amendments through the recent Independent Hearings Panel (IHP) process that considered the Christchurch Replacement District Plan (CDP). The IHP considered these submissions and evidence from the Airport and other parties and concluded that a bird strike management area extending 3 km from the end of the CIAL runways was appropriate and no more.</i></p> <p><i>CIAL staff have previously acknowledged these decisions through the proposed Fulton Hogan Roydon Quarry consenting process (in the Selwyn District) where CIAL sought to control activities at the site, approximately 8 km from the end of the runway.</i></p> <p><i>While Fulton Hogan regularly works with CIAL to ensure the potential for bird strike is appropriately managed, the amendments sought by CIAL are inappropriate. It is noted a number of ponds or bird attracting activities could be established on other sites as of right within Christchurch City Council territorial boundaries, which means the requested amendments would create an inconsistent planning system for effects on airport operations, while also seeking to implement planning controls previously considered in detail and rejected by the IHP.</i></p> <p><i>The submissions seek to unduly limit other activities that are a considerable distance from Christchurch International Airport, do not represent sustainable management and is contrary to other planning documents and the purpose and principles of the RMA.</i></p> <p><i>For the avoidance of doubt these further submissions relate to all submission points by CIAL which seek to achieve these bird strike controls as they may impact quarrying activities including objective and policy amendments and map amendments.</i></p> <p><i>Disallow.</i></p>			<i>accepted, depends on decisions made on the relief sought in other submissions.</i>	
PART 2 – DISTRICT WIDE MATTERS							
Natural Character of Freshwater Bodies							
254.41	Christchurch International Airport Ltd	Rules - General	Planting vegetation within freshwater body setbacks has potential to increase habitat for bird strike risk species (such as Black backed gulls or Canada Geese), particularly in and around the Waimakariri River. Seek that thought is given to this when planting is carried out in this environment. Submitter can advise on types of plant species that may be compatible with planting programmes while minimising increase in bird strike risk. Insert	3.4	Reject	See relevant section of report.	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			additional matter of discretion related to management of bird strike risk.				
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.42	Christchurch International Airport Ltd	Standards - General	Planting vegetation within freshwater body setbacks has potential to increase habitat for bird strike risk species (such as Black backed gulls or Canada Geese), particularly in and around the Waimakariri River. Seek that thought is given to this potential when planting is carried out in this environment. Submitter can advise on types of plant species that may be compatible with planting programmes while minimising any increase in bird strike risk. Insert additional matter of discretion related to management of bird strike risk.	3.4	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
PART 3 – AREA SPECIFIC MATTERS							
Residential Zones							
254.134	Christchurch International Airport Ltd	Large Lot Residential Zone – Activity Rules - General	Insert provisions to provide for appropriate regulation of bird strike risk activities within 8km and 13km of the airport runways into relevant zone chapters. If that relief is rejected, insert into District-wide rules with clear cross-references to relevant zone chapters to ensure awareness for plan users. Insert provisions for bird strike risk on Christchurch International Airport into all relevant zones for land within 13km radius of the Airport:	3.4	Reject	See relevant section of report.	No

TABLE A3: BIRD STRIKE

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>"Activity status: PER</p> <p><u>Where:</u> any Bird Strike Risk Activity is proposed between an 8km and 13km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps), a birdstrike management plan prepared in consultation with CIAL has been provided to the Waimakariri District Council Planning Manager prior to the activity establishing, and accepted (within 10 days of receipt). An updated plan shall be provided to the Waimakariri District Council if the activity expands.</p> <p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: RDIS</p> <p><u>Where:</u> 1. Any Bird Strike Risk Activity is proposed within an 8km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps); and 2. with regard to the creation of any new temporary or permanent waterbodies or stormwater basins, the combined areas of all stormwater basins and/or waterbodies that are wholly or partly within 1km of the proposed waterbody's or basin's edge exceed 1000m2.</p> <p><u>Activity status when compliance not achieved: N/A</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: NC</p> <p>1. any waste management facility, proposed within 13 km radius of the thresholds of the runways at Christchurch International Airport as shown on the planning maps.</p>				

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			Activity status when compliance not achieved: N/A"				
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.4	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	
254.141	Christchurch International Airport Ltd	Settlement Zone – Activity Rules - General	<p>Insert provisions for regulation of bird strike risk activities within 8km and 13km of the airport runways in relevant zone chapters, or alternatively, in District-Wide rules with cross-references in all relevant zone chapters to ensure plan users are aware of the rules.</p> <p>Insert provisions for bird strike risk on Christchurch International Airport into all relevant zones for land within 13km radius of the Airport:</p> <p>"Activity status: PER</p> <p><u>Where:</u> <u>any Bird Strike Risk Activity is proposed between an 8km and 13km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps), a birdstrike management plan prepared in consultation with CIAL has been provided to the Waimakariri District Council Planning Manager prior to the activity establishing, and accepted (within 10 days of receipt). An updated plan shall be provided to the Waimakariri District Council if the activity expands.</u></p> <p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: RDIS</p> <p><u>Where:</u></p>	3.4	Reject	See relevant section of report.	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p><u>1. Any Bird Strike Risk Activity is proposed within an 8km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps); and</u></p> <p><u>2. with regard to the creation of any new temporary or permanent waterbodies or stormwater basins, the combined areas of all stormwater basins and/or waterbodies that are wholly or partly within 1km of the proposed waterbody's or basin's edge exceed 1000m2.</u></p> <p><u>Activity status when compliance not achieved: N/A</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: NC</p> <p><u>1. any waste management facility, proposed within 13 km radius of the thresholds of the runways at Christchurch International Airport as shown on the planning maps.</u></p> <p><u>Activity status when compliance not achieved: N/A"</u></p>				
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.4	Accept in part	<p><i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i></p>	No
FS 88	Kāinga Ora Homes and Communities		<p><i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i></p>	3.4	Accept in part	<p><i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i></p>	No
254.142	Christchurch International Airport Ltd	Medium Density Residential Zone - Activity Rules - General	<p>Insert provisions for regulation of bird strike risk activities within 8km and 13km of the airport runways in relevant zone chapters, or alternatively, in District-Wide rules with cross-references in all relevant zone chapters to ensure plan users are aware of the rules.</p> <p>Insert provisions for bird strike risk on Christchurch International Airport into all relevant zones for land within 13km radius of the Airport:</p> <p>"Activity status: PER</p>	3.4	Reject	<p>See relevant section of report.</p>	No

