

**OFFICER'S REPORT FOR:**

Hearings Panel

**SUBJECT:**

Proposed Waimakariri District Plan:  
Christchurch International Airport Ltd -  
Airport Noise Contours and Bird Strike

**PREPARED BY:**

Neil Sheerin, Senior Policy Planner

**REPORT DATED:**

9 January 2024

**DATE OF HEARING:**

Hearing Stream 10A (beginning 19 February 2024)



**WAIMAKARIRI**  
DISTRICT COUNCIL

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## Executive Summary

1. This report considers a large number of the matters raised in a submission on the Proposed Plan from Christchurch International Airport Ltd (CIAL), and related further submissions, received by the District Council.
2. CIAL's submission on the Proposed Plan contained a total of 154 submission points relating to Proposed Plan definitions, a wide range of District-wide and zone provisions, and the Proposed Plan map.
3. Most of CIAL's submission points concern the potential for Christchurch International Airport (Airport) operations to experience reverse sensitivity effects relating to:
  - a. potential growth of noise sensitive activities within the Airport noise contours; and
  - b. bird strike.
4. As matters raised potentially affect a large number of Proposed Plan provisions over a number of different Hearing streams, the Hearing Panel requested that these matters be considered at a separate Hearing.<sup>1</sup>
5. CIAL responded to the Hearing Panel with a memo identifying which of its submission points CIAL intended to address at this Hearing.<sup>2</sup> I generally agree with that categorisation and have adopted that approach, therefore it is those submission points that are the subject of this report.
6. CIAL indicated in its memo that it intended to address the remainder of its submission points at other Hearings, and consequently those submission points are not considered in this report but instead are addressed in the s42A reports for those other Hearings.
7. CIAL's submission points to be considered in this s42A report include 118 submission points relating to the Airport noise contours, and bird strike. 79 submission points relate to the Airport noise contours, 30 submission points relate to bird strike, and 9 submission points raise matters applicable to both the Airport noise contours, and bird strike.
8. These 118 submission points received 8 further submissions raising 285 further submission points. 282 further submission points were in opposition to, and 3 were in support of, CIAL's submission points.
9. 14 of CIAL's submission points are recommended to be accepted in part. These tend to relate to provisions in the Proposed Plan which CIAL wish to see retained as notified, or which involve only minor amendment to notified provisions. These submission points are recommended to be accepted only in part, as the extent to which such provisions are retained or modified as requested depends on the outcome of decisions made in response

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<sup>1</sup> Panel Minute 5, paragraph 10. [Minute-5-Variation-1-Momentum-rezonings-and-NPS-HPL.pdf \(waimakariri.govt.nz\)](#)

<sup>2</sup> Memorandum of counsel on behalf of Christchurch International Airport Ltd dated 14 August 2023. [SUBMITTER-254-EMAIL-CIAL-MEMORANDUM-OF-COUNSEL-TO-HEARING-PANEL-ANNABELLE-LEE-CHAPMAN-TRIPMemorandum-of-counsel-CIAL.pdf \(waimakariri.govt.nz\)](#)

to other submissions, or through other s42A reports on other parts of the Proposed Plan (such as the Subdivision or Residential Zones chapters).

10. The remaining 104 of CIAL's submission points are recommended to be rejected.
11. The reasons are set out in Section 3 and **Appendix A** of this report.
12. Having considered all the submissions and further submissions and reviewed all relevant statutory and non-statutory documents, I consider that the proposed objectives and provisions will be the most appropriate means to:
  - a. achieve the purpose of the RMA where it is necessary to revert to Part 2 and otherwise give effect to higher order planning documents, in respect to the proposed objectives; and
  - b. achieve the relevant objectives of the Proposed Plan, in respect to the proposed provisions.

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## Interpretation

This report may utilise the following abbreviations **relevant to this report** for brevity as set out in Tables 1 and 2 below:

**Table 1: Abbreviations of terms**

Abbreviation	Means
3 circles	3 'bird strike risk management areas' within a 3km radius, a proposed 8km radius and a proposed 13km radius of the runway thresholds at the Airport
Airport	Christchurch International Airport
Airport noise contours	the existing 50dBA Ldn and 55dBA Ldn Airport noise contours in the RPS
National Planning Standards	National Planning Standards, Ministry for the Environment, 2019
Operative District Plan	Operative Waimakariri District Plan
Proposed Plan	Proposed Waimakariri District Plan
RMA	Resource Management Act 1991
RPS	Operative Canterbury Regional Policy Statement
s32	Section 32 of the RMA
s32AA	Section 32AA of the RMA
s42A	Section 42A of the RMA

**Table 2: Abbreviations of organisation names**

Abbreviation	Means
CIAL	Christchurch International Airport Ltd
District Council	Waimakariri District Council
ECan	Environment Canterbury / Canterbury Regional Council
Fuel Companies	BP Oil NZ Ltd, Mobil Oil NZ Ltd, and Z Energy Ltd
Hort NZ	Horticulture NZ
Kāinga Ora	Kāinga Ora Homes and Communities
KiwiRail	KiwiRail Holdings Ltd
MLL	Momentum Land Ltd
Waka Kotahi	NZ Transport Agency Waka Kotahi

# 1 Introduction

## 1.1 Purpose

13. The purpose of this report is to provide the Hearing Panel with a summary and analysis of the submission points on the Proposed Plan from Christchurch International Airport Ltd (CIAL), and related further submissions, received by the District Council. The submission points considered in this report concern the potential for Christchurch International Airport (Airport) operations to experience reverse sensitivity effects relating to:
  - a. potential growth of noise sensitive activities within the Airport noise contours; and
  - b. bird strike.
14. This report is prepared under section 42A of the RMA.
15. This report makes recommendations as to whether the submission points and further submissions received should be accepted, accepted in part, or rejected, and whether any changes to the notified Proposed Plan provisions are recommended.
16. The recommendations are informed by evaluation undertaken by the author.
17. This report is provided to assist the Hearings Panel in their role as Independent Commissioners. The Hearings Panel may choose to accept or reject the conclusions and recommendations of this report and may come to different conclusions and make different recommendations, based on the information and evidence provided to them by submitters.
18. This report is intended to be read in conjunction with Officers' Reports on 'Part 1: Introduction and general provisions' (the 'overarching' report) and 'Strategic directions'.

## 1.2 Author

19. My name is Neil Lindsay Sheerin. My qualifications and experience are set out in **Appendix B** of this report.
20. My role in preparing this report is that of an expert planner.
21. I was involved in the preparation of the Proposed Plan including a range of District-wide and zone chapters and related section 32 reports. This includes the Open Space and Recreation Zones chapters which CIAL has submitted on regarding the requested inclusion of provisions relating to bird strike.
22. I confirm that the issues addressed in this statement of evidence are within my area of expertise as an expert planner.
23. Although this is a District Council Hearing, I have read the Code of Conduct for Expert Witnesses contained in the 2023 Practice Note issued by the Environment Court. I have complied with that Code when preparing my written statement of evidence and I agree to comply with it when I give any oral evidence.

24. Any data, information, facts, and assumptions I have considered in forming my opinions are set out in the part of the evidence in which I express my opinions. Where I have set out opinions in my evidence, I have given reasons for those opinions.
25. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

### 1.3 Supporting Evidence

26. The expert evidence, literature, legal cases or other material which I have used or relied upon in support of the opinions expressed in this report includes the following, attached as **Appendix C** of this report:
  - a. 'Review of Christchurch International Airport submission on bird strike issues, Waimakariri District Plan Review, prepared for Waimakariri District Council, 9 November 2023', by Rachel McClellan PhD., ecological consultant.

### 1.4 Key Issues in Contention

27. Most of CIAL's submission points on the Proposed Plan, and which are considered in this report, concern the potential for Airport operations to experience reverse sensitivity effects relating to: potential growth of noise sensitive activities within the Airport noise contours, and bird strike.

#### *Variation 1 to Proposed Plan: Housing Intensification*

28. The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 required certain councils including Waimakariri District to introduce Medium Density Residential Standards into plans. Variation 1 (notified in 2022 to give effect to this) included the Airport noise contours in the operative Canterbury Regional Policy Statement (RPS) as a 'qualifying matter'. Submissions on Variation 1 concerning the Airport noise contours as a qualifying matter are addressed in a separate s42A report for Variation 1.

#### *'Primacy'*

29. In October 2023 the Hearings Panel requested future s42A reports include an assessment of any potential implications that may arise should objectives in the Strategic Directions chapter of the Proposed Plan be given 'primacy' over Chapter objectives and policies, or not, and that this be carried out in accordance with the approach set out in Mr Buckley's memorandum dated 29 September 2023 (refer Minute 11, 2 October 2023, paragraph 8).
30. Objectives in the Strategic Directions chapter relevant to the Airport include SD-O3(2). This, in summary, refers to enabling 'critical infrastructure', 'strategic infrastructure' and 'regionally significant infrastructure' to operate efficiently and effectively, while managing adverse effects of infrastructure on the environment, and managing the effects of other activities on infrastructure. The terms 'critical infrastructure', 'strategic infrastructure' and 'regionally significant infrastructure' are defined terms in the Proposed Plan that are



consistent with the RPS definitions for these terms and which include reference to the Airport.

31. CIAL's submission includes requested amendments to objectives and policies in a range of other District-wide chapters, and zone chapters, including Subdivision, Noise, Residential Zones and Rural Zones.
32. I anticipate that the authors of the s42A reports for the Subdivision and Residential Zones chapters will be including their own 'primacy' assessments in their future s42A reports (as per Minute 11, 2 October 2023, paragraph 8) as these Hearings have not yet been held, while the author of the s42A report for the Rural Zones chapters (Hearing Stream 6) will be including their own 'primacy' assessment in their Reply report (as per Minute 11, 2 October 2023, paragraph 10).
33. I am also aware that s42A report authors for Hearing Streams 2, 3, 4 and 5 (which included the Noise chapter) have bundled their individual 'primacy' assessments in a joint memo to the Hearings Panel dated 8 December 2023 (as per Minute 11, 2 October 2023, paragraph 9).
34. For my part, I reiterate my previous comments on this matter in my Reply report to the Hearings Panel on Open Space and Recreation Zones dated 31 October 2023, specifically paragraphs 38 to 39 and 42 to 48. That report is publicly available on the District Council's web page for Hearing Stream 6.

## 1.5 Procedural Matters

35. At the time of writing this report there have not been any pre-hearing conferences, clause 8AA meetings or expert witness conferencing in relation to submissions on provisions concerning the potential growth of noise sensitive activities within the Airport noise contours, or bird strike.

## 2 Statutory Considerations

### 2.1 Resource Management Act 1991

36. The Proposed Plan has been prepared in accordance with the RMA and in particular, the requirements of:
- a. section 74 Matters to be considered by territorial authority, and
  - b. section 75 Contents of district plans.
37. There are a number of higher order planning documents and strategies, legislation, regulations and other plans that provide direction and guidance for the preparation and content of the Proposed Plan. These documents relevant to the parts of the Proposed Plan that have been the subject of the submissions considered in this report are discussed in detail within the section 32 Evaluation Reports for those parts of the Proposed Plan. Those s32 Reports set out the background context that has influenced the provisions in those parts of the Proposed Plan.

### 2.2 Section 32AA

38. Section 32AA of the RMA requires that an evaluation be undertaken of any recommended amendments to provisions since the initial s32 evaluation was undertaken. Section 32AA states:

***32AA Requirements for undertaking and publishing further evaluations***

*(1) A further evaluation required under this Act—*

*(a) is required only for any changes that have been made to, or are proposed for, the proposal since the evaluation report for the proposal was completed (the changes); and*

*(b) must be undertaken in accordance with section 32(1) to (4); and*

*(c) must, despite paragraph (b) and section 32(1)(c), be undertaken at a level of detail that corresponds to the scale and significance of the changes; and*

*(d) must—*

*(i) be published in an evaluation report that is made available for public inspection at the same time as the approved proposal (in the case of a national policy statement or a New Zealand coastal policy statement or a national planning standard), or the decision on the proposal, is notified; or*

*(ii) be referred to in the decision-making record in sufficient detail to demonstrate that the further evaluation was undertaken in accordance with this section.*

*(2) To avoid doubt, an evaluation report does not have to be prepared if a further evaluation is undertaken in accordance with subsection (1)(d)(ii).*

39. For the most part I have not recommended changes to the notified provisions of the Proposed Plan, and where amendments are recommended these are minor in nature. Consequently, I have not considered it necessary to undertake a s32AA evaluation.

## 2.3 Trade Competition

40. No consideration of trade competition has been given with respect to the subject of this report. Trade competition is not considered relevant to those Proposed Plan provisions that have been the subject of the submissions considered in this report.
41. There are no known trade competition issues raised within the submissions and further submissions.

### 3 Consideration of Submissions

#### 3.1 Overview

42. CIAL's submission on the Proposed Plan contained a total of 154 submission points relating to Proposed Plan definitions, a wide range of District-wide and zone provisions, and the Proposed Plan map.
43. Most of CIAL's submission points concern the potential for Airport operations to experience reverse sensitivity effects relating to: potential growth of noise sensitive activities within the Airport noise contours, and bird strike. As the matters raised potentially affect a large number of Proposed Plan provisions over a number of different Hearing streams, the Hearing Panel requested that these matters be considered at a separate Hearing.<sup>3</sup>
44. CIAL responded to the Hearing Panel with a memo identifying which of its submission points CIAL intended to address at this Hearing.<sup>4</sup> I generally agree with that categorisation and have adopted that approach, therefore it is those submission points that are the subject of this report.
45. CIAL indicated in its memo it intended to address the remainder of its submission points at other Hearings, and consequently those submission points are not considered in this report but instead are addressed in the s42A reports for those other Hearings.
46. CIAL's submission points to be considered in this s42A report include 118 submission points relating to potential growth of noise sensitive activities within the Airport noise contours, and bird strike. 79 submission points relate to the Airport noise contours, 30 submission points relate to bird strike, and 9 submission points raise matters applicable to both the Airport noise contours, and bird strike.
47. These 118 submission points received further submissions from the following 8 further submitters raising 285 further submission points, of which 282 were in opposition to, and 3 were in support of, CIAL's submission points:
  - a. Horticulture NZ;
  - b. NZ Pork;
  - c. Momentum Land Ltd;
  - d. Kāinga Ora Homes and Communities;
  - e. KiwiRail Holdings Ltd;
  - f. BP Oil NZ Ltd, Mobil Oil NZ Ltd, and Z Energy Ltd (the Fuel Companies);
  - g. NZ Transport Agency Waka Kotahi; and
  - h. Fulton Hogan Ltd.

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<sup>3</sup> Panel Minute 5, paragraph 10. [Minute-5-Variation-1-Momentum-rezonings-and-NPS-HPL.pdf \(waimakariri.govt.nz\)](#)

<sup>4</sup> Memorandum of counsel on behalf of Christchurch International Airport Ltd dated 14 August 2023. [SUBMITTER-254-EMAIL-CIAL-MEMORANDUM-OF-COUNSEL-TO-HEARING-PANEL-ANNABELLE-LEE-CHAPMAN-TRIPMemorandum-of-counsel-CIAL.pdf \(waimakariri.govt.nz\)](#)

### **3.1.1 Report Structure**

48. Submissions and further submissions on the matters outlined above are addressed under the following three topic headings:
- a. General (relating to both Airport noise contours and bird strike);
  - b. Airport noise contours; and
  - c. Bird strike.
49. As the General matters outlined in a. above relate to both the Airport noise contours and bird strike, these matters are generally addressed through the assessments in Sections 3.3.2 and 3.4.2 of this report.
50. The recommended responses to submissions and further submissions on these matters is contained in Tables A1 to A3 in **Appendix A** of this report, as follows:
- a. Table A1: General (relating to both the Airport noise contours and bird strike);
  - b. Table A2: Airport noise contours; and
  - c. Table A3: Bird strike.
51. Tables A1 to A3 in Appendix A are structured as follows:
- a. Proposed Plan section order; then
  - b. Within each Proposed Plan section:
    - i. Submission point number order, followed by;
    - ii. Further submission number order (where applicable).
52. The recommendations in Tables A1 to A3 in Appendix A should be read in conjunction with the discussion in Section 3 of this report.

### **3.1.2 Format for Consideration of Submissions and Further Submissions**

53. I have considered submissions and further submissions seeking amendments to the Proposed Plan in the following format:
- a. Matters raised by CIAL and further submitters (in summary);
  - b. Assessment;
  - c. Summary of recommendations in response to submissions and further submissions.

## **3.2 General (relating to both Airport Noise Contours and Bird Strike)**

### **3.2.1 Matters raised by CIAL and Further Submitters**

#### **3.2.1.1 CIAL**

54. CIAL lodged 9 submission points seeking a range of amendments to the Proposed Plan relevant to the issues of both the Airport noise contours and bird strike. These are summarised below and are listed in Table A1 in Appendix A:
- a. Amendments to the 'Cross Boundary Matters' section within the 'How the Plan Works' chapter in Part 1, to identify that Airport operations 'require protection' from reverse sensitivity effects arising in the District from potential growth of noise sensitive

- activities within the Airport noise contours, and to identify that bird strike risk in the District 'requires management' [254.1];
- b. An amendment to the definition of 'reverse sensitivity' to include reference to 'intensification' alongside 'establishment or alteration' [254.12];
  - c. The placement of objectives and policies 'protecting' the Airport from 'incompatible uses and reverse sensitivity' in the Strategic Directions chapter and 'appropriate plan sections'; and the placement of rules 'restricting noise sensitive activities' in the 50 dBA Ldn Airport noise contour, and for bird strike risk, in 'appropriate plan chapters' [254.14];
  - d. An amendment to Strategic Directions objective SD-O2 to direct that 'urban development does not result in adverse effects' on strategic infrastructure, critical infrastructure and regionally significant infrastructure [254.18];
  - e. Amendments to Strategic Directions objective SD-O3 to 'better recognise and enable', and to explicitly require 'avoidance of adverse effects' on, strategic infrastructure, critical infrastructure and regionally significant infrastructure; including by 'avoiding noise sensitive activities' beneath the Airport noise contours, and by 'managing the risk of bird strike to aircraft' using the Airport [254.19];
  - f. An amendment to Strategic Directions objective SD-O4 so that 'development and land use does not adversely affect' strategic infrastructure [254.20];
  - g. Either amend policy RURZ-P8 applicable to all Rural zones 'to protect strategic infrastructure from reverse sensitivity effects caused by incompatible land use', through addition of new clauses relating to avoiding noise sensitive activities within the 50 dBA Ldn Airport noise contour with limits on density of residential units in the General Rural Zone and Rural Lifestyle Zone, and management of bird strike risk to aircraft using the Airport [254.96];
  - h. The inclusion of clauses in 'relevant rules' requiring 'any application for activities with adverse reverse sensitivity effects or that are incompatible with Airport activities' to be notified to CIAL [254.153]; and
  - i. A request that rules for managing land use within the Airport noise contours and bird strike risk are 'located where visible and clear to plan users' along with 'clear, thorough cross references linking relevant rules and other parts of the Proposed Plan' [254.154].

### **3.2.1.2 Further Submissions**

- 55. The submission points from CIAL summarised in section 3.2.1.1 above attracted 30 further submission points from 7 further submitters, as follows (in summary) and as listed in Table A1 in Appendix A.
- 56. Momentum Land Ltd (MML) [FS 63] opposes all provisions that CIAL have submitted on, to the extent that the relief sought by CIAL conflicts with/impedes the relief sought by MLL in their original submission. In particular, MLL opposes:

- a. CIAL submission point [254.19] seeking to amend Strategic Objective SD-03 to explicitly require avoidance of noise sensitive activities within the 50 dBA Ldn Airport Noise Contour, except in the existing Kaiapoi residential area (and limited to one dwelling per 600m<sup>2</sup> only in this area). 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.
57. Kāinga Ora Homes and Communities (Kāinga Ora) [FS 88] opposes the whole CIAL submission including the airport noise contour and seeks the deletion of the Airport noise provisions in full.
58. Horticulture NZ (Hort NZ) [FS 47] opposes CIAL submission points [254.12], [254.14] and [254.96]. Hort NZ considers 'there will be significant [effect] on the horticulture industry' and 'there has been no industry engagement on these matters or s32 analysis to support the proposal' and seeks deletion of the CIAL submission in full and that CIAL engage with Hort NZ.
59. NZ Pork [FS 49] opposes CIAL submission points [254.14], [254.96] and [254.153], as:
- a. 'No engagement with the pork industry has occurred;
- b. No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike;
- c. No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken;
- d. No section 32 assessment has been undertaken;
- e. No assessment of costs or benefits has been undertaken; and
- f. No assessment of alternatives has been provided (including whether district plan regulation is required)'.
60. BP Oil NZ Ltd, Mobil Oil NZ Ltd, and Z Energy Ltd (the Fuel Companies) [FS 104] support CIAL submission point [254.12] as they consider this 'acknowledges that reverse sensitivity effects can occur or be exacerbated from the intensification of existing activities'.
61. KiwiRail Holdings Ltd (KiwiRail) [FS 99] and NZ Transport Agency Waka Kotahi (Waka Kotahi) [FS 110] both support CIAL submission point [254.18]. KiwiRail agrees that SD-O2 'should include protection of infrastructure from inappropriate urban development'. Waka Kotahi 'supports recognition of the need to consider the operational needs of infrastructure when providing for urban development'.

### **3.2.2 Assessment**

62. As these matters relate to both the Airport noise contours and bird strike, these matters are generally addressed through the assessments in Sections 3.3.2 and 3.4.2 and Appendix A of this report.

### 3.2.3 Summary of Recommendations

63. Based on the assessments in Sections 3.3.2, 3.4.2 and Appendix A of this report, I recommend the following submission points be **rejected**:
- a. Christchurch International Airport Ltd [254.1], [254.12], [254.14], [254.18], [254.19], [254.20], [254.96], [254.153], and [254.154].

## 3.3 Airport Noise Contours

### 3.3.1 Matters raised by CIAL and Further Submitters

#### 3.3.1.1 CIAL

64. CIAL lodged 79 submission points seeking a range of amendments to many parts of the Proposed Plan relating to the issue of potential growth of noise sensitive activities within the Airport noise contours. These are summarised below and are listed in Table A2 in Appendix A.

#### *Part 1 – Introduction and General Provisions – How the Plan Works*

65. Submission points [254.2] and [254.3] seek to:
- a. Amend the labelling of the Airport noise contours on the Proposed Plan map to make it clearer what these relate to; and
  - b. Include in the 'Relationships between spatial layers and planning maps' part of the 'How the Plan works' section in Part 1, a description of the 50 dBA Ldn and 55 dBA Ldn Airport noise contours that would include wording to 'require avoidance of noise sensitive activities' within these areas to 'avoid adverse noise effects and reverse sensitivity effects' on the Airport.

#### *Part 2 – District Wide Matters – Urban Form and Development*

66. Submission point [254.21] seeks an amendment to policy UFD-P1, by including wording seeking to 'avoid residential development incompatible with or adversely effects strategic infrastructure'.
67. Submission points [254.22] and [254.23] seek amendments to policies UFD-P2 and UFD-P3, respectively, by including wording seeking to 'avoid adverse reverse sensitivity effects on strategic infrastructure'.
68. Submission point [254.24] seeks an amendment to policy UFD-P10, by including wording seeking to 'avoid residential activity that has adverse effects on, or is incompatible with', critical infrastructure, strategic infrastructure, and regionally significant infrastructure, including within the Airport noise contours.

#### *Part 2 – District Wide Matters - Subdivision*

69. Submission point [254.44] seeks policy SUB-P1 be amended to 'avoid noise sensitive activities establishing within' the 50 dBA Airport noise contour.
70. Submission points [254.48], [254.49] and [254.50] respectively, seek retention of the following Subdivision rules as notified:



- a. SUB-R1 boundary adjustment as a controlled activity;
  - b. SUB-R2 controlled activity subdivision including within the 50 dBA Ldn Airport noise contour; and
  - c. SUB-R10 subdivision for lots less than 20ha in the General Rural Zone as a non-complying activity.
71. Submission point [254.51] seeks to amend Subdivision rule SUB-R11. The rule as notified currently stipulates that subdivision in the Rural Lifestyle Zone resulting in a lot less than 4ha within the 50 dBA Ldn Airport noise contour is a non-complying activity. CIAL seeks to amend this rule so that all subdivision creating under sized lots in all zones within the 50 dBA Ldn Airport noise contour would be a non-complying activity.
72. Submission point [254.52] seeks to amend Subdivision standard SUB-S1 by inserting standards to maintain residential density within the 50 dBA Ldn Airport noise contour in the General Residential, Medium Density Residential and Special Purpose (Kaiapoi Regeneration) Zones; and by making non-compliance with such standards a non-complying activity.
73. Submission point [254.53] seeks to amend Subdivision standard SUB-S3 by exempting residential subdivision from maintaining a minimum density of 15 households per hectare where located within the 50 dBA Ldn Airport noise contour.
74. Submission point [254.54] seeks retention of Subdivision matter of control or discretion SUB-MCD9, and its insertion into all rules that may apply to activities and land within the 50 dBA Ldn Airport noise contour.

*Part 2 – District Wide Matters - Noise*

75. Submission point [254.55] seeks to amend the Introduction to the Noise chapter to clarify that air noise contours do not control noise sensitive activities but identify where, and at what level, aircraft noise is experienced.
76. Submission point [254.57] seeks objective NOISE-O3, which relates to 'avoiding noise sensitive activities within the 65 dBA and 55 dBA Ldn noise contours for Rangiora Airfield', be amended to also avoid noise sensitive activities within the 50 dBA Ldn Airport noise contour.
77. Submission point [254.58] supports policy NOISE-P1 'Minimising adverse noise effects' and seeks its retention as notified, but CIAL notes that since policy NOISE-P4 is specific to the Airport noise contour it should 'override' NOISE-P1.
78. Submission point [254.59] supports policy NOISE-P4 relating to the Airport noise contour, but seeks the policy be amended to exclude new residential development in the 50 dBA Airport noise contour.
79. Submission point [254.60] supports rule NOISE-R14, but seeks it be amended to 'align with current expert acoustic advice', and that either the rule be relocated to relevant zone chapters so it is more visible to plan users or insert clear cross references to other relevant parts of the Proposed Plan.

80. Submission point [254.61] supports Table NOISE-1 in rule NOISE-R15, which includes indoor design and sound level requirements for building in the 55 dBA Ldn Airport noise contour, but also seeks inclusion of an advice note regarding noise insulation calculations and verification.
81. Submission point [254.62] supports rule NOISE-R17 relating to noise sensitive activities within the 50 dBA Ldn Airport noise contour, but seeks the rule be amended to make non-compliance a non-complying activity, and for the rule to be relocated to the zones where they may be more visible to plan users.
82. Submission point [254.63] seeks deletion of clause (6) from matter of discretion NOISE-MD2, which is a 'no complaint' clause relating to noise from aircraft using the Airport to be registered against land titles, as it does 'not avoid noise effects, just stops occupants from complaining'.
83. Submission point [254.64] seeks a minor technical amendment to matter of discretion NOISE-MD3 to improve its readability.
84. Submission point [254.151] is a general submission supporting provisions that 'avoid noise sensitive activities in the 50 dBA Ldn Airport noise contour and insulate new buildings in the 55 dBA Airport noise contour' and CIAL seeks amendments to provide for these as set out in other parts of its submission.
85. Submission point [254.152] is also a general submission advising that the Airport noise contours have been remodelled and draft new contours produced which extend further west. As the new contours have not yet been confirmed, CIAL wishes to avoid potential rezonings that may alter land use within the draft remodelled contours. To this end, CIAL wishes to 'retain the predominantly rural zoning west of Kaiapoi and in the vicinity of Ohoka' and 'retain residential or semi-urban zoning such as Large Lot Residential or Settlement zones in areas likely to be within' the draft remodelled contours.

#### *Part 2 – District Wide Matters – Temporary Activities*

86. Submission point [254.65] seeks to amend rule TEMP-R4 'Filming' by excluding locations within the 50 dBA Airport noise contour unless indoor sound design requirements can be met, and that applications for non-compliance be notified to CIAL.
87. Submission point [254.66] seeks to amend rule TEMP-R7 'Any temporary building or structure incidental to construction work' by excluding temporary accommodation from within the 50 dBA Airport noise contour, and that applications for non-compliance be notified to CIAL.

#### *Part 3 – Area Specific Matters – Residential Zones*

88. Submission point [254.67] seeks to amend the Introduction to all the Residential Zone chapters by including a statement that 'residential density is controlled within the 50 dBA Ldn Airport noise contour to avoid adverse reverse sensitivity effects on the Airport'.
89. Submission point [254.71] seeks the inclusion of a new policy for all Residential Zones that would seek to 'protect' critical infrastructure, regionally significant infrastructure, and strategic infrastructure by 'avoiding adverse effects, including reverse sensitivity effects,

from incompatible activities' including residential units on sites under 600m<sup>2</sup> within the 50 dBA Ldn Airport noise contour.

90. Submission point [254.92] seeks to include a new Matter of Discretion applicable to all Residential Zones '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'.

*Part 3 – Area Specific Matters – General Residential Zone and Medium Density Residential Zone*

91. Submission points [254.72] and [254.82], respectively, seek the inclusion of a new rule in the General Residential Zone and in the Medium Density Residential Zone to control the location of any new noise sensitive activity within the 50 dBA Airport noise contour.
92. Submission points [254.73] and [254.83], respectively, seek to amend General Residential Zone rule GRZ-R7 and Medium Density Residential Zone rule MRZ-R7 to control the location of any 'larger scale' boarding houses within the 50 dBA Airport noise contour, with applications for such activities notified to CIAL (absent its written approval).
93. Submission points [254.74] and [254.84], respectively, seek to amend General Residential Zone rule GRZ-R8 and Medium Density Residential Zone rule MRZ-R8 to control the location of care facilities within the 50 dBA Airport noise contour, with applications for such activities notified to CIAL (absent its written approval).
94. Submission points [254.75] and [254.85], respectively, support General Residential Zone rule GRZ-R9 and Medium Density Residential Zone rule MRZ-R9 under which visitor accommodation within the 50 dBA Airport noise contour is a discretionary activity. However, in addition, submission point [254.75] seeks rule GRZ-R9 be amended to require applications for such activities to be notified to CIAL (absent its written approval).
95. Submission points [254.76] and [254.86], respectively, seek to amend General Residential Zone rule GRZ-R12 and Medium Density Residential Zone rule MRZ-R12 to control the location of education facilities within the 50 dBA Airport noise contour, with applications for such activities notified to CIAL (absent its written approval).
96. Submission points [254.77] and [254.88], respectively, seek to amend General Residential Zone rule GRZ-R15 and Medium Density Residential Zone rule MRZ-R15 to control the location of health care facilities within the 50 dBA Airport noise contour, with applications for such activities notified to CIAL (absent its written approval).
97. Submission points [254.78] and [254.89], respectively, seek to amend General Residential Zone rule GRZ-R19 and Medium Density Residential Zone rule MRZ-R18 to control the location of multi-unit residential developments within the 50 dBA Airport noise contour, with applications for such activities notified to CIAL (absent its written approval).
98. Submission points [254.79] and [254.90], respectively, seek to amend General Residential Zone rule GRZ-R20 and Medium Density Residential Zone rule MRZ-R19 to control the location of retirement villages within the 50 dBA Airport noise contour, with applications for such activities notified to CIAL (absent its written approval).

99. Submission point [254.80] seeks to amend General Residential Zone rule GRZ-R23 to control the location of campgrounds within the 50 dBA Airport noise contour, with applications for such an activity notified to CIAL (absent its written approval).
100. Submission points [254.155] and [254.87], respectively, seek to amend General Residential Zone rule GRZ-R13 and Medium Density Residential Zone rule MRZ-R13 to control the location of child care facilities within the 50 dBA Airport noise contour, with applications for such activities notified to CIAL (absent its written approval).
101. Submission points [254.81] and [254.91], respectively, seek to amend General Residential Zone built form standard GRZ-BFS1 and Medium Density Residential Zone built form standard MRZ-BFS1 to control residential density within the 50 dBA Airport noise contour.

*Part 3 – Area Specific Matters – Rural Zones*

102. Submission point [254.93] seeks to amend the Introduction to all the Rural Zone chapters by including a statement that 'residential density is controlled within the 50 dBA Ldn Airport noise contour to avoid adverse reverse sensitivity effects on the Airport'.
103. Submission point [254.95] seeks to amend policy RURZ-P5 applicable in all Rural Zones to limit the use of minor residential units on sites within the 50 dBA Airport noise contour to 'family members dependent in some way on the household living within the primary residential unit'.