TABLE A3: BIRD STRIKE

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p><u>Where:</u> any Bird Strike Risk Activity is proposed between an 8km and 13km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps), a birdstrike management plan prepared in consultation with CIAL has been provided to the Waimakariri District Council Planning Manager prior to the activity establishing, and accepted (within 10 days of receipt). An updated plan shall be provided to the Waimakariri District Council if the activity expands.</p> <p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p><u>"Activity status: RDIS</u></p> <p><u>Where:</u> 1. Any Bird Strike Risk Activity is proposed within an 8km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps); and 2. with regard to the creation of any new temporary or permanent waterbodies or stormwater basins, the combined areas of all stormwater basins and/or waterbodies that are wholly or partly within 1km of the proposed waterbody's or basin's edge exceed 1000m².</p> <p><u>Activity status when compliance not achieved: N/A</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p><u>"Activity status: NC</u></p> <p>1. any waste management facility, proposed within 13 km radius of the thresholds of the runways at Christchurch International Airport as shown on the planning maps.</p> <p><u>Activity status when compliance not achieved: N/A"</u></p>				

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.4	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.143	Christchurch International Airport Ltd	General Residential Zone - Activity Rules - General	<p>Insert provisions for regulation of bird strike risk activities within 8km and 13km of the airport runways in relevant zone chapters, or alternatively, in District-Wide rules with cross-references in all relevant zone chapters to ensure plan users are aware of the rules.</p> <p>Insert provisions for bird strike risk on Christchurch International Airport into all relevant zones for land within 13km radius of the Airport:</p> <p>"Activity status: PER</p> <p><u>Where:</u> any Bird Strike Risk Activity is proposed between an 8km and 13km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps), a birdstrike management plan prepared in consultation with CIAL has been provided to the Waimakariri District Council Planning Manager prior to the activity establishing, and accepted (within 10 days of receipt). An updated plan shall be provided to the Waimakariri District Council if the activity expands.</p> <p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: RDIS</p> <p><u>Where:</u></p>	3.4	Reject	See relevant section of report.	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p><u>1. Any Bird Strike Risk Activity is proposed within an 8km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps); and</u></p> <p><u>2. with regard to the creation of any new temporary or permanent waterbodies or stormwater basins, the combined areas of all stormwater basins and/or waterbodies that are wholly or partly within 1km of the proposed waterbody's or basin's edge exceed 1000m2.</u></p> <p><u>Activity status when compliance not achieved: N/A</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: NC</p> <p><u>1. any waste management facility, proposed within 13 km radius of the thresholds of the runways at Christchurch International Airport as shown on the planning maps.</u></p> <p><u>Activity status when compliance not achieved: N/A"</u></p>				
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.4	Accept in part	<p><i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i></p>	No
FS 88	Kāinga Ora Homes and Communities		<p><i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i></p>	3.4	Accept in part	<p><i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i></p>	No
254.145	Christchurch International Airport Ltd	Matters of Discretion for all Residential Zones	<p>Insert a matter of discretion related to bird strike risk on aircraft. This matter of discretion should apply to any bird strike risk activities which are provided for as restricted discretionary activities.</p> <p>Insert a new matter of discretion related to bird strike risk on aircraft as follows, applicable to any bird strike risk activities which are provided for as restricted discretionary activities:</p> <p>"MD[xx] – Bird strike risk</p>	3.4	Reject	<p>See relevant section of report.</p>	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			The extent to which the proposed activity will be designed, operated and managed to avoid attracting bird species which constitute a hazard to aircraft."				
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.4	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
General Rural Zone							
254.101	Christchurch International Airport Ltd	GRUZ-R12	<p>Quarrying activities need careful management for bird strike risk. Farm quarries should be restricted discretionary within a 13km radius of the Christchurch International Airport runway. Scrutiny is required for any bird strike risk activity for design, management and operation to avoid attracting bird species that are a hazard to aircraft.</p> <p>Amend GRUZ-R12:</p> <p>"...</p> <p><u>2. The site is not within 13km of the thresholds of the runways at Christchurch International Airport runway (as shown on planning maps).</u></p> <p>Activity status when compliance <u>with GRUZ-R12(1)</u> is not achieved: DIS</p> <p>Activity status when compliance <u>with GRUZ-R12(2)</u> is not achieved: <u>RDIS</u></p> <p><u>Matters of discretion are limited to:</u> <u>RURZ-MD[xx] – Bird strike risk</u></p> <p><u>Notification:</u> <u>Any application involving a breach of GRUZ-R12 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval)."</u></p>	3.4	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives,	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>			<i>accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
FS 118	Fulton Hogan Ltd		<p><i>Oppose. CIAL seek a number of amendments pertaining to bird strike risks, including identifying quarries as a bird strike risk, and an extensive 13km radius for bird strike provisions as well as supporting policy amendments. CIAL sought similar amendments through the recent Independent Hearings Panel (IHP) process that considered the Christchurch Replacement District Plan (CDP). The IHP considered these submissions and evidence from the Airport and other parties and concluded that a bird strike management area extending 3 km from the end of the CIAL runways was appropriate and no more.</i></p> <p><i>CIAL staff have previously acknowledged these decisions through the proposed Fulton Hogan Roydon Quarry consenting process (in the Selwyn District) where CIAL sought to control activities at the site, approximately 8 km from the end of the runway.</i></p> <p><i>While Fulton Hogan regularly works with CIAL to ensure the potential for bird strike is appropriately managed, the amendments sought by CIAL are inappropriate. It is noted a number of ponds or bird attracting activities could be established on other sites as of right within Christchurch City Council territorial boundaries, which means the requested amendments would create an inconsistent planning system for effects on airport operations, while also seeking to implement planning controls previously considered in detail and rejected by the IHP.</i></p> <p><i>The submissions seek to unduly limit other activities that are a considerable distance from Christchurch International Airport, do not represent sustainable management and is contrary to other planning documents and the purpose and principles of the RMA.</i></p> <p><i>For the avoidance of doubt these further submissions relate to all submission points by CIAL which seek to achieve these bird strike controls as they may impact quarrying activities including objective and policy amendments and map amendments.</i></p>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>Disallow.</i>				
254.102	Christchurch International Airport Ltd	GRUZ-R30	<p>Quarrying is a bird strike risk if not carefully managed and should be a restricted discretionary within a 13km radius of Christchurch International Airport runway. Scrutiny of the design, management and operation of any bird strike risk activity to avoid attracting bird species that are a hazard to aircraft.</p> <p>Alternatively, retain discretionary activity status, but any application within 13km of runway thresholds at Christchurch International Airport be limited notified at least to Christchurch International Airport (absent its written approval).</p> <p>Amend GRUZ-R30:</p> <p>"... <u>Activity status: RDIS</u></p> <p><u>2. The site is within 13km from the thresholds of the runways at Christchurch International Airport runway (as shown on planning maps).</u></p> <p><u>With respect to GRUZ-R30(2), matters of discretion are limited to: RURZ-MD[xx] – Bird strike risk"</u></p>	3.4	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
FS 118	Fulton Hogan Ltd		<i>Oppose. CIAL seek a number of amendments pertaining to bird strike risks, including identifying quarries as a bird strike risk, and an extensive 13km radius for bird strike provisions as well as supporting policy amendments. CIAL sought similar amendments through the recent Independent Hearings Panel (IHP) process that considered the Christchurch Replacement District Plan (CDP). The IHP considered these submissions and evidence from the Airport and other parties and concluded that a bird strike management area extending 3 km from the end of the CIAL runways was appropriate and no more.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p><i>CIAL staff have previously acknowledged these decisions through the proposed Fulton Hogan Roydon Quarry consenting process (in the Selwyn District) where CIAL sought to control activities at the site, approximately 8 km from the end of the runway.</i></p> <p><i>While Fulton Hogan regularly works with CIAL to ensure the potential for bird strike is appropriately managed, the amendments sought by CIAL are inappropriate. It is noted a number of ponds or bird attracting activities could be established on other sites as of right within Christchurch City Council territorial boundaries, which means the requested amendments would create an inconsistent planning system for effects on airport operations, while also seeking to implement planning controls previously considered in detail and rejected by the IHP.</i></p> <p><i>The submissions seek to unduly limit other activities that are a considerable distance from Christchurch International Airport, do not represent sustainable management and is contrary to other planning documents and the purpose and principles of the RMA.</i></p> <p><i>For the avoidance of doubt these further submissions relate to all submission points by CIAL which seek to achieve these bird strike controls as they may impact quarrying activities including objective and policy amendments and map amendments.</i></p> <p><i>Disallow.</i></p>				
254.103	Christchurch International Airport Ltd	GRUZ-R31	<p>Depending on waste type, waste management facilities may present bird strike risk, in particular putrescible waste poses high bird hazard risk up to 13km from runway ends. Waste management facilities should be non-complying within 13km radius of the Airport runways.</p> <p>Insert new non-complying activity rule for waste management facilities within 13km radius of Christchurch International Airport runways.</p> <p>Insert clause indicating that notification required from this new rule will be made at least to Christchurch International Airport Ltd.</p>	3.4	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.104	Christchurch International Airport Ltd	GRUZ-R32	Support discretionary activity status for new composting facilities because they can increase bird strike risk at the Airport and require management within a 13km radius of the Airport runways. Retain GRUZ-R32. Insert advice note stating that composting facilities within 13km radius of Christchurch International Airport runways have potential to increase bird strike risk, and must be considered for applications for composting facilities in that area. Insert a note on notification that applications within 13km of the thresholds of the runways at Christchurch International Airport be limited notified at least to Christchurch International Airport (absent its written approval).	3.4	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.132	Christchurch International Airport Ltd	General Rural Zone – Activity Rules - General	Insert provisions to provide for appropriate regulation of bird strike risk activities within 8km and 13km of the airport runways into relevant zone chapters. If that relief is rejected, insert into District-wide rules with clear cross-references to relevant zone chapters to ensure awareness for plan users. Insert provisions for bird strike risk on Christchurch International Airport into all relevant zones for land within 13km radius of the Airport: "Activity status: PER Where:	3.4	Reject	See relevant section of report.	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>any Bird Strike Risk Activity is proposed between an 8km and 13km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps), a birdstrike management plan prepared in consultation with CIAL has been provided to the Waimakariri District Council Planning Manager prior to the activity establishing, and accepted (within 10 days of receipt). An updated plan shall be provided to the Waimakariri District Council if the activity expands.</p> <p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: RDIS</p> <p><u>Where:</u></p> <p>1. Any Bird Strike Risk Activity is proposed within an 8km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps); and</p> <p>2. with regard to the creation of any new temporary or permanent waterbodies or stormwater basins, the combined areas of all stormwater basins and/or waterbodies that are wholly or partly within 1km of the proposed waterbody's or basin's edge exceed 1000m².</p> <p><u>Activity status when compliance not achieved: N/A</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: NC</p> <p>1. any waste management facility, proposed within 13 km radius of the thresholds of the runways at Christchurch International Airport as shown on the planning maps.</p> <p><u>Activity status when compliance not achieved: N/A"</u></p>				
FS 49	NZ Pork		<p><i>Oppose. The submitter states that a number of activities including commercial pig farming is known to increase the risk of bird strike</i></p>	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>if they are allowed to take place in the vicinity of the flight paths for aircraft approaching or departing from the Airport. Seeks that those activities are identified and included within a definition of 'bird strike risk activity' with a corresponding suite of provisions controlling these activities within proximity of the Christchurch International Airport runways.</p> <ul style="list-style-type: none"> • No engagement with the pork industry has occurred. • No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike. • No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken. • No section 32 assessment. • No assessment of costs or benefits has been undertaken. • No assessment of alternatives has been provided (including whether district plan regulation is required). <p>Disallow.</p>			accepted, depends on decisions made on the relief sought in other submissions.	
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.4	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
FS 118	Fulton Hogan Ltd		<p>Oppose. CIAL seek a number of amendments pertaining to bird strike risks, including identifying quarries as a bird strike risk, and an extensive 13km radius for bird strike provisions as well as supporting policy amendments. CIAL sought similar amendments through the recent Independent Hearings Panel (IHP) process that considered the Christchurch Replacement District Plan (CDP). The IHP considered these submissions and evidence from the Airport and other parties and concluded that a bird strike management area extending 3 km from the end of the CIAL runways was appropriate and no more.</p> <p>CIAL staff have previously acknowledged these decisions through the proposed Fulton Hogan Roydon Quarry consenting process (in the Selwyn District) where CIAL sought to control activities at the site, approximately 8 km from the end of the runway.</p>	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>While Fulton Hogan regularly works with CIAL to ensure the potential for bird strike is appropriately managed, the amendments sought by CIAL are inappropriate. It is noted a number of ponds or bird attracting activities could be established on other sites as of right within Christchurch City Council territorial boundaries, which means the requested amendments would create an inconsistent planning system for effects on airport operations, while also seeking to implement planning controls previously considered in detail and rejected by the IHP.</p> <p>The submissions seek to unduly limit other activities that are a considerable distance from Christchurch International Airport, do not represent sustainable management and is contrary to other planning documents and the purpose and principles of the RMA.</p> <p>For the avoidance of doubt these further submissions relate to all submission points by CIAL which seek to achieve these bird strike controls as they may impact quarrying activities including objective and policy amendments and map amendments.</p> <p>Disallow.</p>				