*Part 3 – Area Specific Matters – General Rural Zone and Rural Lifestyle Zone*

104. Submission points [254.97] and [254.108], respectively, seek to amend General Rural Zone policy GRUZ-P2 and Rural Lifestyle Zone policy RLZ-P2 in a way that would control the establishment of a minor residential unit on a site of more than 20ha in the General Rural Zone or more than 4ha in the Rural Lifestyle Zone where the site is within the 50 dBA Airport noise contour.
105. Submission points [254.98] and [254.109], respectively, seek the inclusion of a new rule in the General Rural Zone and in the Rural Lifestyle Zone to control the location of any new noise sensitive activity within the 50 dBA Airport noise contour.
106. Submission points [254.99] and [254.110], respectively, seek to amend General Rural Zone rule GRUZ-R3 and Rural Lifestyle Zone rule RLZ-R3 in a way that would control the establishment of a residential unit on a site of less than 20ha in the General Rural Zone or less than 4ha in the Rural Lifestyle Zone where the site is within the 50 dBA Airport noise contour.
107. Submission points [254.100] and [254.111], respectively, seek to amend General Rural Zone rule GRUZ-R4 and Rural Lifestyle Zone rule RLZ-R4 in a way that would limit the use of minor residential units on sites within the 50 dBA Airport noise contour to 'family members dependent in some way on the household living within the primary residential unit'.
108. Submission point [254.116] seeks to amend Rural Lifestyle Zone rule RLZ-R35 to control the location of campgrounds within the 50 dBA Airport noise contour.
109. Submission points [254.105], [254.106], [254.107], [254.117] and [254.118], respectively, seek retention of the following non-complying activity rules as notified:

- a. General Rural Zone rules:
  - i. GRUZ-R40 multi-unit residential developments;
  - ii. GRUZ-R41 residential units on sites less than 20ha;
  - iii. GRUZ-R42 minor residential units on sites less than 20ha;
- b. Rural Lifestyle Zone rules:
  - i. RLZ-R40 retirement villages; and
  - ii. RLZ-R41 multi-unit residential developments.

*Part 3 – Area Specific Matters – Commercial and Mixed Use Zones and Industrial Zones*

110. CIAL lodged the following submission points, seeking a new rule making new noise sensitive activities in the 50 dBA Ldn Airport noise contour a non-complying activity, in the following zones; alternatively, insert clear cross references in the zone chapters to other relevant parts of the Proposed Plan:
- a. Neighbourhood Centre Zone [254.120];
  - b. Local Centre Zone [254.121];
  - c. Large Format Retail Zone [254.122];
  - d. Mixed Use Zone [254.123];
  - e. Town Centre Zone [254.124];
  - f. General Industrial Zone [254.125];
  - g. Light Industrial Zone [254.126]; and
  - h. Heavy Industrial Zone [254.127].

*Part 3 – Area Specific Matters – Special Purpose Zone (Kaiapoi Regeneration)*

111. Submission point [254.131] is a general submission seeking to avoid development of new noise sensitive activities within the 50 dBA Ldn Airport noise contour.

*Part 3 – Area Specific Matters – Development Areas*

112. Submission point [254.129] seeks retention of the existing West Kaiapoi Development Area.
113. Submission point [254.130] opposes the new Kaiapoi Development Area as part of it lies within the 50 dBA Ldn Airport noise contour and considers new development in this area should be limited to non-noise sensitive activities including business or commercial development.

*Planning Map*

114. Submission point [254.149] supports inclusion of the 50 dBA Ldn and 55 dBA Ldn Airport noise contours on the Proposed Plan Map but wishes these be more clearly labelled with regards what they relate to.

**3.3.1.2 Further Submissions**

115. The submission points from CIAL summarised in section 3.3.1.1 above attracted 174 further submission points from 2 further submitters, all in opposition to CIAL, as follows (in summary) and as listed in Table A2 in Appendix A.

116. Momentum Land Ltd (MML) [FS 63] opposes all provisions that CIAL have submitted on, to the extent that the relief sought by CIAL conflicts with/impedes the relief sought by MML in their original submission. In particular, MML opposes:
- a. CIAL submission point [254.21] seeking to amend policies within the Urban Form and Development chapter to reflect CIAL's position of avoidance of noise sensitive activities in the Air Noise Contour at Kaiapoi, except at densities provided for by the Operative Waimakariri District Plan (operative District Plan) in existing residential zones. MML 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;
  - b. CIAL submission point [254.44] seeking 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. MML opposes this as MML propose to rezone and develop the future development area at Kaiapoi;
  - c. CIAL submission points [254.55] and [254.57], seeking 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; and
  - d. CIAL submission points [254.71] and [254.72], seeking a suite of amendments to residential provisions to restrict all noise sensitive activities beneath the Air Noise Contour.
117. Kāinga Ora [FS 88] opposes the whole CIAL submission including the airport noise contour and seeks the deletion of the Airport noise provisions in full.

### **3.3.2 Assessment**

#### *Introductory Comments*

118. The main 'theme' of the CIAL submission points summarised above is a concern regarding the potential for the Airport to experience reverse sensitivity effects relating to potential growth of noise sensitive activities within the Airport noise contours.
119. Due to the similar nature of many of the amendments requested, I have, for the most part, evaluated the amendments requested on the whole, as a 'suite' of requested provisions, to try to avoid repetition in my responses.

#### *Draft Remodelled Airport Noise Contours*

120. Environment Canterbury (ECan) has recently announced a review of the RPS. In accordance with policy 6.3.11(3) of the RPS, to help inform the RPS review, ECan requested CIAL review and remodel the Airport noise contours. ECan had the draft remodelled Airport noise contours reviewed by an international panel of experts.
121. CIAL now appears to be using the Proposed Plan submission process to attempt to amend land use controls within the District insofar as they relate to noise sensitive activities within the draft remodelled Airport noise contours.

122. In the context of the District, the Airport noise contours primarily relate to Kaiapoi, and land generally to the south west of Kaiapoi.
123. Land use controls in the District relating to noise sensitive activities within the Airport noise contours ultimately relate to provisions in Chapter 6 and Map A of the RPS.
124. Policy 6.3.5(4) in Chapter 6 of the RPS references Map A and the Airport noise contours. The process for review of Map A is set out in policy 6.3.11 in Chapter 6 of the RPS and references the Airport noise contours. Neither policy 6.3.11 nor its methods state that the Airport noise contours can be changed without a formal RMA review process.
125. The output from the draft remodelled Airport noise contour work is part of the information feeding into the Greater Christchurch Spatial Plan and subsequently the RPS review process. ECan advises (emphasis added):<sup>5</sup>
- “the current [Airport] noise contours were developed more than 10 years ago.... The [draft remodelled] noise contours will provide material to inform a review of the [RPS] **and then** the Christchurch, Selwyn and **Waimakariri** District Plans.... At this stage, the new contours are considered to be technical information only. The noise contour considered to be appropriate for land use planning purposes will continue to be that in Map A of the [RPS].... [The reviewed RPS] is expected to be notified in December 2024, leading to submissions and hearings.... **Once any appeals are resolved** [expected by ECan to be 2027 onwards], **district plans in Christchurch, Selwyn and Waimakariri are amended**, with appropriate public consultation, **to give effect to the new RPS....”***
126. The RPS review may result in a change to the Airport noise contours, and potentially also to related policy settings and land use controls.
127. In this context, I consider the wide range of amendments sought by CIAL to the Proposed Plan with respect to land use controls within the draft remodelled Airport noise contours to be premature, and should instead be considered via a district plan variation or change process following completion of the RPS review.
128. The District Plan has to give effect to the RPS. A review of the RPS has only just begun. At this early stage, the outcome of that review is far from known. If the amendments sought by CIAL are adopted and incorporated into the Proposed Plan now, these may have to change again in the near future depending on the outcome of the RPS review. If that outcome eventuated, this would effectively become a two stage process and I do not consider that an efficient approach. I consider it more efficient to wait until after the RPS review is complete and make any necessary amendments to the District Plan at that stage, to give effect to the new RPS.

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<sup>5</sup> <https://www.ecan.govt.nz/get-involved/news-and-events/2021/council-reviews-airport-noise-contours/>

129. This approach is consistent with advice provided in a Joint Witness Statement by the District Council and ECan to the recent hearing on Private Plan Change 31 to the operative District Plan relating to development constraints at Ohoka, which considered, in summary, that:

‘requiring [an RPS] change [first] is appropriate as if the contours were to change markedly, such that large swathes of Greater Christchurch were no longer able to be developed or intensified, this change should go through a notified plan change as the Greater Christchurch councils and community may wish to modify [RPS] policy 6.3.5 and apply a different approach for airport noise’ (third bullet point, p5).<sup>6</sup>

130. This approach is also consistent with a Selwyn District Hearing Panel recommendation with respect to the use of the draft remodelled Airport noise contours as a qualifying matter for the Selwyn District equivalent of this District’s Variation 1 to the Proposed Plan (see section 1.4 above), in which the Selwyn District Hearing Panel stated:<sup>7</sup>

*“We understand that planning framework would of course include necessary amendments to the CRPS and its Map A. In that regard we observe that the incorporation of revised CIAL noise contours in the CRPS will occur through a ‘normal’ RMA Schedule 1 process which is subject to submissions and appeals and so there can be no certainty of its eventual outcome.”*

*General Comments – Objectives, Policies, Rules, and Standards*

131. Notwithstanding my comments above regarding the more appropriate process and timing, and not wishing to prejudice the outcome of any future District Plan variation or change following the outcome of the RPS review, I have difficulty with the relative merits of several aspects of CIAL’s submission.
132. The overall effect of the amendments requested by CIAL would involve amending large parts of the Proposed Plan to seemingly make the Proposed Plan all about the Airport, providing a prominence to the Airport to an extent I do not consider justified compared to other critical infrastructure, strategic infrastructure, and regionally significant infrastructure in the District.
133. Much of the language in the amendments requested by CIAL seeks to ‘require’ activities to ‘avoid’ adverse reverse sensitivity effects on the Airport. Terms such as ‘require’ and ‘avoid’ have the effect of not allowing any adverse effect, no matter how minor it might be, also it does not allow for management of degrees of adverse effects. In essence, avoidance is the only outcome contemplated, which I do not consider realistic or reasonable. I also do not consider it appropriate given the outcome of the RPS review and related policy settings and land use controls is unknown.

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<sup>6</sup> [https://www.waimakariri.govt.nz/\\_data/assets/pdf\\_file/0017/141641/RCP031-JOINT-WITNESS-STATEMENT-OF-PLANNING-EXPERTS-ON-PLANNING-CONSTRAINTS-230817-Joint-Witness-Statement-of-Planning-Experts-RCP031-signed.pdf](https://www.waimakariri.govt.nz/_data/assets/pdf_file/0017/141641/RCP031-JOINT-WITNESS-STATEMENT-OF-PLANNING-EXPERTS-ON-PLANNING-CONSTRAINTS-230817-Joint-Witness-Statement-of-Planning-Experts-RCP031-signed.pdf)

<sup>7</sup> V1 Part A Hearing 5: District Wide, Area Specific and Qualifying Matters, para 25.



134. Many of the amendments requested by CIAL request applications for non-compliance with proposed provisions to be limited notified directly to CIAL. The extent of provisions in which direct notification is requested would effectively increase the cost and time delay of a resource consent process in the event an applicant was unable to obtain written approval from CIAL, which I consider unreasonable especially when compared to a relative lack of direct limited notification provisions requested by other critical infrastructure, strategic infrastructure, and regionally significant infrastructure in the District.
135. The Strategic Directions, Energy and Infrastructure, Transport and Noise chapters already contain objectives and policies that recognise, provide for and manage adverse reverse sensitivity issues on; critical infrastructure, strategic infrastructure, and regionally significant infrastructure in the District (including the Airport). Therefore, in my opinion, I consider much more detailed provisions specific to the Airport are unnecessary.
136. Many of the amendments requested by CIAL seek to impose control over a range of potential future noise sensitive activities locating within the 50 dBA Ldn Airport noise contour, including residential development. As I mentioned above, with regard to residential development, the Airport noise contours primarily relate to Kaiapoi. However, policy 6.3.5(4) of the RPS specifically exempts Kaiapoi from land use controls relating to the Airport noise contours in *“an existing residentially zoned urban area, residential greenfield area identified for Kaiapoi, or residential greenfield priority area identified in Map A”*.
137. This is consistent with advice provided by the District Council and ECan in the Joint Witness Statement to Private Plan Change 31 which considered, in summary, that:
- ‘the Kaiapoi Future Development Areas (and other parts of Kaiapoi), are expressly excluded from the application of the [Airport] noise contour in the [RPS] by virtue of the three exclusions in policy 6.3.5(4)’ (first bullet point, p5).<sup>8</sup>
138. Some of the amendments requested by CIAL seek to relocate some provisions from the District-wide chapters such as Noise, Energy and Infrastructure or Transport, to various zone chapters. CIAL considers this is where they may be most visible to plan users. However, I consider this to be a less efficient approach, as it would involve replication of provisions across many chapters instead of being located in only one subject chapter and runs counter to the approach required under the National Planning Standards of locating provisions in the relevant subject chapter. This approach also runs contrary to the approach sought by other submitters and being developed following direction from the Panel with respect to the Energy and Infrastructure chapter, where all provisions are proposed to be contained within that chapter. A similar approach is being adopted with respect to other District-wide matters, including Earthworks and Transport.
139. In addition, I question the overall necessity of the amendments sought by CIAL, as based on District Council noise complaint records dating back to September 2014, there is no record of any complaints from within this District about noise from aircraft using the Airport.

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<sup>8</sup> [https://www.waimakariri.govt.nz/\\_data/assets/pdf\\_file/0017/141641/RCP031-JOINT-WITNESS-STATEMENT-OF-PLANNING-EXPERTS-ON-PLANNING-CONSTRAINTS-230817-Joint-Witness-Statement-of-Planning-Experts-RCP031-signed.pdf](https://www.waimakariri.govt.nz/_data/assets/pdf_file/0017/141641/RCP031-JOINT-WITNESS-STATEMENT-OF-PLANNING-EXPERTS-ON-PLANNING-CONSTRAINTS-230817-Joint-Witness-Statement-of-Planning-Experts-RCP031-signed.pdf)

*Specific Comments – Proposed Plan Map*

140. There are some submission points regarding the Proposed Plan Map with which I have specific comments.
141. Submission point [254.2] requests amendment to the labelling of the Airport noise contours to read 'Christchurch International Airport 50 dBA Ldn Air Noise Contour' and 'Christchurch International Airport 55 dBA Ldn Air Noise Contour' respectively.
142. The 'Noise Control Contours' label on the Proposed Plan map layers legend refers not only to the Airport noise control contours, but also to noise control contours for Rangiora Airfield, Woodford Glen Speedway at Kaiapoi, and the Daiken timber processing plant at Ashley.
143. The Proposed Plan Map notates the Noise Control Contours specific to the Airport with '50 dBa' and '55 dBa' to the inner and outer control contours (noting that the reference to 'dBa' should be 'dBA').
144. I note that these contours are identified on the Christchurch District Plan map as '50 dB Ldn Air Noise Contour' and '55 dB Ldn Air Noise Contour' respectively (noting that these contours do not use the updated acoustic terms).
145. On the Partially Operative Selwyn District Plan map, these contours are notated with 'Christchurch Airport – 50 dBA Con' and 'Christchurch Airport – 55 dBA Con' respectively (I assume the word 'Con' is a shortening of 'Contour' and assume the shortened wording is due to space constraints).
146. While there is not consistent terminology used for these contours across the three district plans, the shape and location of the contours makes them obvious that they apply to the Airport.
147. The Rangiora Airfield has '65 dBa' and '55 dBa' contours applying to the surrounding area and those contours clearly relate to that airfield. Similarly, the contours around the speedway and timber processing plant clearly relate to those activities.
148. In order for the Planning Map to remain uncluttered, I recommend that the noise contour labels remain unaltered other than correcting 'dBa' to 'dBA'.

*Specific Comments – 'How the Plan Works'*

149. Submission points [254.3] and [254.149] request the inclusion of a detailed description of the Airport noise contours in the 'How the Plan works – Relationships between Spatial Layers and Planning Map' section of Part 1 of the Proposed Plan.
150. I do not consider this is necessary. The Proposed Plan Map has approximately 70 zones, overlays, precincts, development areas, qualifying matters and other notations. None of the other overlays or other notations are described to the extent sought by CIAL, if at all. I consider if the description sought by CIAL is included in this section, a description of all the overlays and other notations may have to be provided, for balance. However, I do not consider this is necessary as in the 'Introduction' section to each matter, there is a description relevant to that matter. The description CIAL wishes to include also contains the 'require' and 'avoid' language which I expressed my concerns about earlier.

*Specific Comments – NOISE Chapter – Objective O3 Rangiora Airfield*

151. Submission point [254.57] seeks to amend objective NOISE-O3 'Rangiora Airfield' to include reference to the Airport. However, I do not consider this necessary as objective NOISE-O2 'Reverse sensitivity' relates to 'regionally significant infrastructure' and 'strategic infrastructure' which is the relevant objective for the Airport. NOISE-O3 is specific to Rangiora Airfield and refers to the 65 dBA Ldn and 55 dBA Ldn noise contours for Rangiora Airfield.

*Specific Comments – SUBDIVISION Chapter*

152. Submission point [254.51] seeks to amend Subdivision rule SUB-R11. The rule as notified currently stipulates that subdivision in the Rural Lifestyle Zone resulting in a lot less than 4ha within the 50 dBA Ldn Airport noise contour is a non-complying activity. CIAL seeks to amend this rule so that [emphasis added] **all** subdivision creating under sized lots in **all** zones within the 50 dBA Ldn Airport noise contour would be a non-complying activity. My concern is that this submission point, if adopted, would significantly expand the scope of the rule beyond that intended to only apply to the Rural Lifestyle Zone and would make subdivisions that might currently otherwise be controlled, restricted discretionary, or discretionary activities in other zones (such as Residential), a non-complying activity which I consider unreasonable in light of the provision for residential and other development within the urban area of Kaiapoi.