Rural Lifestyle Zone							
254.112	Christchurch International Airport Ltd	RLZ-R12	<p>Quarrying can be a bird strike risk if not managed. Farm quarries should be restricted discretionary within a 13km radius of the Christchurch International Airport runway. Scrutinise bird strike risk activity to ensure it is designed, managed and operated to avoid attracting bird species that are a hazard to aircraft.</p> <p>Amend RLZ-R12:</p> <p>"... <u>2. The site is 13km from the thresholds of the runways at Christchurch International Airport runway (as shown on planning maps).</u> ... Activity status when compliance <u>with RLZ-R12(1) is not achieved:</u> DIS Activity status when compliance <u>with RLZ-R12(2) is not achieved:</u> RDIS</p> <p><u>Matters of discretion are limited to:</u> RURZ-MD[xx] – Bird strike risk</p> <p><u>Notification:</u></p>	3.4	Reject	See relevant section of report.	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<u>Any application involving a breach of RLZ-R12 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval)."</u>				
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
FS 118	Fulton Hogan Ltd		<p><i>Oppose. CIAL seek a number of amendments pertaining to bird strike risks, including identifying quarries as a bird strike risk, and an extensive 13km radius for bird strike provisions as well as supporting policy amendments. CIAL sought similar amendments through the recent Independent Hearings Panel (IHP) process that considered the Christchurch Replacement District Plan (CDP). The IHP considered these submissions and evidence from the Airport and other parties and concluded that a bird strike management area extending 3 km from the end of the CIAL runways was appropriate and no more.</i></p> <p><i>CIAL staff have previously acknowledged these decisions through the proposed Fulton Hogan Roydon Quarry consenting process (in the Selwyn District) where CIAL sought to control activities at the site, approximately 8 km from the end of the runway.</i></p> <p><i>While Fulton Hogan regularly works with CIAL to ensure the potential for bird strike is appropriately managed, the amendments sought by CIAL are inappropriate. It is noted a number of ponds or bird attracting activities could be established on other sites as of right within Christchurch City Council territorial boundaries, which means the requested amendments would create an inconsistent planning system for effects on airport operations, while also seeking to implement planning controls previously considered in detail and rejected by the IHP.</i></p> <p><i>The submissions seek to unduly limit other activities that are a considerable distance from Christchurch International Airport, do not represent sustainable management and is contrary to other planning documents and the purpose and principles of the RMA.</i></p>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p><i>For the avoidance of doubt these further submissions relate to all submission points by CIAL which seek to achieve these bird strike controls as they may impact quarrying activities including objective and policy amendments and map amendments.</i></p> <p><i>Disallow.</i></p>				
254.113	Christchurch International Airport Ltd	RLZ-R31	<p>Quarrying can be a bird strike risk if not managed. Quarries should be restricted discretionary within a 13km radius of the Christchurch International Airport runway. Scrutinise bird strike risk activity design, management and operation to avoid attracting bird species that constitute a hazard to aircraft.</p> <p>Alternatively, retain discretionary activity status for quarries, but applications within 13km of runway thresholds at Christchurch International Airport be limited notified at least to Christchurch International Airport (absent its written approval).</p> <p>Amend RLZ-R31:</p> <p>"... Activity status: DIS</p> <p>Where:</p> <p>1. The quarry shall be set back a minimum of 1000m from a Residential Zone.</p> <p><u>Activity status: RDIS</u></p> <p><u>1. The site is 13km from the thresholds of the runways at Christchurch International Airport runway (as shown on planning maps).</u></p> <p><u>With respect to GRUZ-R30(2), matters of discretion are limited to: RURZ-MD[xx] – Bird strike risk"</u></p>	3.4	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		<p><i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise</i></p>	3.4	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>provisions in full including any mapped noise overlays, contour maps. Disallow.</i>			<i>to the RPS pending the outcome of its review - see section 3.3.2.</i>	
FS 118	Fulton Hogan Ltd		<p><i>Oppose. CIAL seek a number of amendments pertaining to bird strike risks, including identifying quarries as a bird strike risk, and an extensive 13km radius for bird strike provisions as well as supporting policy amendments. CIAL sought similar amendments through the recent Independent Hearings Panel (IHP) process that considered the Christchurch Replacement District Plan (CDP). The IHP considered these submissions and evidence from the Airport and other parties and concluded that a bird strike management area extending 3 km from the end of the CIAL runways was appropriate and no more.</i></p> <p><i>CIAL staff have previously acknowledged these decisions through the proposed Fulton Hogan Roydon Quarry consenting process (in the Selwyn District) where CIAL sought to control activities at the site, approximately 8 km from the end of the runway.</i></p> <p><i>While Fulton Hogan regularly works with CIAL to ensure the potential for bird strike is appropriately managed, the amendments sought by CIAL are inappropriate. It is noted a number of ponds or bird attracting activities could be established on other sites as of right within Christchurch City Council territorial boundaries, which means the requested amendments would create an inconsistent planning system for effects on airport operations, while also seeking to implement planning controls previously considered in detail and rejected by the IHP.</i></p> <p><i>The submissions seek to unduly limit other activities that are a considerable distance from Christchurch International Airport, do not represent sustainable management and is contrary to other planning documents and the purpose and principles of the RMA.</i></p> <p><i>For the avoidance of doubt these further submissions relate to all submission points by CIAL which seek to achieve these bird strike controls as they may impact quarrying activities including objective and policy amendments and map amendments.</i></p> <p><i>Disallow.</i></p>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No
254.114	Christchurch International Airport Ltd	RLZ-R32	Depending on waste type, waste management facilities may be a bird strike risk activity. In particular putrescible waste facilities are a high bird hazard risk up to 13km from runway ends. Waste management facilities should be non-complying within 13km radius of the Airport runways.	3.4	Reject	See relevant section of report.	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>Insert new non-complying activity rule for waste management facilities in this zone within 13km radius of Christchurch International Airport runways.</p> <p>Insert clause requiring notification of applications from this new rule to be made at least to Christchurch International Airport Ltd.</p>				
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.115	Christchurch International Airport Ltd	RLZ-R33	<p>Support discretionary activity status for new composting facilities.</p> <p>Retain RLZ-R33 and insert advice note that composting facilities within 13km radius of Christchurch International Airport runways have the potential to increase bird strike risk, and this issue must be considered in respect of an application for a composting facility in that area.</p> <p>Insert clause that notification of applications from this new rule will be made at least to Christchurch International Airport Ltd.</p>	3.4	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.133	Christchurch International Airport Ltd	Rural Lifestyle Zone - Activity Rules - General	Insert provisions to provide for appropriate regulation of bird strike risk activities within 8km and 13km of the airport runways into relevant zone chapters. If that relief is rejected, insert into District-wide rules with clear cross-references to relevant zone chapters to ensure awareness for plan users.	3.4	Reject	See relevant section of report.	No

TABLE A3: BIRD STRIKE

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>Insert provisions for bird strike risk on Christchurch International Airport into all relevant zones for land within 13km radius of the Airport:</p> <p>"Activity status: PER</p> <p><u>Where:</u> <u>any Bird Strike Risk Activity is proposed between an 8km and 13km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps), a birdstrike management plan prepared in consultation with CIAL has been provided to the Waimakariri District Council Planning Manager prior to the activity establishing, and accepted (within 10 days of receipt). An updated plan shall be provided to the Waimakariri District Council if the activity expands.</u></p> <p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: RDIS</p> <p><u>Where:</u> <u>1. Any Bird Strike Risk Activity is proposed within an 8km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps); and</u> <u>2. with regard to the creation of any new temporary or permanent waterbodies or stormwater basins, the combined areas of all stormwater basins and/or waterbodies that are wholly or partly within 1km of the proposed waterbody's or basin's edge exceed 1000m2.</u></p> <p><u>Activity status when compliance not achieved: N/A</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: NC</p>				

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>1. any waste management facility, proposed within 13 km radius of the thresholds of the runways at Christchurch International Airport as shown on the planning maps.</p> <p>Activity status when compliance not achieved: N/A"</p>				
FS 47	Horticulture NZ		<p>Oppose. Hort NZ oppose the submissions of CIAL as considers that there will be significant [effect] on the horticulture industry. There has been no industry engagement on these matters or s32 analysis to support the proposal. Disallow the submission. Engage with the horticultural sector.</p>	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No
FS 49	NZ Pork		<p>Oppose. The submitter states that a number of activities including commercial pig farming is known to increase the risk of bird strike if they are allowed to take place in the vicinity of the flight paths for aircraft approaching or departing from the Airport. Seeks that those activities are identified and included within a definition of 'bird strike risk activity' with a corresponding suite of provisions controlling these activities within proximity of the Christchurch International Airport runways.</p> <ul style="list-style-type: none"> • No engagement with the pork industry has occurred. • No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike. • No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken. • No section 32 assessment. • No assessment of costs or benefits has been undertaken. • No assessment of alternatives has been provided (including whether district plan regulation is required). <p>Disallow.</p>	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No
FS 63	Momentum Land Ltd		<p>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</p>	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		<p>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</p>	3.4	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
FS 118	Fulton Hogan Ltd		<p>Oppose. CIAL seek a number of amendments pertaining to bird strike risks, including identifying quarries as a bird strike risk, and an extensive 13km radius for bird strike provisions as well as supporting policy amendments. CIAL sought similar amendments</p>	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>through the recent Independent Hearings Panel (IHP) process that considered the Christchurch Replacement District Plan (CDP). The IHP considered these submissions and evidence from the Airport and other parties and concluded that a bird strike management area extending 3 km from the end of the CIAL runways was appropriate and no more.</p> <p>CIAL staff have previously acknowledged these decisions through the proposed Fulton Hogan Roydon Quarry consenting process (in the Selwyn District) where CIAL sought to control activities at the site, approximately 8 km from the end of the runway.</p> <p>While Fulton Hogan regularly works with CIAL to ensure the potential for bird strike is appropriately managed, the amendments sought by CIAL are inappropriate. It is noted a number of ponds or bird attracting activities could be established on other sites as of right within Christchurch City Council territorial boundaries, which means the requested amendments would create an inconsistent planning system for effects on airport operations, while also seeking to implement planning controls previously considered in detail and rejected by the IHP.</p> <p>The submissions seek to unduly limit other activities that are a considerable distance from Christchurch International Airport, do not represent sustainable management and is contrary to other planning documents and the purpose and principles of the RMA.</p> <p>For the avoidance of doubt these further submissions relate to all submission points by CIAL which seek to achieve these bird strike controls as they may impact quarrying activities including objective and policy amendments and map amendments.</p> <p>Disallow.</p>				
Rural Zones							
254.119	Christchurch International Airport Ltd	Matters of Discretion for all Rural Zones	<p>Add a matter of discretion for bird strike risk on aircraft, that applies to any bird strike risk activities which are restricted discretionary activities.</p> <p>Seek a more comprehensive management regime to manage bird strike risk activities in the Plan.</p> <p>Insert new matter of discretion:</p> <p>"RURZ-MD[xx] – Bird strike risk</p>	3.4	Reject	See relevant section of report.	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			1. The extent to which the proposed activity will be designed, operated and managed to avoid attracting bird species which constitute a hazard to aircraft."				
FS 47	Horticulture NZ		<i>Oppose. Hort NZ oppose the submissions of CIAL as considers that there will be significant [effect] on the horticulture industry. There has been no industry engagement on these matters or s32 analysis to support the proposal. Disallow the submission. Engage with the horticultural sector.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No
FS 49	NZ Pork		<i>Oppose. The submitter states that a number of activities including commercial pig farming is known to increase the risk of bird strike if they are allowed to take place in the vicinity of the flight paths for aircraft approaching or departing from the Airport. Seeks that those activities are identified and included within a definition of 'bird strike risk activity' with a corresponding suite of provisions controlling these activities within proximity of the Christchurch International Airport runways.</i> <ul style="list-style-type: none"> • No engagement with the pork industry has occurred. • No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike. • No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken. • No section 32 assessment. • No assessment of costs or benefits has been undertaken. • No assessment of alternatives has been provided (including whether district plan regulation is required). <i>Disallow.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
FS 118	Fulton Hogan Ltd		<i>Oppose. CIAL seek a number of amendments pertaining to bird strike risks, including identifying quarries as a bird strike risk, and an extensive 13km radius for bird strike provisions as well as supporting policy amendments. CIAL sought similar amendments through the recent Independent Hearings Panel (IHP) process that considered the Christchurch Replacement District Plan (CDP). The</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p><i>IHP considered these submissions and evidence from the Airport and other parties and concluded that a bird strike management area extending 3 km from the end of the CIAL runways was appropriate and no more.</i></p> <p><i>CIAL staff have previously acknowledged these decisions through the proposed Fulton Hogan Roydon Quarry consenting process (in the Selwyn District) where CIAL sought to control activities at the site, approximately 8 km from the end of the runway.</i></p> <p><i>While Fulton Hogan regularly works with CIAL to ensure the potential for bird strike is appropriately managed, the amendments sought by CIAL are inappropriate. It is noted a number of ponds or bird attracting activities could be established on other sites as of right within Christchurch City Council territorial boundaries, which means the requested amendments would create an inconsistent planning system for effects on airport operations, while also seeking to implement planning controls previously considered in detail and rejected by the IHP.</i></p> <p><i>The submissions seek to unduly limit other activities that are a considerable distance from Christchurch International Airport, do not represent sustainable management and is contrary to other planning documents and the purpose and principles of the RMA.</i></p> <p><i>For the avoidance of doubt these further submissions relate to all submission points by CIAL which seek to achieve these bird strike controls as they may impact quarrying activities including objective and policy amendments and map amendments.</i></p> <p><i>Disallow.</i></p>				
254.144	Christchurch International Airport Ltd	Matters of Discretion for all Rural Zones	<p>Add a matter of discretion for bird strike risk on aircraft, that applies to any bird strike risk activities which are restricted discretionary activities.</p> <p>Insert new matter of discretion:</p> <p><u>"RURZ-MD[xx] – Bird strike risk</u> <u>1. The extent to which the proposed activity will be designed, operated and managed to avoid attracting bird species which constitute a hazard to aircraft."</u></p>	3.4	Reject-Accept in part	<p>See relevant section of report. Based on a Planning JWS dated 21 March 2024 relating to Bird Strike Risk, I recommend a new matter of discretion applicable only to new waste management facilities or composting facilities in the General Rural Zone and Rural Lifestyle Zone, as follows (see also Appendix 2):</p> <p><i>"The extent to which any proposed new waste management facility or composting facility has a bird strike risk management plan prepared by a suitably qualified and</i></p>	No Yes