*Specific Comments – RURAL Zones Policies and Rules – Minor Residential Units*

153. Submission points [254.95], [254.100] and [254.111], respectively, seek to amend Rural Zones policy RURZ-P5, General Rural Zone rule GRUZ-R4, and Rural Lifestyle Zone rule RLZ-R4, to limit the use of minor residential units on sites within the 50 dBA Airport noise contour to [emphasis added] 'family members **dependent in some way** on the household living within the primary residential unit'. In my view, this is vague and uncertain for a permitted activity standard, and as such would be *ultra vires*. In addition, such a standard would be very difficult to monitor and enforce, and therefore I consider this an impractical and unreasonable constraint.

*Conclusion*

154. Overall, on the basis of the above, I recommend that most of CIAL's submission points requesting amendments relating to Airport noise contours be rejected.
155. Where I have recommended CIAL's submission points be accepted, this tends to be where Proposed Plan provisions are sought to be retained as notified or where only minor amendments are sought. Even then, for these submission points, I have recommended acceptance only in part, as the extent to which such provisions are retained or modified as requested may depend on the outcome of decisions made in response to other submissions or through other s42A reports on other parts of the Proposed Plan (such as the Subdivision, Residential Zones, or the Rural Zones chapters). The reasons for such recommendations are outlined in Appendix A. In this context I have not considered it necessary to undertake a s32AA evaluation for those matters.

### 3.3.3 Summary of Recommendations

156. Based on the assessments in Sections 3.3.2 and Appendix A of this report, I recommend:

- a. The following submission points be **accepted in part**:
  - i. Christchurch International Airport Ltd [254.48], [254.49], [254.50], [254.54], [254.58], [254.63], [254.64], [254.105], [254.106], [254.107], [254.117], [254.118], [254.129], [254.149]; and
- b. The following submission points be **rejected**:
  - i. Christchurch International Airport Ltd [254.2], [254.3], [254.21], [254.22], [254.23], [254.24], [254.44], [254.51], [254.52], [254.53], [254.55], [254.57], [254.59], [254.60], [254.61], [254.62], [254.65], [254.66], [254.67], [254.71], [254.72], [254.73], [254.74], [254.75], [254.76], [254.77], [254.78], [254.79], [254.80], [254.81], [254.82], [254.83], [254.84], [254.85], [254.86], [254.87], [254.88], [254.89], [254.90], [254.91], [254.92], [254.93], [254.95], [254.97], [254.98], [254.99], [254.100], [254.108], [254.109], [254.110], [254.111], [254.116], [254.120], [254.121], [254.122], [254.123], [254.124], [254.125], [254.126], [254.127], [254.130], [254.131], [254.151], [254.152], and [254.155].

## 3.4 Bird Strike

### 3.4.1 Matters raised by CIAL and Further Submitters

#### 3.4.1.1 CIAL

157. CIAL lodged 30 submission points seeking a range of amendments to the Proposed Plan specific to the issue of bird strike. These are summarised below and are listed in Table A3 in Appendix A:

- a. The following new definitions are sought for the terms 'bird strike' and 'bird strike risk activity' [254.4]:

"Bird strike means: When a bird or flock of birds collide with an aircraft"

"Bird strike risk activity means:

a. permanent artificial water body;

b. excavation works, including quarrying, which result in ponding exceeding 100m<sup>2</sup> 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;

e. fish and commercial food processing activities with external food storage or waste areas accessible to birds;

f. sewage treatment and disposal facilities;

g. wildlife refuges or conservation areas;

h. recreational areas or golf courses exceeding 2ha;

i. waste management facilities and composting facilities;

j. abattoirs and freezing works."

- b. New rules [254.41] and standards [254.42] are sought relating to the types of vegetation able to be planted within freshwater body setbacks, for the purpose of 'minimising potential habitat for bird strike risk species';
- c. New rules are sought in the following zones to provide for 'appropriate regulation' of 'bird strike risk activities' within an 8km radius and a 13km radius of the thresholds of the Airport runways, including for 'the creation of new temporary or permanent waterbodies or stormwater basins' and 'any waste management facility':
- i. Large Lot Residential Zone [254.134];
  - ii. Settlement Zone [254.141];
  - iii. Medium Density Residential Zone [254.142];
  - iv. General Residential Zone [254.143];
  - v. General Rural Zone [254.132];
  - vi. Rural Lifestyle Zone [254.133];
  - vii. Local Centre Zone [254.136];
  - viii. Neighbourhood Centre Zone [254.137];
  - ix. General Industrial Zone [254.135];
  - x. Open Space Zone [254.138];
  - xi. Sport and Active Recreation Zone [254.139]; and
  - xii. Natural Open Space Zone [254.140];
- d. Amendments are sought to General Rural Zone rules GRUZ-R12 [254.101] and GRUZ-R30 [254.102], and Rural Lifestyle Zone rules RLZ-R12 [254.112] and RLZ-R31 [254.113], seeking to regulate quarrying within a 13km radius of the thresholds of the Airport runways as a potential 'bird strike risk activity', with clauses seeking to require applications for such quarrying to be notified to CIAL;
- e. Insertion of the following new matter of discretion relating to 'bird strike risk' in the following zones:
- i. all Residential Zones [254.145];
  - ii. all Rural Zones [254.119] and [254.144];
  - iii. all Commercial and Mixed Use Zones [254.147];
  - iv. all Industrial Zones [254.148]; and
  - v. all Open Space and Recreation Zones [254.146]:
- "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."*
- f. Amendments are sought to General Rural Zone rule GRUZ-R31 [254.103] and Rural Lifestyle Zone rule RLZ-R32 [254.114] seeking inclusion of clauses making any new 'waste management facility' within a 13km radius of the thresholds of the Airport runways a non-complying activity, due to their potential to be a 'bird strike risk activity', along with clauses seeking to require applications for such facilities to be notified to CIAL;

- g. Amendments are sought to General Rural Zone rule GRUZ-R32 [254.104] and Rural Lifestyle Zone rule RLZ-R33 [254.115] seeking inclusion of advice notes stating that composting facilities within a 13km radius of the thresholds of the Airport runways 'have the potential to increase bird strike risk, and this issue must be considered', along with clauses seeking that consent applications for such facilities be limited notified to CIAL (absent its written approval); and
- h. The addition to the Proposed Plan map of 'bird strike risk management areas' within an 8km radius and a 13km radius of the thresholds of the Airport runways as a new overlay [254.150].

### 3.4.1.2 Further Submissions

- 158. The submission points from CIAL summarised in section 3.4.1.1 above attracted 81 further submission points from 5 further submitters, all in opposition to CIAL, as follows (in summary) and as listed in Table A3 in Appendix A.
- 159. Momentum Land Ltd (MML) [FS 63] opposes all provisions that CIAL have submitted on, to the extent that the relief sought by CIAL conflicts with/impedes the relief sought by MLL in their original submission.
- 160. Kāinga Ora [FS 88] opposes the whole CIAL submission.
- 161. Hort NZ [FS 47] opposes CIAL submission points [254.4], [254.119], [254.133], [254.144] and [254.150]. Hort NZ considers 'there will be significant [effect] on the horticulture industry' and 'there has been no industry engagement on these matters or s32 analysis to support the proposal' and seek deletion of the CIAL submission in full and that CIAL engage with Hort NZ.
- 162. NZ Pork [FS 49] opposes CIAL submission points [254.4], [254.119], [254.132], [254.133], [254.144] and [254.150], as:
  - a. 'No engagement with the pork industry has occurred;
  - b. No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike;
  - c. No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken;
  - d. No section 32 assessment has been undertaken;
  - e. No assessment of costs or benefits has been undertaken; and
  - f. No assessment of alternatives has been provided (including whether district plan regulation is required)'.
- 163. Fulton Hogan Ltd [FS 118] opposes 'all submission points by CIAL which identify quarries as a bird strike risk, and which seek to impose an extensive 13km radius for bird strike provisions, as they may impact quarrying activities'. Fulton Hogan specifically opposes CIAL submission points [254.4], [254.101], [254.102], [254.112], [254.113], [254.119], [254.133], [254.144] and [254.150]. Fulton Hogan notes:

'CIAL sought similar amendments through the recent Independent Hearings Panel (IHP) process that considered the [now operative] Christchurch District Plan. 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.'

'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.'

'The submissions seek to unduly limit other activities that are a considerable distance from [the] Airport, do not represent sustainable management and is contrary to other planning documents....'

### **3.4.2 Assessment**

#### *Introduction and General Comments*

164. Due to the similar nature of many of the amendments requested, I have, for the most part, evaluated the amendments requested on the whole, as a 'suite' of requested provisions, to try to avoid repetition in my responses.
165. As with CIAL's submission points regarding potential future growth of noise sensitive activities within the Airport noise contours, I also have difficulty with the relative merits of several aspects of CIAL's submission relating to bird strike.
166. I acknowledge the potential significance of bird strike risk to aircraft. However, I question whether there is sufficient evidence to justify the controls sought and have concerns about some of the terminology proposed.

#### *Specific Comments – Bird Strike Risk Management*

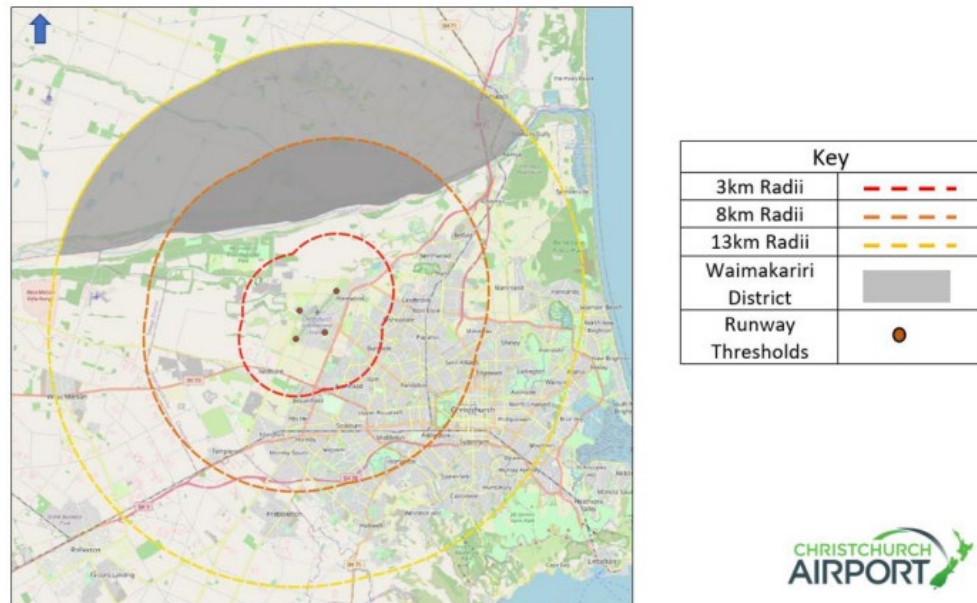
167. The outcomes sought by CIAL are generally based on 3 'bird strike risk management areas' within a 3km radius, a proposed 8km radius, and a proposed 13km radius of the runway thresholds at the Airport (the '3 circles'). The 3 circles are shown in Figure 1 on p125 of CIAL's submission and for convenience I have shown this figure below.<sup>9</sup>

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<sup>9</sup> [254-SUBMISSION-CHRISTCHURCH-INTERNATIONAL-AIRPORT-.pdf \(waimakariri.govt.nz\)](#)

Figure 1: Map showing extent of 8km and 13km radius from Airport runways for bird strike management

## Christchurch International Airport Bird Strike Management Areas



168. As can be seen from Figure 1 in CIAL's submission, the 3km circle is wholly within Christchurch District. The vast majority of the circles within a proposed 8km radius and a proposed 13km radius of the runway thresholds at the Airport, would also lie within Christchurch and Selwyn Districts, with only a relatively small portion of the 8km and 13km circles lying within Waimakariri District.
169. I refer to the areas within an 8km and 13km radius of the runway thresholds at the Airport as **proposed**, because the 8km and 13km circles – and related land use controls – do not exist in the Christchurch and Selwyn District Plans.
170. Section 6.7.4.3 in the Christchurch District Plan contains limited rules relating to bird strike risk management in the 3km circle. In section 6.7.4.3.1, in summary, rule P2 lists fish processing and packing plants, abattoirs and freezing works, and rule P3 lists new stormwater basins or any new permanent waterbody greater than 500m<sup>2</sup>, as permitted activities within the 3km circle subject to compliance with standards. In section 6.7.4.3.4, in summary, rule D1 lists new landfills within the 3km circle as a discretionary activity.
171. There are also limited rules relating to bird strike risk management in Selwyn District. There is one rule in the Partially Operative Selwyn District Plan, that being GRUZ-R21 'Mineral Extraction' which is a restricted discretionary activity with one of the matters of discretion (MoD2.d.) relating to bird strike within the 13km circle, but the 13km circle is not shown on the Planning Map.
172. The 8km and 13km circles are depicted in Figure 1 on p125 of CIAL's submission as though they do exist in the Christchurch and Selwyn District Plans, but they do not.
173. I am aware, and as noted in Fulton Hogan's further submission, CIAL did request the inclusion of the 3 circles and related land use controls in the Christchurch District Plan but were



- successful only with the 3km circle and related land use controls, not the 8km or 13km circles and related land use controls.
174. The vast majority of the areas within the 8km and 13km circles – and related land use controls – would lie within Christchurch and Selwyn Districts and be much closer to the Airport than in Waimakariri District. However, as I noted earlier, the 8km and 13km circles and related land use controls do not exist in the Christchurch and Selwyn District Plans. Therefore, in my opinion, the potential imposition of the 8km and 13km circles and related land use controls in Waimakariri District, when they are absent in the Christchurch District Plan, and when there is only one rule in the Partially Operative Selwyn District Plan relating to the 13km circle, does not make sense.
175. In addition, the range of 'bird strike risk activities' over which control is sought in Waimakariri District, is far more extensive than the 'bird strike risk activities' controlled in the Christchurch District Plan and Partially Operative Selwyn District Plan, which also does not make sense.
176. An independent ecological review has been undertaken of CIAL's submission, the 3 circles and related proposed land use controls with regards bird strike issues. This is attached as **Appendix C** of this report. Key findings are summarised as follows:
- a. Most bird strikes occur on-airport, at or below 200 ft (61m) during landing or 500 ft (152m) during take-off;
  - b. The 3km and 8km circles are based on bird strike data from the USA and the 13km circle appears to have originated from the UK where bird communities are significantly different from those in New Zealand;
  - c. The relevance of the 3 circles – and related land use controls – must be considered tenuous at best;
  - d. The effectiveness of the 3 circles - and related land use controls – has not been confirmed by research;
  - e. Ideally management distances would be site specific and based on studies of local bird populations;
  - f. CIAL and its experts have used inconsistent approaches to bird strike risk management in the Christchurch, Selwyn and Waimakariri district plans;
  - g. Three bird species considered high bird strike risk are the native southern black-backed gull / karoro, Canada goose, and rock pigeon. Two of these (black-backed gull, Canada goose) are likely to be regularly traversing the landscape beyond the 13km circle;
  - h. Of the three high bird strike risk species, a Canterbury-wide multi-agency management plan is in the process of being developed for one (black-backed gull), and is likely for another (Canada goose). Numbers of all three high bird strike risk species are already managed. These will be more powerful tools for reducing bird strike risk at the Airport.

177. Overall, in my view the above points suggest that non-statutory Canterbury-wide multi-agency management approaches outside the Proposed Plan will likely be more effective at managing bird strike risk at the Airport than the measures sought by CIAL for inclusion in the Proposed Plan, along with existing on-Airport bird strike risk management, given that key high bird strike risk species are already managed off-Airport and two traverse the landscape beyond the 3 circles.

*Specific Comments – Bird Strike Risk Activities*

178. Only two of the activities listed in CIAL's proposed definition for 'bird strike risk activity' are defined in the Proposed Plan, these being 'waste management facility' and 'composting facility'. The remainder of the activities are undefined, and CIAL has not offered any definitions for those terms. This runs the risk of vagueness, uncertainty and inconsistency in interpretation and application.
179. Some of the activities listed in CIAL's proposed definition for 'bird strike risk activity' may be very difficult to monitor and enforce.
180. For example, item b. refers to "*excavation works, including quarrying, which result in ponding exceeding 100m<sup>2</sup> or more of open water, for more than a continuous 48 hour period*". The proposed area is relatively small and the proposed timeframe relatively short. By comparison, during periods of heavy or prolonged rainfall, farm paddocks north of Lineside Road are locally known to become inundated with stormwater and the area and duration would often well exceed the parameters proposed by CIAL and may occur several times a year. While this situation does not involve 'excavation works' the effect is the same as that implied by item b. in CIAL's proposed definition, yet I am not aware of such a situation creating a high bird strike risk to the Airport and I am not aware of the District Council being requested to take action to avoid one occurring.
181. CIAL's submission does not provide evidence that the activities listed in CIAL's proposed definition for 'bird strike risk activity' pose a high bird strike risk to the Airport, nor does it quantify the degree of such a risk, particularly given the distance of the District from the Airport and that high bird strike risk species already traverse the area in-between. These considerations are reflected in some of the further submissions, such as those from NZ Pork and Fulton Hogan summarised in section 3.4.1.2 above. The independent ecological review attached in Appendix C of this report questions the extent to which activities included in CIAL's proposed definition for 'bird strike risk activity' should be controlled in the District for bird strike risk to the Airport, for various reasons (see section 7 of that report).
182. Some activities CIAL seeks to be made non-complying activities within the 8km and 13km circles, are already discretionary activities in the General Rural and Rural Lifestyle Zones of the Proposed Plan, including quarrying, mining, waste management facilities, and composting facilities. This activity status provides for potentially full or limited public notification and a full assessment of all potential adverse effects, including bird strike risk to aircraft. I note from Mr Buckley's s42A report for the Rural Zones, that farm quarries are proposed to be a permitted activity with a proposed standard of no more than 1500m<sup>2</sup> per site, and where this or any other applicable standard is not met it is proposed to be a discretionary activity. Therefore, I consider the Proposed Plan already contains sufficient control over some of the activities CIAL consider 'bird strike risk activities'.

*Specific Comments – Bird Strike Risk Assessment Matter*

183. CIAL's proposed assessment matter for 'bird strike risk' proposes to evaluate [emphasis added] *"the extent to which the proposed activity will be designed, operated and managed to avoid attracting bird species which constitute a hazard to aircraft"*.
184. A term such as 'avoid' has the effect of not allowing any adverse effect, no matter how minor it might be, also it does not allow for management of degrees of adverse effects. In essence, avoidance is the only outcome contemplated, which I do not consider realistic or reasonable as attraction of a single bird could be construed as a breach. The reference to 'bird species which constitute a hazard to aircraft' could include any bird and runs the risk of vagueness, uncertainty and inconsistency in interpretation and application.
185. The independent ecological review attached in Appendix C of this report also does not support the proposed assessment matter, for various reasons (see section 3.5.3 of that report).

*Conclusion*

186. Overall, based on the above, I recommend that the 'suite' of CIAL's requested amendments regarding bird strike be rejected.

**3.4.3 Summary of Recommendations**

187. The recommended responses to submissions and further submissions relating to bird strike, are summarised in Table A3 in Appendix A, and reflect the assessment in Section 3.4.2 above.
188. Based on the assessments in Sections 3.4.2 and Appendices A and C of this report, I recommend the following submission points be **rejected**:
- a. Christchurch International Airport Ltd [254.4], [254.41], [254.42], [254.101], [254.102], [254.103], [254.104], [254.112], [254.113], [254.114], [254.115], [254.119], [254.132], [254.133], [254.134], [254.135], [254.136], [254.137], [254.138], [254.139], [254.140], [254.141], [254.142], [254.143], [254.144], [254.145], [254.146], [254.147], [254.148], and [254.150].

## 4 Conclusions


189. There were 118 CIAL submission points, and 8 further submissions and 285 further submission points, on matters relating to the Airport noise contours, and bird strike.
190. The recommended responses to submissions and further submissions on these matters, and reasons, are contained in Tables A1 to A3 in Appendix A of this report.
191. The recommendations in Tables A1 to A3 in Appendix A should be read in conjunction with the discussion in Section 3 of this report.
192. For the reasons set out in Section 3 and Appendix A of this report, I consider that the proposed objectives and provisions will be the most appropriate means to:
- a. achieve the purpose of the RMA where it is necessary to revert to Part 2 and otherwise give effect to higher order planning documents, in respect to the proposed objectives, and
  - b. achieve the relevant objectives of the Proposed Plan, in respect to the proposed provisions.

### Recommendations:

I recommend that:

1. The Hearings Panel accept, accept in part, or reject submissions as set out in Section 3 and Appendix A of this report.

### Signed:

Name and Title		Signature
Report Author	Neil Sheerin Senior Policy Planner, Waimakariri District Council	

## Appendix A. Recommended Responses to Submissions and Further Submissions

The recommended responses to the submissions and further submissions on matters relating to the Airport considered in this report are shown in the following tables:

Table A1: General (relating to both the Airport Noise Contours and Bird Strike)

Table A2: Airport Noise Contours

Table A3: Bird Strike

Where changes are requested, these are shown as follows:

- Text requested to be added to the Proposed Plan is **underlined**.
- Text requested to be deleted from the Proposed Plan is **~~struck through~~**.

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?
<b>PART 1 – INTRODUCTION AND GENERAL PROVISIONS</b>							
<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>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>	3.2, 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		<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>	3.2, 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
<b>Definitions</b>							
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	N/A	Reject	While the definition is recommended to be retained, the amendment sought is considered unnecessary, as 'alteration' is	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?
			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, <u>intensification</u> or alteration of another activity which may be sensitive to the actual, potential or perceived adverse environmental effects generated by an existing activity."			already included and 'intensification' can be considered a type of 'alteration'.	
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	See 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		<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	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.	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	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.	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	See above.	No
<b>General</b>							
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 sensitive activities in noise contours and risk from bird strike, and should be addressed appropriately.	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>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	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"> <li><i>• No engagement with the pork industry has occurred.</i></li> <li><i>• No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike.</i></li> </ul>	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



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"> <li>No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken.</li> <li>No section 32 assessment.</li> <li>No assessment of costs or benefits has been undertaken.</li> <li>No assessment of alternatives has been provided (including whether district plan regulation is required).</li> </ul> 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"> <li>No engagement with the pork industry has occurred.</li> <li>No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike.</li> <li>No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken.</li> <li>No section 32 assessment.</li> <li>No assessment of costs or benefits has been undertaken.</li> </ul>	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"> <li>No assessment of alternatives has been provided (including whether district plan regulation is required). Disallow.</li> </ul>				
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
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	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	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>provisions in full including any mapped noise overlays, contour maps. Disallow.</i>			<i>effect to the RPS pending the outcome of its review – see section 3.3.2.</i>	
<b>PART 2 – DISTRICT WIDE MATTERS</b>							
<b>Strategic Directions</b>							
254.18	Christchurch International Airport Ltd	SD-O2	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-O2:  "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		<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	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>	3.2, 3.3, 3.4	Accept in part	<i>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.</i>	No
FS 99	KiwiRail Holdings Ltd		<i>Support. KiwiRail agrees that the strategic direction objective should include direction for the protection of infrastructure from inappropriate urban development. Allow.</i>	3.2, 3.3, 3.4	Reject	<i>See relevant sections of report and above.</i>	No
FS 110	NZ Transport Agency Waka Kotahi		<i>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.</i>	3.2, 3.3, 3.4	Reject	<i>See relevant sections of report and above.</i>	No
254.19	Christchurch International Airport Ltd	SD-O3	Support a strategic objective related to infrastructure as is a key resource management issue. However, amend SD-O3 to better recognise and enable important infrastructure and to explicitly require avoidance of adverse effects on important infrastructure, particularly Christchurch International Airport.  Amend SD-O3: "1. improved accessibility and multi-modal connectivity is provided through a safe and efficient transport network that is	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

TABLE A1: GENERAL (RELATING TO BOTH AIRPORT NOISE CONTOURS AND BIRD STRIKE)							
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			<p>able to respond to technology changes and contributes to the well-being and liveability of people and communities;</p> <p>2. <u>the social, economic and environmental and cultural benefits of infrastructure, including strategic infrastructure, critical infrastructure, and regionally significant infrastructure:</u></p> <p>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</p> <p><del>b. is enabled, while:</del></p> <p><del>i. 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</del></p> <p><del>ii. managing the adverse effects of other activities on infrastructure, including managing reverse sensitivity;</del></p> <p>e. <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></p> <p>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></p> <p>ii. <u>managing the risk of birdstrike to aircraft using Christchurch International Airport;</u></p> <p>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> <p>..."</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>	3.2, 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 63	Momentum Land Ltd		<p>Oppose. CIAL seek to amend Strategic Objective SD-03 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). 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.</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

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
254.20	Christchurch International Airport Ltd	SD-O4	Suggest SD-O4 be directed so that development and land use does not result in adverse effects on strategic infrastructure.  Amend SD-O4: "Outside of identified residential development areas and the Special Purpose Zone (Kāinga Nohoanga), rural land is managed to ensure that: <u>1. it remains available for productive rural activities by:</u> <u>a. 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> <u>b. ensuring that within rural areas the establishment and operation of rural production activities are not limited by new incompatible sensitive activities; and</u> <u>2. development and land use does not adversely affect the 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	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
<b>PART 3 – AREA SPECIFIC MATTERS</b>							
<b>Rural Zones</b>							
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.  Amend RURZ-P8 to add new clause (2):  "... <u>2. managing adverse effects on strategic infrastructure, including through:</u>	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, Transport, and Noise chapters, along with references to other relevant parts of the District Plan.	No

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			<p>a. <u>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></p> <p>b. <u>managing the risk of birdstrike to aircraft using Christchurch International Airport;</u></p> <p>c. <u>[any additional matters that may be relevant to other infrastructure]</u></p> <p>..."</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>	3.2, 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>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"> <li>• No engagement with the pork industry has occurred.</li> <li>• No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike.</li> <li>• No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken.</li> <li>• No section 32 assessment.</li> <li>• No assessment of costs or benefits has been undertaken.</li> <li>• No assessment of alternatives has been provided (including whether district plan regulation is required).</li> </ul> <p>Disallow.</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>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>	3.2, 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		<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>	3.2, 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

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?
<b>PART 1 – INTRODUCTION AND GENERAL PROVISIONS</b>							
<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><b>Overlays</b></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> <p><u>Christchurch International Airport 55 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?
			<u>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.</u>  District wide matters chapters; and in the relevant zone chapters				
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
<b>PART 2 – DISTRICT WIDE MATTERS</b>							
<b>Urban Form and Development</b>							
254.21	Christchurch International Airport Ltd	UFD-P1	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.  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> "	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 growth of Kaiapoi can occur as the only new development area in Kaiapoi is partially beneath the contour.	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.	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>	
254.22	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. <u>avoids adverse reverse sensitivity 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		<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 and above. In addition, the extent to which the further</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>submission is accepted, depends on decisions made on the relief sought in other submissions.</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
254.23	Christchurch International Airport Ltd	UFD-P3	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.  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."	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 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. 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.</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>	
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 <del>the potential to limit adverse effects on, or is incompatible with,</del> 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 <del>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;</del> ..."</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 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. 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

Subdivision

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?
254.44	Christchurch International Airport Ltd	SUB-P1	<p>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.</p> <p>Amend SUB-P1 to add new (4) and renumber:</p> <p>"... 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; ..."</p>	3.3	Reject	See relevant section of report.	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>	3.3	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 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.</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
254.48	Christchurch International Airport Ltd	SUB-R1	<p>Support conditions required for a boundary adjustment to be consented as a controlled activity. Retain SUB-R1 as notified.</p>	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		<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>	N/A	Reject	See above.	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</p>	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>provisions in full including any mapped noise overlays, contour maps. Disallow.</i>				
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	<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
254.50	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	<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
254.51	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 <del>4ha</del> <u>the minimum allotment size for the zone</u> within the 50 dBA Ldn noise contour for Christchurch International Airport Rural lifestyle <u>All zones</u> Activity status: NC ...	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 arising from this rule will be limited notified to Christchurch International Airport Limited.</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 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.	3.3	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	<p>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.</p> <p>Amend SUB-S1:</p> <p>"... Activity status when compliance not achieved:... <u>Within the 50 dBA Ldn Air Noise Contour: NC</u> ... Zone ... General Residential Zone      ... 600m2 where the site is within the 50 dBA Ldn Air Noise Contour ...  Medium Density Residential Zone      ... 300m2 where the site is within the 50 dBA Ldn Air Noise Contour ...  Special Purpose Zone (Kaiapoi Regeneration)      ... 600m2 where the site is within the 50 dBA Ldn Air Noise Contour ..."</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 the subdivision provisions to restrict density in Residential Zones to the Operative District Plan minimum	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is	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>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>			<i>accepted, depends on decisions made on the relief sought in other submissions.</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
254.53	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 50 dBA Ldn Air Noise Contour shall provide for a minimum net density of 15 households per ha, unless there are demonstrated constraints then no less than 12 households per ha."</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 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
254.54	Christchurch International Airport Ltd	SUB-MCD9	Support matter of control and discretion for reverse sensitivity effects on Christchurch International Airport but, this is not	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	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?
			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.			extent to which the rule may be modified by decisions on other submissions and by recommendations made through the Subdivision chapter s42A report.	
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
<b>Noise</b>							
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.  Support reference to relevant District Plan chapters in the Introduction because this directs plan users to relevant provisions in other chapters.  Amend Noise Introduction:  "... 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. ..."	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,	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is	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 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 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
254.57	Christchurch International Airport Ltd	NOISE-O3	Support NOISE-O3 and amend to refer to Christchurch International Airport and Rangiora Airfield.  Amend NOISE-O3:  "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."	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 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

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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
254.59	Christchurch International Airport Ltd	NOISE-P4	<p>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.</p> <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"> <li>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) <del>or any residential Development Area</del>; and</li> <li>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." </li></ol>	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 the Noise Chapter introduction, and objectives and policies, to avoid noise sensitive activities in areas of	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is	No

TABLE A2: AIRPORT NOISE CONTOURS							
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			<i>Kaiapoi that are not currently in the residential zone, and to restrict densities in existing residential zones. MLL opposes this.</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>
254.60	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: " ... 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 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, <del>when windows and doors are closed</del>, and: 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> ... c. <del>if required by the District Council</del>, 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>	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 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>	3.3	<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>

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?
254.61	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>  <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.</u>  <u>- 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.</u>  <u>- 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></p>	3.3	Reject	See relevant section of report.	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>	3.3	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</p>	3.3	Reject	See relevant section of report.	No

TABLE A2: AIRPORT NOISE CONTOURS							
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			<p>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>" ...  <del>1. the activity is a residential activity located within a Residential Zones and complies with the relevant density rules for that zone;</del>  or  <del>2. any activity meets the indoor sounds levels stated in Table NOISE 1, when windows and doors are closed.</del></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>  ...  Advisory Note  <del>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.  - 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</del></p>				

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?
			is also subject to the rules applicable to the 50 dBA Ldn Air Noise Contour".				
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
254.63	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

TABLE A2: AIRPORT NOISE CONTOURS							
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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
254.151	Christchurch International Airport Ltd	NOISE - General	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).  "Noise boundaries" under New Zealand Standard NZS 6805:1992 "Airport Noise Management and Land Use Planning" is implemented nationally.  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.  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.	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
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	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	No

TABLE A2: AIRPORT NOISE CONTOURS							
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			<p>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 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>			Rural and Residential chapters and rezoning requests.	
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 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 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.</i>	No
<b>Temporary Activities</b>							
254.65	Christchurch International Airport Ltd	TEMP-R4	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	3.3	Reject	See relevant section of report.	No



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			Christchurch International Airport Limited to manage potential effects.  Amend TEMP-R4: "... 5. there is a total maximum of 250 vehicle movements per day; 6. the site is not within the 50 dBA Ldn Air Noise Contour unless a design report shows compliance with NOISE-TABLE1. ... <u>Notification:</u> Any application arising from TEMP-R4 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval)."				
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
254.66	Christchurch International Airport Ltd	TEMP-R7	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.  Amend TEMP-R7:  "Where: 1. 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; 2. no temporary accommodation shall be located within the 50 dBA Ldn Air Noise Contour.  Notification:  Any application involving a breach of TEMP-R7 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval)."	3.3	Reject	See relevant section of report.	No

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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
<b>PART 3 – AREA SPECIFIC MATTERS</b>							
<b>Residential Zones</b>							
254.67	Christchurch International Airport Ltd	Introduction - General Objectives and Policies for all Residential Zones	Seek that the Introduction recognises importance of density controls to avoid reverse sensitivity effects on the Airport.  Amend RESZ Introduction by adding: " ... <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> "	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
254.71	Christchurch International Airport Ltd	New Policy	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.  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.  Insert new policy, or if alternatively, cross-reference to relevant policies in other parts of the Proposed Plan:  " <u>Protect critical infrastructure, regionally significant infrastructure, and strategic infrastructure by avoiding adverse effects, including</u>	3.3	Reject	See relevant section of report.	No