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Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
						<p><i>experienced ecologist with experience in bird strike issues to demonstrate the activity will be designed, operated and managed to minimise the attraction of bird species (such as black-backed gulls) that may pose a bird strike risk to aircraft."</i></p> <p>New waste management facilities or composting facilities in both the GRUZ and RLZ are currently discretionary activities in the notified Proposed Plan.</p>	
FS 47	Horticulture NZ		<p><i>Oppose. Hort NZ oppose the submissions of CIAL as considers that there will be significant [effect] on the horticulture industry. There has been no industry engagement on these matters or s32 analysis to support the proposal. Disallow the submission. Engage with the horticultural sector.</i></p>	3.4	Accept in part	<p><i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i></p>	No
FS 49	NZ Pork		<p><i>Oppose. The submitter states that a number of activities including commercial pig farming is known to increase the risk of bird strike if they are allowed to take place in the vicinity of the flight paths for aircraft approaching or departing from the Airport. Seeks that those activities are identified and included within a definition of 'bird strike risk activity' with a corresponding suite of provisions controlling these activities within proximity of the Christchurch International Airport runways.</i></p> <ul style="list-style-type: none"> <i>• No engagement with the pork industry has occurred.</i> <i>• No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike.</i> <i>• No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken.</i> <i>• No section 32 assessment.</i> <i>• No assessment of costs or benefits has been undertaken.</i> <i>• No assessment of alternatives has been provided (including whether district plan regulation is required).</i> <p><i>Disallow.</i></p>	3.4	Accept in part	<p><i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i></p>	No
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.4	Accept in part	<p><i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i></p>	No
FS 88	Kāinga Ora Homes and Communities		<p><i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise</i></p>	3.4	Accept in part	<p><i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect</i></p>	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>provisions in full including any mapped noise overlays, contour maps. Disallow.</i>			<i>to the RPS pending the outcome of its review - see section 3.3.2.</i>	
FS 118	Fulton Hogan Ltd		<p><i>Oppose. CIAL seek a number of amendments pertaining to bird strike risks, including identifying quarries as a bird strike risk, and an extensive 13km radius for bird strike provisions as well as supporting policy amendments. CIAL sought similar amendments through the recent Independent Hearings Panel (IHP) process that considered the Christchurch Replacement District Plan (CDP). The IHP considered these submissions and evidence from the Airport and other parties and concluded that a bird strike management area extending 3 km from the end of the CIAL runways was appropriate and no more.</i></p> <p><i>CIAL staff have previously acknowledged these decisions through the proposed Fulton Hogan Roydon Quarry consenting process (in the Selwyn District) where CIAL sought to control activities at the site, approximately 8 km from the end of the runway.</i></p> <p><i>While Fulton Hogan regularly works with CIAL to ensure the potential for bird strike is appropriately managed, the amendments sought by CIAL are inappropriate. It is noted a number of ponds or bird attracting activities could be established on other sites as of right within Christchurch City Council territorial boundaries, which means the requested amendments would create an inconsistent planning system for effects on airport operations, while also seeking to implement planning controls previously considered in detail and rejected by the IHP.</i></p> <p><i>The submissions seek to unduly limit other activities that are a considerable distance from Christchurch International Airport, do not represent sustainable management and is contrary to other planning documents and the purpose and principles of the RMA.</i></p> <p><i>For the avoidance of doubt these further submissions relate to all submission points by CIAL which seek to achieve these bird strike controls as they may impact quarrying activities including objective and policy amendments and map amendments.</i></p> <p><i>Disallow.</i></p>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No
Commercial and Mixed Use Zones							
254.136	Christchurch International Airport Ltd	Local Centre Zone – Activity Rules - General	Insert provisions for regulation of bird strike risk activities within 8km and 13km of the airport runways in relevant zone chapters, or alternatively, in District-Wide rules with cross-references in all	3.4	Reject	See relevant section of report.	No

TABLE A3: BIRD STRIKE

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>relevant zone chapters to ensure plan users are aware of the rules.</p> <p>Insert provisions for bird strike risk on Christchurch International Airport into all relevant zones for land within 13km radius of the Airport:</p> <p>"Activity status: PER</p> <p><u>Where:</u> <u>any Bird Strike Risk Activity is proposed between an 8km and 13km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps), a birdstrike management plan prepared in consultation with CIAL has been provided to the Waimakariri District Council Planning Manager prior to the activity establishing, and accepted (within 10 days of receipt). An updated plan shall be provided to the Waimakariri District Council if the activity expands.</u></p> <p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: RDIS</p> <p><u>Where:</u> <u>1. Any Bird Strike Risk Activity is proposed within an 8km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps); and</u> <u>2. with regard to the creation of any new temporary or permanent waterbodies or stormwater basins, the combined areas of all stormwater basins and/or waterbodies that are wholly or partly within 1km of the proposed waterbody's or basin's edge exceed 1000m².</u></p> <p><u>Activity status when compliance not achieved: N/A</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p>				

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>"Activity status: NC</p> <p><u>1. any waste management facility, proposed within 13 km radius of the thresholds of the runways at Christchurch International Airport as shown on the planning maps.</u></p> <p><u>Activity status when compliance not achieved: N/A"</u></p>				
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.4	Accept in part	<p><i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i></p>	No
FS 88	Kāinga Ora Homes and Communities		<p><i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i></p>	3.4	Accept in part	<p><i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i></p>	No
254.137	Christchurch International Airport Ltd	Neighbourhood Centre Zone – Activity Rules - General	<p>Insert provisions for regulation of bird strike risk activities within 8km and 13km of the airport runways in relevant zone chapters, or alternatively, in District-Wide rules with cross-references in all relevant zone chapters to ensure plan users are aware of the rules.</p> <p>Insert provisions for bird strike risk on Christchurch International Airport into all relevant zones for land within 13km radius of the Airport:</p> <p>"Activity status: PER</p> <p><u>Where:</u> <u>any Bird Strike Risk Activity is proposed between an 8km and 13km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps), a birdstrike management plan prepared in consultation with CIAL has been provided to the Waimakariri District Council Planning Manager prior to the activity establishing, and accepted (within 10 days of receipt). An updated plan shall be provided to the Waimakariri District Council if the activity expands.</u></p> <p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p>	3.4	Reject	<p>See relevant section of report.</p>	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</p> <p>"Activity status: RDIS</p> <p>Where:</p> <p><u>1. Any Bird Strike Risk Activity is proposed within an 8km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps); and</u></p> <p><u>2. with regard to the creation of any new temporary or permanent waterbodies or stormwater basins, the combined areas of all stormwater basins and/or waterbodies that are wholly or partly within 1km of the proposed waterbody's or basin's edge exceed 1000m2.</u></p> <p>Activity status when compliance not achieved: N/A</p> <p>Matters of discretion: MD[xx] – Bird strike risk</p> <p>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</p> <p>"Activity status: NC</p> <p><u>1. any waste management facility, proposed within 13 km radius of the thresholds of the runways at Christchurch International Airport as shown on the planning maps.</u></p> <p>Activity status when compliance not achieved: N/A"</p>				
FS 63	Momentum Land Ltd		<p>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</p>	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		<p>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</p>	3.4	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.147	Christchurch International Airport Ltd	Matters of Discretion for all Commercial and Mixed Use Zones	<p>Insert a matter of discretion related to bird strike risk on aircraft, applicable to any bird strike risk activities with restricted discretionary status.</p> <p>Insert new matter of discretion:</p>	3.4	Reject	See relevant section of report.	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			"MD[xx] – Bird strike risk The extent to which the proposed activity will be designed, operated and managed to avoid attracting bird species which constitute a hazard to aircraft."				
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.4	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
Industrial Zones							
254.135	Christchurch International Airport Ltd	General Industrial Zone – Activity Rules - General	<p>Insert provisions for regulation of bird strike risk activities within 8km and 13km of the airport runways in relevant zone chapters, or alternatively, in District-Wide rules with cross-references in all relevant zone chapters to ensure plan users are aware of the rules.</p> <p>Insert provisions for bird strike risk on Christchurch International Airport into all relevant zones for land within 13km radius of the Airport:</p> <p>"Activity status: PER</p> <p><u>Where:</u> any Bird Strike Risk Activity is proposed between an 8km and 13km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps), a birdstrike management plan prepared in consultation with CIAL has been provided to the Waimakariri District Council Planning Manager prior to the activity establishing, and accepted (within 10 days of receipt). An updated plan shall be provided to the Waimakariri District Council if the activity expands.</p> <p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion: MD[xx] – Bird strike risk</p>	3.4	Reject	See relevant section of report.	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</p> <p>"Activity status: RDIS</p> <p>Where:</p> <p><u>1. Any Bird Strike Risk Activity is proposed within an 8km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps); and</u></p> <p><u>2. with regard to the creation of any new temporary or permanent waterbodies or stormwater basins, the combined areas of all stormwater basins and/or waterbodies that are wholly or partly within 1km of the proposed waterbody's or basin's edge exceed 1000m2.</u></p> <p>Activity status when compliance not achieved: N/A</p> <p>Matters of discretion: MD[xx] – Bird strike risk</p> <p>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</p> <p>"Activity status: NC</p> <p><u>1. any waste management facility, proposed within 13 km radius of the thresholds of the runways at Christchurch International Airport as shown on the planning maps.</u></p> <p>Activity status when compliance not achieved: N/A"</p>				
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.4	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.148	Christchurch International Airport Ltd	Matters of Control or Discretion for all Industrial Zones	<p>Insert a matter of discretion related to bird strike risk on aircraft, applicable to any bird strike risk activities with restricted discretionary status.</p> <p>Insert new matter of discretion:</p>	3.4	Reject Accept in part	See relevant section of report. Based on a Planning JWS dated 21 March 2024 relating to Bird Strike Risk, I recommend a new matter of control or discretion applicable only to new waste management facilities or	No Yes

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			"MD[xx] – Bird strike risk The extent to which the proposed activity will be designed, operated and managed to avoid attracting bird species which constitute a hazard to aircraft."			composting facilities in the Industrial Zones, as follows (see also Appendix 2): "The extent to which any proposed new waste management facility or composting facility has a bird strike risk management plan prepared by a suitably qualified and experienced ecologist with experience in bird strike issues to demonstrate the activity will be designed, operated and managed to minimise the attraction of bird species (such as black-backed gulls) that may pose a bird strike risk to aircraft." New waste management facilities or composting facilities in the Industrial Zones are assessed as likely to be discretionary activities under the notified Proposed Plan.	
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.4	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
Open Space and Recreation Zones							
254.138	Christchurch International Airport Ltd	Open Space Zone - Activity Rules - General	Insert new provisions into the relevant zone chapters that provide appropriate regulation for bird strike risk activities within 8km and 13km of the airport runways. Or, insert into district-wide rules with clear cross-references in all relevant zone chapters. Insert provisions for bird strike risk on Christchurch International Airport into all relevant zones for land within 13km radius of the Airport: "Activity status: PER Where: any Bird Strike Risk Activity is proposed between an 8km and 13km radius of the thresholds of the runways at Christchurch	3.4	Reject	See relevant section of report. In addition, there is little (if any) Open Space Zone within the proposed 8km and 13km 'circles'.	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>International Airport (as shown on the planning maps), a <u>birdstrike management plan prepared in consultation with CIAL has been provided to the Waimakariri District Council Planning Manager prior to the activity establishing, and accepted (within 10 days of receipt). An updated plan shall be provided to the Waimakariri District Council if the activity expands.</u></p> <p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: RDIS</p> <p><u>Where:</u></p> <p><u>1. Any Bird Strike Risk Activity is proposed within an 8km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps); and</u></p> <p><u>2. with regard to the creation of any new temporary or permanent waterbodies or stormwater basins, the combined areas of all stormwater basins and/or waterbodies that are wholly or partly within 1km of the proposed waterbody's or basin's edge exceed 1000m2.</u></p> <p><u>Activity status when compliance not achieved: N/A</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: NC</p> <p><u>1. any waste management facility, proposed within 13 km radius of the thresholds of the runways at Christchurch International Airport as shown on the planning maps.</u></p> <p><u>Activity status when compliance not achieved: N/A"</u></p>				
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made</i></p>	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>			<i>relief sought by MLL in their original submission.</i>	
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
254.139	Christchurch International Airport Ltd	Sport and Active Recreation Zone - Activity Rules - General	<p>Insert new provisions into the relevant zone chapters that provide appropriate regulation for bird strike risk activities within 8km and 13km of the airport runways. Or, insert into district-wide rules with clear cross-references in all relevant zone chapters.</p> <p>Insert provisions for bird strike risk on Christchurch International Airport into all relevant zones for land within 13km radius of the Airport:</p> <p>"Activity status: PER</p> <p><u>Where:</u> <u>any Bird Strike Risk Activity is proposed between an 8km and 13km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps), a birdstrike management plan prepared in consultation with CIAL has been provided to the Waimakariri District Council Planning Manager prior to the activity establishing, and accepted (within 10 days of receipt). An updated plan shall be provided to the Waimakariri District Council if the activity expands.</u></p> <p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: RDIS</p> <p><u>Where:</u> <u>1. Any Bird Strike Risk Activity is proposed within an 8km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps); and</u> <u>2. with regard to the creation of any new temporary or permanent waterbodies or stormwater basins, the combined areas of all stormwater basins and/or waterbodies that are wholly or partly</u></p>	3.4	Reject	See relevant section of report. In addition, there is little (if any) Sport and Active Recreation Zone within the proposed 8km and 13km 'circles'.	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>within 1km of the proposed waterbody's or basin's edge exceed 1000m2.</p> <p><u>Activity status when compliance not achieved: N/A</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: NC</p> <p><u>1. any waste management facility, proposed within 13 km radius of the thresholds of the runways at Christchurch International Airport as shown on the planning maps.</u></p> <p><u>Activity status when compliance not achieved: N/A"</u></p>				
FS 63	Momentum Land Ltd		<p>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</p>	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		<p>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</p>	3.4	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
254.140	Christchurch International Airport Ltd	Natural Open Space Zone - Activity Rules - General	<p>Insert new provisions into the relevant zone chapters that provide appropriate regulation for bird strike risk activities within 8km and 13km of the airport runways. Or, insert into district-wide rules with clear cross-references in all relevant zone chapters.</p> <p>Insert provisions for bird strike risk on Christchurch International Airport into all relevant zones for land within 13km radius of the Airport:</p> <p>"Activity status: PER</p> <p><u>Where:</u> <u>any Bird Strike Risk Activity is proposed between an 8km and 13km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps), a birdstrike management plan prepared in consultation with CIAL has been provided to the Waimakariri District Council Planning</u></p>	3.4	Reject	See relevant section of report. In addition, there is little Natural Open Space Zone within the proposed 8km and 13km 'circles'.	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p><u>Manager prior to the activity establishing, and accepted (within 10 days of receipt). An updated plan shall be provided to the Waimakariri District Council if the activity expands.</u></p> <p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: RDIS</p> <p><u>Where:</u></p> <p><u>1. Any Bird Strike Risk Activity is proposed within an 8km radius of the thresholds of the runways at Christchurch International Airport (as shown on the planning maps); and</u></p> <p><u>2. with regard to the creation of any new temporary or permanent waterbodies or stormwater basins, the combined areas of all stormwater basins and/or waterbodies that are wholly or partly within 1km of the proposed waterbody's or basin's edge exceed 1000m².</u></p> <p><u>Activity status when compliance not achieved: N/A</u></p> <p><u>Matters of discretion: MD[xx] – Bird strike risk</u></p> <p><u>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited."</u></p> <p>"Activity status: NC</p> <p><u>1. any waste management facility, proposed within 13 km radius of the thresholds of the runways at Christchurch International Airport as shown on the planning maps.</u></p> <p><u>Activity status when compliance not achieved: N/A"</u></p>				
FS 63	Momentum Land Ltd		<p><i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i></p>	3.4	Accept in part	<p><i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i></p>	No
FS 88	Kāinga Ora Homes and Communities		<p><i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour.</i></p>	3.4	Accept in part	<p><i>See relevant section of report. In addition, the existing Airport noise contours and</i></p>	No