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			<u>reverse sensitivity effects, from incompatible activities on residential land, including by:</u> 1. within the 50 dBA Ldn Air Noise Contour for Christchurch International Airport, avoiding residential units on sites under 600m2; and ..." [insert specifics that may be relevant to other strategic infrastructure]				
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
254.92	Christchurch International Airport Ltd	New Matter of Discretion for all Residential Zones	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.  Insert new matter of discretion for Residential Zones:  "Christchurch International Airport 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; 2. whether reverse sensitivity effects that may limit the operation, maintenance or upgrade of Christchurch International Airport are avoided."	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	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

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			<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>	
<b>General Residential Zone</b>							
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> <p><u>"GRZ-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 600m<sup>2</sup> 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

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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	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.  Amend GRZ-R7:  "... <u>1. a maximum of eight people shall be accommodated per site, including any on site managers.</u>  <u>Activity status when compliance not achieved: DIS</u>  <u>Notification:</u> <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)."</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
254.74	Christchurch International Airport Ltd	GRZ-R8	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.  Amend GRZ-R8:  "Where: <u>1. the site is not within the 50 dBA Ldn Air Noise Contour.</u>  Activity status when compliance not achieved: <del>N/A</del> <u>RDIS</u>	3.3	Reject	See relevant section of report.	No

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			<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-R8 shall be limited notified at least to Christchurch International Airport (absent its written approval)."</u></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
254.75	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> <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)."</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 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	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>	
254.76	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: "... <u>6. the site is not within the 50 dBA Ldn Air Noise Contour.</u></p> <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>	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
254.77	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: "... <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>	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-R15(6)</u> is not achieved: <u>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-R15 (6) shall be limited notified at least to Christchurch International Airport (absent its written approval)."</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>	3.3	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
254.78	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>"...</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</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>Contour shall be limited notified at least to Christchurch International Airport (absent its written approval)."</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 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	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>	
254.80	Christchurch International Airport Ltd	GRZ-R23	<p>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.</p> <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: <del>N/A</del> <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>	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
254.81	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><u>"1. outside of the 50 dBA Ldn Air Noise Contour, site density shall be a maximum of one residential unit per 500m<sup>2</sup> of net site area, which can be calculated over multiple adjacent sites.</u></p> <p><u>2. within the 50 dBA Ldn Air Noise Contour, site density shall be a maximum of one residential unit per 600m<sup>2</sup> of net site area</u></p> <p><u>..."</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 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
254.155	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><b>"Activity status: PER</b></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 with GRZR13(1)-(5) is not achieved: DIS</p> <p>Activity status when compliance with GRZ-R13(6) is not achieved: RDIS</p> <p><b>Matters of discretion are limited to:</b> <u>RES-MD[xx] – Christchurch International Airport</u></p> <p><b>Notification:</b> <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		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		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
<b>Medium Density Residential Zone</b>							
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 300m<sup>2</sup> 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		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	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>	
254.83	Christchurch International Airport Ltd	MRZ-R7	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.  Amend MRZ-R7:  "... <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)."	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	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.  Amend MRZ-R8:  " <u>Where:</u> 1.the site is not within the 50 dBA Ldn Air Noise Contour.  Activity status when compliance not achieved: <del>N/A</del> <u>RDIS</u>  <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u>  <u>Notification:</u> Any application involving a breach of MRZ-R8 shall be limited notified at least to Christchurch International Airport (absent its written approval)."	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
254.85	Christchurch International Airport Ltd	MRZ-R9	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.  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.  Amend MRZ-R9:  "... Activity status: PER  Where: 1. a maximum of eight <u>people</u> shall be accommodated per site.  Activity status when compliance not achieved: DIS"	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		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	Accept in part	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.	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	Accept in part	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.	No
254.86	Christchurch International Airport Ltd	MRZ-R12	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.  Amend MRZ-R12:	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>"... 6. the site is not within the 50 dBA Ldn Air Noise Contour.</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>				
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>"... 6. the site is not within the 50 dBA Ldn Air Noise Contour.</p> <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>	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?
			<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>				
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
254.88	Christchurch International Airport Ltd	MRZ-R15	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.  Amend MRZ-R15:  "... <u>6. the site is not within the 50 dBA Ldn Air Noise Contour.</u>  Activity status when compliance <u>with MRZ-R15(1)-(5)</u> is not achieved: DIS  Activity status when compliance <u>with MRZ-R15(6)</u> is not achieved: <u>RDIS</u>  <u>Matters of discretion are limited to:</u> <u>RES-MD[xx] – Christchurch International Airport</u>  <u>Notification:</u> <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>	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>	
254.89	Christchurch International Airport Ltd	MRZ-R18	<p>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.</p> <p>Amend MRZ-R18:</p> <p>"... 2. at least 50% of all residential units within a development shall have a habitable space located at ground level; <del>and</del> 3. a design statement shall be provided with the application-; <u>and</u> 4. 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>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 involving a breach of MRZ-R18(4) 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 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
254.90	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>	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>Matters of discretion are restricted to: RES-MD2 – Residential design principles RES-MD7 – Outdoor storage Where the site is within the 50 dBA Ldn Air Noise Contour: RES-MD[xx] – Christchurch International Airport</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>				
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
254.91	Christchurch International Airport Ltd	MRZ-BFS1	<p>Retain residential densities in the Operative District Plan to avoid further intensification of land within the 50 dBA Ldn Air Noise Contour.</p> <p>Amend MRZ-BFS1:</p> <p>"1. Outside of the 50 dBA Ldn Air Noise Contour, site density shall be a maximum of one residential unit per 200m<sup>2</sup> of net site area, which can be calculated over multiple adjacent sites. 2. within the 50 dBA Ldn Air Noise Contour, site density shall be a maximum of one residential unit per 300m<sup>2</sup> of net site area ..."</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 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
<b>Rural Zones</b>							
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. 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
254.95	Christchurch International Airport Ltd	RURZ-P5	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.  Amend RURZ-P5:  "Provide for a minor residential unit on a site, which includes a tiny home, while:  1. ensuring that any minor residential unit is subservient to any residential unit on the site; <u>and</u>	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>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>				
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
<b>General Rural Zone</b>							
254.97	Christchurch International Airport Ltd	GRUZ-P2	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.  Amend GRUZ-P2:  "... 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>	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
254.98	Christchurch International Airport Ltd	General Rural Zone - Activity Rules - General	Avoiding noise sensitive activities in the 50 dBA Ldn Air Noise Contour in rural zones requires non-complying activity status for such activities.  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	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>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>				
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
254.99	Christchurch International Airport Ltd	GRUZ-R3	<p>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.</p> <p>Amend GRUZ-R3:</p> <p>"... Activity status: PER</p> <p>Where:</p> <p>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> ..."</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
254.100	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 created by subdivision and was on a subdivision consent between 1 October 1991 and 24 February 2001 (inclusive of both dates); 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."</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
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

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.	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
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
<b>Rural Lifestyle Zone</b>							
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.	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 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> "				
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
254.109	Christchurch International Airport Ltd	Rural Lifestyle Zone - Activity Rules - General	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.  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.  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).  Insert new rule:  "RLZ-R[xx] Noise sensitive activities within Christchurch International Airport 50 dBA Ldn Air Noise Contour  Activity status: PER  Where: 1. there is no more than one residential unit on a lot with a minimum net site area of 4ha	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>All other noise sensitive activities</u></p> <p><u>Activity status when compliance with GRUZ-R[xx](1) not achieved: NC"</u></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
254.110	Christchurch International Airport Ltd	RLZ-R3	<p>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.</p> <p>Amend GRUZ-R3</p> <p>"...</p> <p>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>"</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 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
254.111	Christchurch International Airport Ltd	RLZ-R4	<p>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.</p> <p>Amend RLZ-R4:</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>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; <del>and</del></p> <p>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); <del>and</del></p> <p><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."</u></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
254.116	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: <del>N/A</del> <u>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
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
254.117	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	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?
						on the extent to which it may be modified by decisions on other submissions.	
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
254.118	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
<b>Commercial and Mixed Use Zones</b>							
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>	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?
			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.	3.3	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
254.121	Christchurch International Airport Ltd	Local 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:  "CMUZ-R[xx] Noise sensitive activities within 50 dBA Ldn Air Noise Contour  Activity status: NC  Where:  1. any noise sensitive activity within the 50 dBA Ldn Air Noise Contour.  Activity status when compliance not achieved: N/A"	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
254.122	Christchurch International Airport Ltd	Large Format Retail 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	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>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>				
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
254.123	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

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
254.124	Christchurch International Airport Ltd	Town 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:  "CMUZ-R[xx] Noise sensitive activities within 50 dBA Ldn Air Noise Contour  Activity status: NC  Where:  1. any noise sensitive activity within the 50 dBA Ldn Air Noise Contour.  Activity status when compliance not achieved: N/A"	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
<b>Industrial Zones</b>							
254.125	Christchurch International Airport Ltd	General 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.	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>Insert new rule:</p> <p>"GIZ-R[xx] Noise sensitive activities within 50 dBA Ldn Air Noise Contour</p> <p>Activity status: NC</p> <p>Where:</p> <p>1. any noise sensitive activity within the 50 dBA Ldn Air Noise Contour.</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>Activity status: NC</p> <p>Where:</p> <p>1. any noise sensitive activity within the 50 dBA Ldn Air Noise Contour.</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,	3.3	Accept in part	See relevant section of report. In addition, the extent to which the further submission is	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	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
254.127	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:  "GIZ-R[xx] Noise sensitive activities within 50 dBA Ldn Air Noise Contour  Activity status: NC  Where:  1. any noise sensitive activity within the 50 dBA Ldn Air Noise Contour.  Activity status when compliance not achieved: N/A"	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
<b>Special Purpose Zone (Kaiapoi Regeneration)</b>							
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
<b>Existing Development Areas - West Kaiapoi</b>							
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
<b>New Development Areas - Kaiapoi</b>							
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.  Seek the Future Development Areas proposed on land falling within the 50 dBA Ldn Air Noise Contour be limited to	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?
			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
<b>Planning Map</b>							
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. 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 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?
<b>PART 1 – INTRODUCTION AND GENERAL PROVISIONS</b>							
<i>Definitions</i>							
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;                      e. fish and commercial food processing activities with external food storage or waste areas accessible to birds;</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?
			f. sewage treatment and disposal facilities; g. wildlife refuges or conservation areas; h. recreational areas or golf courses exceeding 2ha; i. waste management facilities and composting facilities; j. abattoirs and freezing works."				
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.	3.4	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		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"> <li>• No engagement with the pork industry has occurred.</li> <li>• No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike.</li> <li>• No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken.</li> <li>• No section 32 assessment.</li> <li>• No assessment of costs or benefits has been undertaken.</li> <li>• No assessment of alternatives has been provided (including whether district plan regulation is required).</li> </ul> Disallow.	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		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		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	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>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>				
<b>PART 2 – DISTRICT WIDE MATTERS</b>							
<b>Natural Character of Freshwater Bodies</b>							
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 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		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
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
<b>PART 3 – AREA SPECIFIC MATTERS</b>							
<b>Residential Zones</b>							
254.134	Christchurch International Airport Ltd	Large Lot Residential Zone – Activity Rules - General	<p>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.</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><b>"Activity status: PER</b></p> <p><b>Where:</b>  <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</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>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><b>"Activity status: RDIS</b></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><b>"Activity status: NC</b></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	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 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	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><b>"Activity status: PER</b></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><b>"Activity status: RDIS</b></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 1000m<sup>2</sup>.</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>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><b>"Activity status: NC</b></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><b>"Activity status: PER</b></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</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><u>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><b>"Activity status: RDIS</b></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 1000m<sup>2</sup>.</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><b>"Activity status: NC</b></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	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>	
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><b>"Activity status: PER</b></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><b>"Activity status: RDIS</b></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 1000m<sup>2</sup>.</u></p> <p><u>Activity status when compliance not achieved: N/A</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>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><b>"Activity status: NC</b></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		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
254.145	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><u>"MD[xx] – Bird strike risk</u>  <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		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

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?
<b>General Rural Zone</b>							
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>"... 2. The site is not within 13km of the thresholds of the runways at Christchurch International Airport runway (as shown on planning maps).</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>R</u>DIS</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, 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		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	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><i>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>				
254.102	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>"... Activity status: RDIS</p>	3.4	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?
			<p>2. The site is within 13km from the thresholds of the runways at Christchurch International Airport runway (as shown on planning maps).</p> <p>With respect to GRUZ-R30(2), matters of discretion are limited to: RURZ-MD[xx] – Bird strike risk"</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
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> <p>The submissions seek to unduly limit other activities that are a considerable distance from Christchurch International Airport, do</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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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>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	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>	3.4	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
254.104	Christchurch International Airport Ltd	GRUZ-R32	<p>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.</p> <p>Retain GRUZ-R32.</p> <p>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.</p> <p>Insert a note on notification that applications within 13km of the thresholds of the runways at Christchurch International Airport be</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?
			limited notified at least to Christchurch International Airport (absent its written approval).				
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
254.132	Christchurch International Airport Ltd	General Rural Zone – Activity Rules - General	<p>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.</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><b>"Activity status: PER</b></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><b>"Activity status: RDIS</b></p> <p><u>Where:</u></p>	3.4	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?
			<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 1000m<sup>2</sup>.</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><b>"Activity status: NC</b></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 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"> <li>• <i>No engagement with the pork industry has occurred.</i></li> <li>• <i>No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike.</i></li> <li>• <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></li> <li>• <i>No section 32 assessment.</i></li> <li>• <i>No assessment of costs or benefits has been undertaken.</i></li> <li>• <i>No assessment of alternatives has been provided (including whether district plan regulation is required).</i></li> </ul> <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
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	<i>See relevant section of report. In addition, the extent to which the further submission is accepted, depends on decisions made on the</i>	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 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> <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
<b>Rural Lifestyle Zone</b>							

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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?
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>  Any application involving a breach of RLZ-R12 (2) shall be limited notified at least to Christchurch International Airport (absent its written approval)."</p>	3.4	Reject	See relevant section of report.	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 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>	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>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>				
254.113	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>	3.4	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?
			<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>1. The site is 13km from the thresholds of the runways at Christchurch International Airport runway (as shown on planning maps).</p> <p><u>With respect to GRUZ-R30(2), matters of discretion are limited to: RURZ-MD[xx] – Bird strike risk"</u></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
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</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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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>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>				
254.114	Christchurch International Airport Ltd	RLZ-R32	<p>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.</p> <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>	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 provisions in full including any mapped noise overlays, contour maps. Disallow.</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 to the RPS pending the outcome of its review - see section 3.3.2.	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>	3.4	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?
			Insert clause that notification of applications from this new rule will be made at least to Christchurch International Airport Ltd.				
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
254.133	Christchurch International Airport Ltd	Rural Lifestyle Zone - Activity Rules - General	<p>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.</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><b>"Activity status: PER</b></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><b>"Activity status: RDIS</b></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 1000m<sup>2</sup>.</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><b>"Activity status: NC</b></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 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	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><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"> <li>• <i>No engagement with the pork industry has occurred.</i></li> <li>• <i>No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike.</i></li> <li>• <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></li> <li>• <i>No section 32 assessment.</i></li> <li>• <i>No assessment of costs or benefits has been undertaken.</i></li> </ul>	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?
			<ul style="list-style-type: none"> <li>No assessment of alternatives has been provided (including whether district plan regulation is required). Disallow.</li> </ul>				
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> <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>	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><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>				
<b>Rural Zones</b>							
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><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	See relevant section of report.	No
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	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><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"> <li>• <i>No engagement with the pork industry has occurred.</i></li> <li>• <i>No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike.</i></li> <li>• <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></li> <li>• <i>No section 32 assessment.</i></li> <li>• <i>No assessment of costs or benefits has been undertaken.</i></li> <li>• <i>No assessment of alternatives has been provided (including whether district plan regulation is required).</i></li> </ul> <p><i>Disallow.</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 in other submissions.	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		<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> <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>				
254.144	Christchurch International Airport Ltd	Matters of Discretion for all Rural Zones	Add a matter of discretion for bird strike risk on aircraft, that applies to any bird strike risk activities which are restricted discretionary activities.  Insert new matter of discretion:  "RURZ-MD[xx] – Bird strike risk <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> "	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		<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"><li>• No engagement with the pork industry has occurred.</li><li>• No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike.</li><li>• No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken.</li><li>• No section 32 assessment.</li><li>• No assessment of costs or benefits has been undertaken.</li><li>• No assessment of alternatives has been provided (including whether district plan regulation is required).</li></ul> <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</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</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>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
<b>Commercial and Mixed Use Zones</b>							
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 relevant zone chapters to ensure plan users are aware of the rules.	3.4	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?
			<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><b>"Activity status: PER</b></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><b>"Activity status: RDIS</b></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 1000m<sup>2</sup>.</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><b>"Activity status: NC</b></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><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
254.137	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><b>"Activity status: PER</b></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>Activity status when compliance not achieved: RDIS</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><b>"Activity status: RDIS</b></p>	3.4	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?
			<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 1000m<sup>2</sup>.</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><b>"Activity status: NC</b></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	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>	3.4	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> <p><u>"MD[xx] – Bird strike risk</u></p> <p><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

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
<b>Industrial Zones</b>							
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><b>"Activity status: PER</b></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><b>"Activity status: RDIS</b></p> <p><u>Where:</u></p>	3.4	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?
			<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 1000m<sup>2</sup>.</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><b>"Activity status: NC</b></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
254.148	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> <p><u>"MD[xx] – Bird strike risk</u>  <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	<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,</i></p>	3.4	Accept in part	<p><i>See relevant section of report. In addition, the extent to which the further submission is</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>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
<b>Open Space and Recreation Zones</b>							
254.138	Christchurch International Airport Ltd	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><b>"Activity status: PER</b></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><b>"Activity status: RDIS</b></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</u></p>	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><u>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><b>"Activity status: NC</b></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
254.139	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><b>"Activity status: PER</b></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	<p>See relevant section of report. In addition, there is little (if any) Sport and Active Recreation Zone within the proposed 8km and 13km 'circles'.</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>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><b>"Activity status: RDIS</b></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><b>"Activity status: NC</b></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	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>	
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><b>"Activity status: PER</b></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><b>"Activity status: RDIS</b></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 1000m<sup>2</sup>.</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>	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>Notification: any application arising from this rule will be notified to Christchurch International Airport Limited.</u></p> <p><b>"Activity status: NC</b></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
254.146	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 The extent to which the proposed activity will be designed, operated and managed to avoid attracting bird species which constitute a hazard to aircraft."</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, 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
<b>Planning Map</b>							
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



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 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"> <li>• No engagement with the pork industry has occurred.</li> <li>• No analysis is provided to support the assertion that commercial pig farming is known to increase the risk of bird strike.</li> <li>• No assessment of whether the objective achieves the purpose of the RMA or whether the method is effective or efficient has been undertaken.</li> <li>• No section 32 assessment.</li> <li>• No assessment of costs or benefits has been undertaken.</li> <li>• No assessment of alternatives has been provided (including whether district plan regulation is required).</li> </ul> <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 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>				

## Appendix B. Report Author's Qualifications and Experience

My full name is Neil Lindsay Sheerin.

I hold the following qualifications:

- Bachelor of Social Sciences (double major - Geography and Earth Sciences), University of Waikato; and
- Master of Regional and Resource Planning (with Credit), University of Otago.

I am a Full Member of the New Zealand Planning Institute.

I have over 30 years' experience working as a planner in local and central government and in a large multi-disciplinary private consultancy. My experience includes plan assessment; environmental effects assessment; submissions; consultation; resource consents; district plan reviews; plan changes; designations; outline plans; and Council hearings and Environment Court appeals, involving a wide range of subjects and projects.

I have been employed by the Waimakariri District Council since July 2017 as a Senior Policy Planner. My sole focus has been the Waimakariri District Plan Review. This has included work on various district-wide and zone provisions; Section 32 reports; the designation process; summarising and assessing submissions; and Section 42A reports.

## **Appendix C. Independent Bird Strike Review**

See separate document

# **Review of Christchurch International Airport submission on bird strike issues**

## **OPERATIVE WAIMAKARIRI DISTRICT PLAN REVIEW Waimakariri District**

Prepared for Waimakariri District Council  
9 November 2023

Rachel McClellan  
Ecological consultant





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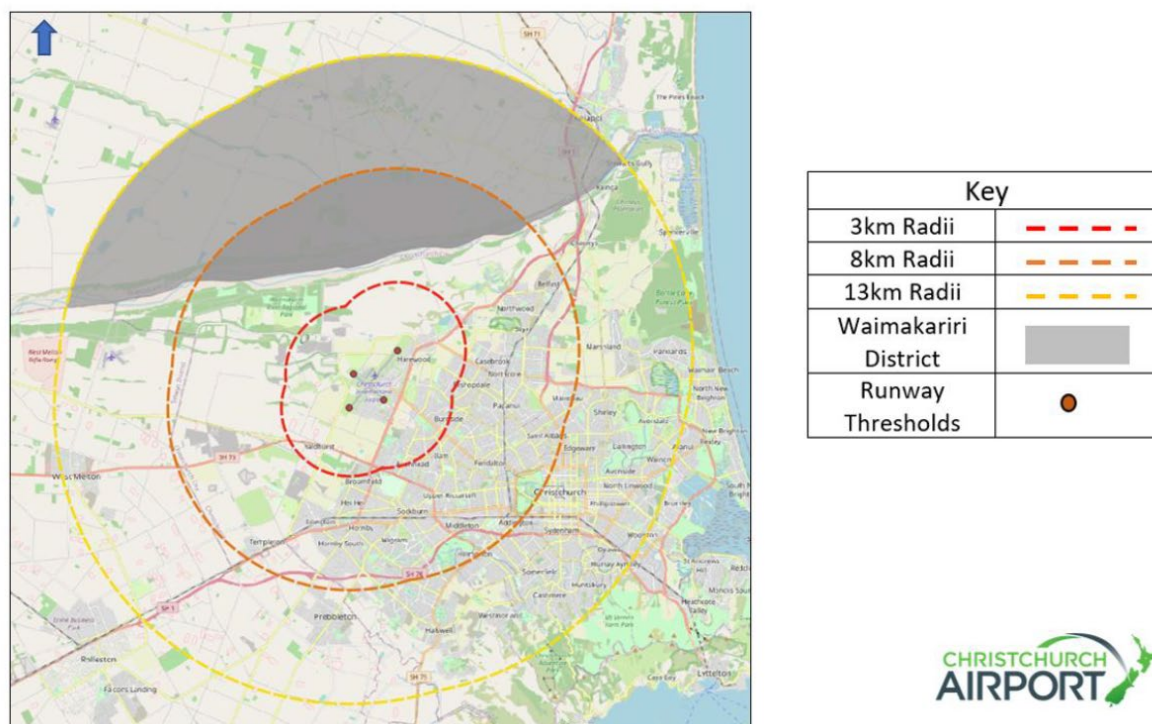




# 1 INTRODUCTION

The Waimakariri District Council is reviewing the Operative Waimakariri District Plan. The Proposed District Plan was notified for submissions in mid-2022. Christchurch International Airport Limited (CIAL) has lodged a submission that covers multiple chapters of the Proposed District Plan in relation to bird strike, and in particular, land use activities and their potential to increase bird strike risk at the airport.

Christchurch International Airport is located in Christchurch City. CIAL is 75% owned by Christchurch City Council (through its subsidiary Christchurch City Holdings Limited) and 25% owned by the New Zealand government. Christchurch International Airport’s interest in the Waimakariri Proposed District Plan is because the airport is concerned with land uses within a 13 km circle of the airport runways and their influence on bird species considered to present a high risk of bird strike to aircraft taking off and approaching Christchurch Airport (Figure 1). This circle covers extensive amounts of land north of the Waimakariri River, which comes under the authority of Waimakariri District Council.



**Figure 1:** Christchurch International Airport runways and 3, 8, and 13 km bird strike management circles, showing the area within Waimakariri District Council jurisdiction. Figure taken from Christchurch International Airport Limited submission to the Waimakariri Proposed District Plan dated 26 November 2021.

## 1.1 Scope

Waimakariri District Council has requested a review of the CIAL submission as it relates to bird strike, as well as contextual documents such as evidence submitted by a specialist in avian aircraft/wildlife collision risk mitigation to the Selwyn District Plan hearing on bird strike. This report addresses the Waimakariri District Council's areas of interest and provides summary advice on whether the requests for changes to the proposed plan as set out in the CIAL submission are appropriate.

## 1.2 Bird strike risk at airports

Birds in flight can collide with aircraft, potentially causing aircraft damage, and at worst, causing loss of human life. A global review of aircraft bird strike studies and statistics (Metz *et al.* 2020; references within) states that 2-8% of recorded bird strikes result in aircraft damage, and that bird strikes cause annual losses of at least one billion US dollars to the worldwide commercial aviation industry. As of November 2019, bird strikes were determined to have caused the loss of 618 aircraft and resulted in 534 fatalities since the beginning of aviation.

The severity of the damage to aircraft is largely the result of a combination of the speed of the aircraft at the time of the collision, the size of the birds involved (the larger the bird, the greater the potential for damage), the number of birds involved (e.g., a single bird versus a flock of birds), and the part of the aircraft hit (summarised in Metz *et al.* 2020).

Bird strike rates for a range of countries are provided in Table 1 (from Metz *et al.* 2020). However, a high bird strike rate does not necessarily indicate a greater hazard (e.g., UKCAA 2021); for example, a collision with a small bird is likely to have less impact than an impact with a much larger species. Most strikes do not cause damage; for example, in the United States, 9.5% of strikes resulted in damage to aircraft (1990-2009, ~51,000 strikes; Dolbeer 2011).

**Table 1:** Average bird strike rates (number of strikes per 10,000 aircraft movements) for different countries (from Metz *et al.* 2020).

Country	Bird strike rate	Period Considered
Australia	7.76	2008-2017
Canada	3.51	2008-2018
France	3.95	2004-2013
Germany	4.42	2010-2018
UK	7.76 (all) 4.62 (confirmed) <sup>1</sup>	2012-2016
USA	2.83	2009-2018

The Civil Aviation Authority of New Zealand (CAA) provides quarterly bird strike incident reports to airports. Summaries of data from the October to December 2022 report (CAA 2023) are provided in Table 2. Data on quarterly strike rates have been modified for Table 2 to include average strike rate for the three years and standard deviation, and the aerodromes have been placed in order of highest strike rate for this period. Christchurch Airport's strike rate is higher than some other major New Zealand airports such as Auckland and Wellington.

The graphs in Figure 2 are taken from the same report. 'On airport' bird strikes are strikes that occurred at or below 200 ft (61 m) above ground level during the landing or approach or 500 ft

<sup>1</sup> Confirmed bird strikes: collision between a bird/wildlife and an aircraft for which evidence, in the form of a carcass, or other remains, is found on the ground; or damage and/or other evidence is found on the aircraft. Unconfirmed bird strikes: collision between a bird/wildlife and an aircraft for which no physical evidence is found (i.e., no damage to the aircraft is evident upon inspection, and no bird remains, carcass or blood smears are evident on the airframe). Definitions from UKCAA (2017a).

(152 m) above ground level during the take-off or climb (CAA 2011). The graphs indicate that almost all bird strikes and near strikes affecting New Zealand aircraft occur on or close to the airport.



**Figure 2:** Bird strike rates per 10,000 aircraft movements at all New Zealand aerodromes (12-month moving averages) – strikes and near strikes (taken from CAA 2023).

**Table 2: Quarterly on-aerodrome strike rates per 10,000 aircraft movements for New Zealand aerodromes for the three-year period ending 31 December 2022.**

Airport	2020/1	2020/2	2020/3	2020/4	2021/1	2021/2	2021/3	2021/4	2022/1	2022/2	2022/3	2022/4	Average strike rate	Standard deviation
Napier	22.9	14.1	4.7	13.2	16.1	12.9	11.8	15.8	32.1	27.8	23.8	16.5	17.6	7.6
Chatham Islands	0	0	0	0	0	0	0	0	0	0	120.5	69	15.8	38.5
Rotorua	3.7	18.4	5.2	7.9	9.5	18	0	16	0	21	25.3	7.3	11.0	8.5
Invercargill	6.4	8	4.6	8	7.7	7.4	0	8	6.5	12.7	12.8	9.5	7.6	3.4
Woodbourne	13.7	19.3	5.2	5	4.5	16.2	5.5	4.8	6.3	4.3	2	3.9	7.6	5.6
Whenuapai	11.2	3.4	9.3	5.2	2.7	10.3	10.1	12.5	4.2	7.4	8.3	0	7.1	3.9
Dunedin	13.2	2.7	6.7	3	7.1	6.4	0	3.7	18.5	2.2	7.5	7.7	6.6	5.1
Nelson	7.4	4.5	6.8	4	13.2	11.6	3.8	2.9	9.6	2.9	2.7	1.8	5.9	3.8
Tauranga	7.4	5.2	2.6	8.2	8.9	7.3	5.5	5.9	6.1	3.3	4.2	5.7	5.9	1.9
Westport	0	0	0	29.7	0	0	0	0	0	28.4	0	0	4.8	11.3
<b>Christchurch</b>	<b>1.6</b>	<b>14.6</b>	<b>6.4</b>	<b>3</b>	<b>4.6</b>	<b>2.2</b>	<b>1.6</b>	<b>3.3</b>	<b>5</b>	<b>4.4</b>	<b>6.2</b>	<b>4</b>	<b>4.7</b>	<b>3.5</b>
Whakatane	7.3	25.1	0	3.7	0	8.1	0	0	0	0	8.7	0	4.4	7.4
Whangarei	0	0	3.5	2.7	11.5	2.8	5.5	0	7.1	6.2	5.6	4.7	4.1	3.4
Palmerston	6.1	1.8	1.5	5.1	3	6.8	0	3.4	4.1	3.5	4.9	6.1	3.9	2.1
New Plymouth	4.3	0	0	4.8	7.5	7.8	2.7	4.3	3.3	9.7	0	1.6	3.8	3.2
Queenstown	3.9	12.3	1.8	2.9	6	0.9	3.6	1.6	2.4	5.2	1.3	2.9	3.7	3.1
Hokitika	0	0	10.6	13.2	0	20.5	0	0.2	0	0	0	0	3.7	7.0
Gisborne	2.2	0	1.2	5.8	0	3.2	0	5.9	9.9	5	7.1	3.3	3.6	3.2
Ohakea	5.5	6.7	3.5	0	5.4	1.9	4	3	6.9	2.3	0	3.2	3.5	2.3
Auckland	2.2	2	3.6	3.1	2.4	3.8	7.3	0.8	2	6.9	3.4	2.5	3.3	1.9
Wellington	3.3	4.9	2.2	2.9	2.4	2.7	3.6	2.4	2.5	3.3	4.6	2.7	3.1	0.9
Taupo	0	0	7.5	4.6	0	0	0	0	2.1	0	5.5	2.4	1.8	2.6
Kerikeri	0	0	0	9.1	0	0	0	0	0	11.9	0	0	1.8	4.1
Hamilton	3	0.6	2.2	0.9	1.2	0.9	0.9	2.4	1.2	3.1	0.9	2.9	1.7	1.0
Whanganui	3	0.6	2.2	0.9	1.2	0.9	0.9	2.4	1.2	3.1	0.9	2.9	1.7	1.0
Paraparaumu	0	0	1.4	3.1	1.3	1.6	0	4.9	1.5	1.3	0	0	1.3	1.5
Timaru	0	0	0	0	2.9	0	0	6.2	0	0	2.5	0	1.0	2.0
Ardmore	1.4	1.4	0	0.6	0.7	0.7	0.7	1.5	0.7	0	0.4	0	0.7	0.5
Manapouri	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0

## 2 BIRD STRIKE RISK – RECENT DISTRICT PLANS IN WIDER CHRISTCHURCH

This report refers extensively to the statements of evidence of Mr Phillip Shaw (2016, 2021), Dr Leigh Bull (2021), Ms Felicity Blackmore (2021), and my own evidence (McClellan 2016) presented at the Christchurch (2016) and Selwyn District Plan (2021) hearings. These are referenced at the end of the document and referred to throughout the report.

### 2.1 Christchurch District Plan 2016

In 2016, I provided evidence for Christchurch City Council on birds and bird strike risk at a hearing for the Christchurch Replacement District Plan in association with a CIAL submission on the proposed plan. Mr Phillip Shaw, Director of Avisure, an Australian consultancy company specialising in bird strike risk management at airports around the world, appeared for CIAL.

Mr Shaw presented a table (reproduced as Table 3 of this report) which listed his recommended actions for certain proposed land uses at specified distances from Christchurch International Airport. Where a new development triggered an action to ‘restrict’, ‘mitigate’ or ‘monitor’, Christchurch City Council would require the submission of a Wildlife Management Plan which would:

- Establish wildlife management performance standards.
- Allow for changes to design and/or operating procedures at places/plants where land use has been identified as increasing the risk of wildlife strike to aircraft.
- Provide the authority for CIAL to inspect and monitor properties close to airports where wildlife hazards have been identified.
- Be reviewed and approved by an independent birdstrike panel.