TABLE A3: BIRD STRIKE							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<i>Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>			<i>associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	
254.146	Christchurch International Airport Ltd	Matters of Control or Discretion for all Open Space and Recreation Zones	<p>Insert a new matter of discretion related to bird strike risk on aircraft.</p> <p>Insert new matter of discretion:</p> <p>"MD[xx] – Bird strike risk <u>The extent to which the proposed activity will be designed, operated and managed to avoid attracting bird species which constitute a hazard to aircraft.</u>"</p>	3.4	Reject	See relevant section of report.	No
FS 63	Momentum Land Ltd		<i>Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.</i>	No
FS 88	Kāinga Ora Homes and Communities		<i>Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.</i>	No
Planning Map							
254.150	Christchurch International Airport Ltd	Planning Maps - General	Insert 8km and 13km bird strike risk management areas into the planning maps as a new overlay.	3.4	Reject	See relevant section of report.	No
FS 47	Horticulture NZ		<i>Oppose. Hort NZ oppose the submissions of CIAL as considers that there will be significant [effect] on the horticulture industry. There has been no industry engagement on these matters or s32 analysis to support the proposal. Disallow the submission. Engage with the horticultural sector.</i>	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No
FS 49	NZ Pork		<p><i>Oppose. The submitter states that a number of activities including commercial pig farming is known to increase the risk of bird strike if they are allowed to take place in the vicinity of the flight paths for aircraft approaching or departing from the Airport. Seeks that those activities are identified and included within a definition of 'bird strike risk activity' with a corresponding suite of provisions controlling these activities within proximity of the Christchurch International Airport runways.</i></p> <ul style="list-style-type: none"> <i>No engagement with the pork industry has occurred.</i> <i>No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike.</i> 	3.4	Accept in part	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.</i>	No

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			<ul style="list-style-type: none"> No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken. No section 32 assessment. No assessment of costs or benefits has been undertaken. No assessment of alternatives has been provided (including whether district plan regulation is required). Disallow.				
FS 63	Momentum Land Ltd		Oppose all provisions that CIAL have submitted on. CIAL seek extensive amendments to the PDP, including additional objectives, policies and rules. MLL is opposed to the submission points made by CIAL to the extent that their requested relief conflicts with/impedes the relief sought by MLL in their original submission.	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought by MLL in their original submission.	No
FS 88	Kāinga Ora Homes and Communities		Oppose whole submission. Consistent with its submission on the Proposed Plan Kāinga Ora opposes the airport noise contour. Kāinga Ora seeks the deletion of the Aircraft/ Airport noise provisions in full including any mapped noise overlays, contour maps. Disallow.	3.4	Accept in part	See relevant section of report. In addition, the existing Airport noise contours and associated provisions still apply to give effect to the RPS pending the outcome of its review - see section 3.3.2.	No
FS 118	Fulton Hogan Ltd		<p>Oppose. CIAL seek a number of amendments pertaining to bird strike risks, including identifying quarries as a bird strike risk, and an extensive 13km radius for bird strike provisions as well as supporting policy amendments. CIAL sought similar amendments through the recent Independent Hearings Panel (IHP) process that considered the Christchurch Replacement District Plan (CDP). The IHP considered these submissions and evidence from the Airport and other parties and concluded that a bird strike management area extending 3 km from the end of the CIAL runways was appropriate and no more.</p> <p>CIAL staff have previously acknowledged these decisions through the proposed Fulton Hogan Roydon Quarry consenting process (in the Selwyn District) where CIAL sought to control activities at the site, approximately 8 km from the end of the runway.</p> <p>While Fulton Hogan regularly works with CIAL to ensure the potential for bird strike is appropriately managed, the amendments sought by CIAL are inappropriate. It is noted a number of ponds or bird attracting activities could be established on other sites as of right within Christchurch City Council territorial boundaries, which means the requested amendments would create an inconsistent planning system for effects on airport operations, while also seeking to implement planning controls previously considered in detail and rejected by the IHP.</p>	3.4	Accept in part	See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the relief sought in other submissions.	No

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			<p><i>The submissions seek to unduly limit other activities that are a considerable distance from Christchurch International Airport, do not represent sustainable management and is contrary to other planning documents and the purpose and principles of the RMA.</i></p> <p><i>For the avoidance of doubt these further submissions relate to all submission points by CIAL which seek to achieve these bird strike controls as they may impact quarrying activities including objective and policy amendments and map amendments.</i></p> <p><i>Disallow.</i></p>				