Mr Shaw (2016) concluded as follows (in full):

91. *My evidence outlines that birdstrike is a significant issue globally and that CIA has a significant risk that demands suitable mitigation.*
92. *ICAO [International Civil Aviation Organisation] advise best practice principles including recommended distances up to 13 km around an aerodrome that should be monitored and controlled for certain land uses which could attract birds which may then occupy critical airspace and increase strike risks.*
93. *The guidelines [e.g., Table 1] are generic and as there is no robust data pertaining to Christchurch local airspace bird infringement rates [my underlining], the precautionary principle applies and the generic ICAO guidelines need to be enacted. Arbitrary relaxation of the ICAO guidelines that are based on opinion and remain unsupported by relevant data and flight path conflict analysis will not suffice.*

In the summary of my evidence (McClellan 2016), I stated that I was reluctant to support the International Civil Aviation Organisation’s recommended distances of three, eight and 13 kilometres, because:

1. They were developed in the United States, where the bird communities are very different.
2. Published research almost always recommends location-specific solutions which are relevant to the species and habitats present at any particular airport.

**Table 3:** Actions for certain land uses in proposed developments at specified distances from Christchurch International Airport (adapted from the Australian Government’s National Airports Safeguarding Framework).

Land Use	Wildlife Attraction Risk	Actions for Proposed Developments or Changes to Existing Developments			
		Within 3 km radius of NZCH (Area A)	Within 8 km radius of NZCH (Area B)	Within 13 km radius of NZCH (Area C)	Beyond 13 km radius of NZCH but within CCC boundary
<b>Agriculture</b>					
Turf farm	High	Restricted	Mitigate	Monitor	No Action
Piggery	High	Restricted	Mitigate	Monitor	No Action
Fruit tree farm	High	Restricted	Mitigate	Monitor	No Action
Fish processing /packing plant	High	Restricted	Mitigate	Monitor	No Action
Abattoirs and freezing works	High	Restricted	Mitigate	Monitor	No Action
Cattle/dairy farm	Moderate	Mitigate	Mitigate	Monitor	No Action
Poultry farm	Moderate	Mitigate	Mitigate	Monitor	No Action
Forestry	Low	Monitor	Monitor	No Action	No Action
Plant nursery	Low	Monitor	Monitor	No Action	No Action
<b>Conservation</b>					
Wildlife sanctuary / conservation area – wetland	High	Restricted	Mitigate	Monitor	No Action
Wildlife sanctuary / conservation area – dryland	Moderate	Mitigate	Mitigate	Monitor	No Action
<b>Recreation</b>					
Golf course	Moderate	Mitigate	Mitigate	Monitor	No Action
Sports facility (tennis, bowls, etc.)	Moderate	Mitigate	Mitigate	Monitor	No Action
Park/Playground	Moderate	Mitigate	Mitigate	Monitor	No Action
Picnic/camping ground	Moderate	Mitigate	Mitigate	Monitor	No Action
<b>Commercial</b>					
Food processing plant	High	Restricted	Mitigate	Monitor	No Action
Warehouse (food storage)	Low	Monitor	Monitor	No Action	No Action
Fast food / drive-in / outdoor restaurant	Low	Monitor	Monitor	No Action	No Action
Shopping centre	Low	Monitor	Monitor	No Action	No Action
Office building	Very Low	Monitor	No Action	No Action	No Action
Hotel/motel	Very Low	Monitor	No Action	No Action	No Action
Car park	Very Low	Monitor	No Action	No Action	No Action
Cinemas	Very Low	Monitor	No Action	No Action	No Action
Warehouse (non-food storage)	Very Low	Monitor	No Action	No Action	No Action
Petrol station	Very Low	Monitor	No Action	No Action	No Action
<b>Utilities</b>					
Putrescible waste facility- landfill	Very High	Restricted	Restricted	Mitigate	Mitigate
Food / organic waste facility	High	Restricted	Mitigate	Monitor	No Action
Putrescible waste facility - transfer station	High	Restricted	Mitigate	Monitor	No Action
Non-putrescible waste facility – landfill	Moderate	Mitigate	Mitigate	Monitor	No Action
Non-putrescible waste facility - transfer station	Moderate	Mitigate	Mitigate	Monitor	No Action
Sewage / wastewater treatment facility	Moderate	Mitigate	Mitigate	Monitor	No Action
Potable water treatment facility	Low	Monitor	Monitor	No Action	No Action
<b>Site works/landscape</b>					
Project scale >5ha	N/A	Mitigate	Mitigate	Mitigate	No Action
Project scale >2ha	N/A	Mitigate	Mitigate	No Action	No Action
Project scale >1ha	N/A	Mitigate	No Action	No Action	No Action
Projects involving landscapes that include >50 trees over 10m in height	N/A	Mitigate	Mitigate	No Action	No Action
Projects involving landscapes that include >20 trees over 10m in height	N/A	Mitigate	No Action	No Action	No Action
Excavation works involving an area >100m <sup>2</sup> resulting in open water for more than a continuous 48h period	N/A	Mitigate	No Action	No Action	No Action
Introduction of permanent water body/water course/drain >1000m <sup>2</sup>	N/A	Mitigate	Mitigate	Monitor	No Action
Introduction of permanent water body/water course/drain >500m <sup>2</sup>	N/A	Mitigate	Monitor	No Action	No Action

I put forward the following recommendations:

1. Any landfill within the Christchurch district should be required to mitigate for gull attraction (given the large distances southern black-backed gulls can travel to forage), i.e., beyond the 13 km circle.

2. Any waterbody or combination of waterbodies greater than 1,000 m<sup>2</sup> within three kilometres of the airport should be required to mitigate for bird strike mitigation, and Council needs to be able to decline consent for such activities in respect of bird strike risk.
3. Any piggery, poultry farm, and fish processing plant or freezing works within three kilometres of the airport should be managed to prevent them becoming a source of food for birds.

In May 2023, the operative District Plan refers to bird strike and the protection of aircraft, and relevant sections can be broadly summarised as follows:

- Managing the risk of bird strike to aircraft using Christchurch International is part of a range of objectives to protect strategic infrastructure.
- Within the Waimakariri Flood Management Area, development that could result in surface water ponding in the event of flooding, and hence an increased risk of bird strike, is a Restricted Discretionary Activity.
- A subsection on Airport Aircraft Protection, specifically covering bird strike, is found under Chapter 6.
  - A single Bird Strike Management Area is defined within three kilometres of the thresholds of the runways at Christchurch International Airport. Within this area, new fish processing or packing sites, freezing works, and abattoirs attracted standards to minimise attraction of birds, and the size of waterbodies is limited to a combined total of less than 1,000 m<sup>2</sup>.
  - New landfills (excluding cleanfills) within Christchurch District – and therefore beyond the 13 km radius – is a Discretionary Activity.
- Stormwater disposal policy requires that stormwater management measures do not increase the potential for bird strike to aircraft in proximity to the airport.
- Subdivision, development and earthworks general matters include whether any proposed ponding area will be attractive to birdlife that might pose a bird strike risk to the operation of Christchurch International Airport Limited.
- Utilities and Energy - water, wastewater, and stormwater matters of discretion include whether the proposed ponding area will be attractive to birdlife that might pose a bird strike risk to the operation of Christchurch International Airport Limited.
- Specific reference in the Yaldhurst Outline Development Plan and the South Masham Outline Development Plan regarding stormwater management design to reduce bird strike potential.
- Matters of Discretion for the Clearwater Resort and Whisper Creek Golf Resorts include a requirement for a bird strike hazard management programme with appropriate measures for ongoing management of water bodies and birds to reduce bird strike risk, and evidence of consultation with Christchurch International Airport Limited.
- Matters of Discretion for intensive farming within the Bird Strike Management Area include the scale and significance of bird strike risk, and bird strike mitigation.

Adopting this approach within the Waimakariri District would mean that land use changes would not be affected by rules or matters of discretion regarding bird strike as the district is beyond the 3 km circle. The only exception to this is new landfills, which would need to demonstrate management for bird strike risk species, at any location.

Regarding the above conclusions of Shaw (2016) that there are insufficient bird strike data at Christchurch International Airport, this report notes that there are approximately 30 years of available

data (Chilvers *et al.* 1998, Ecosure 2004, and CIAL 2012, 2020), intensive monitoring of birds at multiple locations around the airport (evidence of Dr Leigh Bull 2021), research on Canada goose movements around the wider Christchurch region (Caley 2020), and considerable information on several key bird strike species. This is discussed in subsequent sections.

## 2.2 Selwyn District Plan 2021

Mr Shaw appeared again for CIAL for the Selwyn Proposed District Plan hearings in 2021. In addition, specialist ornithologist Dr Leigh Bull (at that time, partner and senior ecologist at Boffa Miskell, now self-employed) also appeared, and provided bird evidence relevant to the wider Christchurch District and the airport that was largely absent from the evidence of CIAL's various experts in 2016.

Mr Shaw presented the same table of bird strike risk activities (see Table 3), with a few minor alterations. The ramifications of the adoption of this approach for Selwyn District Council are that any proposed bird risk activity with a 'mitigate' action within the 3-8 km and 8-13 km circles must produce a Bird Hazard Management Plan, and for those with a 'monitoring' action, CIAL will monitor activities and liaise with land managers to manage any observed bird issues.

Mr Shaw also provided an 'Allan Risk Assessment' for Christchurch Airport which uses a five-year strike history of the airport in question to assess species specific risk (Table 4). Species<sup>2</sup> categorised as High Risk were (see Appendix for species names and threat classifications):

- Southern black-backed gull/karoro
- Australasian harrier/kahu
- Rock pigeon
- Spur-winged plover.

Medium risk species were:

- Mallard; also includes unknown duck species
- Little shag/kawaupaka
- South Island pied oystercatcher/tōrea.

The method of risk assessment is flawed in that it does not include species that have not been involved in bird strike but are still considered a serious hazard, such as Canada goose. Mr Shaw (2021) and Dr Bull (2021) both highlight Canada goose as the fifth High Risk species, due to its size (up to six times the weight of a black-backed gull), its flocking behaviour, its ability for rapid population growth, and 14 near strikes over the past 30 years at Christchurch Airport.

Mr Shaw (2021) stated that the High Risk species Australasian harrier and spur-winged plover are best managed 'On-airport'. The remaining three High Risk species, southern black-backed gull, Canada goose and feral pigeon, are the sole focus of Avisure's 100-page Off-Airport Bird Hazard Management Plan, produced for the airport in 2016 (Avisure 2016), and Chapter 7 Off-airport Wildlife Management in the airport's Wildlife Hazard Management Programme document (CIAL 2020, attached to the evidence of Ms Blackmore, 2021).

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<sup>2</sup> A full list of species, scientific, te reo Māori, and common names, with threat classifications are provided in Appendix A.



**Table 4:** Risk of bird strike by species at Christchurch International Airport (using data from June 2016-May 2021). Taken from the evidence of Mr Shaw (2021).

		Probability of strikes (5 year strike average for each species)				
		Very Low	Low	Moderate	High	Very High
Probability of damage	Very Low	Blackbird Black-billed gull Thrush	Skylark Chaffinch Swallow Black-fronted tern	Goldfinch European starling Banded dotterel Green finch	Yellow hammer	House sparrow
	Low	Red-billed gull	Little owl			
	Moderate				Spur-winged plover*	
	High	Mallard duck# Little shag	South Island Pied Oystercatcher	Southern Black-backed gull Harrier Feral pigeon*		
	Very High					

Low Risk: no further action beyond current management is required
Medium Risk: review current management practices & options for additional action required
High Risk: immediate action required to reduce the current risk

\* indicates elevation of strike risk rank due to multiple strike  
# includes unknown duck

Dr Bull (2021) gave her specific support to a much smaller subset of Mr Shaw’s highlighted land uses. Working on the same basis as Mr Shaw, that off-airport management was required for only three high risk species – Canada goose, southern black-backed gull, and rock pigeon – she supported only the following in her summary of evidence for each of the three species:

- Canada goose: Permanent waterbodies greater than 1,000 m<sup>2</sup> – mitigation within the 8 km radius of Christchurch Airport, and monitoring within the 13 km radius. Dr Bull did not give specific support to management of permanent waterbodies greater than 500 m<sup>2</sup>, or any temporary waterbodies greater than 100 m<sup>2</sup> (see Mr Shaw’s list in Table 3).
- Southern black-backed gull: Landfills/waste facilities and piggeries – mitigation within the 8 km radius of Christchurch Airport, and monitoring within the 13 km radius.
- Rock pigeon: Land uses where animal feed is available (e.g., example piggeries, poultry farms, and equine racecourses), particularly in combination with available roosting opportunities (e.g., sheds) – mitigation within the 8 km radius of Christchurch Airport, and monitoring within the 13 km radius.

In summary, Dr Bull supported the use of the three radii, and management actions for approximately 11 of the 40 land uses in Mr Shaw’s table<sup>3</sup>.

The significant differences between the evidence from the two experts appear to stem from the fact that Dr Bull limited her assessment to Christchurch Airport’s key bird strike species, and how she considered they could be best managed by land use rules in the district plan. In contrast, Mr Shaw has applied an Australian framework that is likely to cover all species that are or could be involved in bird strike.

<sup>3</sup> I have included all the land uses under the heading ‘Utilities’ in Table 3 and considered Dr Bull’s suggestion of ‘racecourses’ to fall within ‘sports facility’ for this calculation.

It is worth noting that both Mr Shaw and Dr Bull's evidence highlight farming, and particularly sheep farming, as a bird risk activity, yet neither list sheep farming as a land use that requires management (monitoring or mitigation). For example, Mr Shaw refers to birds travelling across the airport from "farmlands to the north of the Waimakariri River" to areas south, and lists "animal farms" as a land use that should "be prevented, eliminated or mitigated on and in the vicinity of aerodromes" (according to the International Civil Aviation Organization), and further, that the New Zealand Civil Aviation Authority states that a "hazardous land use practice" includes "Agriculture - crops, animals (e.g. lambing season, cattle yards)". Dr Bull refers to Avisure's 2016 Off-Airport Bird Hazard Management Plan and notes that the plan lists a key high risk off-airport bird hazard site as "Agriculture land north of the Waimakariri – farmland, ponds and pivot irrigation attractive to SBBG [southern black-backed gull], rock pigeons and Canada goose", and notes that the gull is considered a pest "on farmland where some birds attack cast sheep and newborn lambs".

The omission of sheep farming (and for that matter, cropping and other agricultural activities) from any recommendations in the evidence of both experts is interesting. If sheep farming and cropping had been included in Mr Shaw's table, there would be very few land use changes/ developments within the Selwyn District that would not be affected by restrictions, mitigation or monitoring requirements.

In May 2023, the proposed District Plan presently makes little reference to bird strike. Bird strike is defined, and is mentioned once in regard to mineral extraction, where bird strike risk associated with developments within 13 km of the airport is a matter for discretion.

### 3 CIAL SUBMISSION

CIAL lodged a submission on the Proposed Waimakariri District Plan on 26 November 2021 that comments on multiple sections and chapters of the Plan. Broadly, the submission seeks:

- Specific reference to the airport and/or its concerns across many areas of the plan including in the Strategic Directions chapter.
- Extensive changes and additions on the issue of noise and reverse sensitivity.
- The addition of bird strike risk to the plan, specifically changes in land use that may increase risk of bird strike, and rules that will avoid or manage risk.

This section addresses those parts of the submission that relate to bird strike risk. CIAL suggests in the submission's Paragraph 36 that rules relating to bird strike management are located within the relevant Zones within the Plan. The location of the rules is not within the scope of this report.

#### 3.1 Bird strike risk – a 'cross boundary' issue

*Part 1 – Introduction and general provisions/Te whakamahi māhere - How the plan works/Cross boundary matters (p11 of submission)*

CIAL requests that bird strike risk is added to the list of issues that require management 'cross boundary'. This is because the application of CIAL's recommended 3-circle approach to bird strike management (Figure 1) means that rules are required across all three local authorities.

### 3.2 New definitions – bird strike and bird strike risk activity

*Part 1 – Introduction and general provisions/Te whakamāramatanga – Interpretation/Definitions*  
(p119-120 of submission)

CIAL requests that ‘bird strike’ and ‘bird strike risk activity’ are added as definitions. ‘Bird strike’ is a straightforward definition, and the submission provides suitable wording: “When a bird or flock of birds collide with an aircraft”.

However, the definition of ‘bird strike risk activity’ is a key area requiring discussion. The submission provides a list of 10 bird strike risk activities that require provisions within the Waimakariri District Plan:

- Permanent artificial water body
- Excavation works, including quarrying, which result in ponding exceeding 100 m<sup>2</sup> or more of open water, for more than a continuous 48-hour period (refer CIAL submission on ‘Farm quarry’ and ‘Quarrying activities’ within the Rural Zone; see Section 3.5.1)
- Commercial pig farming or cattle feed lots
- Fruit tree farms
- Fish and commercial food processing activities with external food storage or waste areas accessible to birds
- Sewage treatment and disposal facilities
- Wildlife refuges or conservation areas
- Recreational areas or golf courses exceeding 2 ha
- Waste management facilities and composting facilities (refer CIAL submission on ‘Waste management facility’ and ‘Composting facility’ within the Rural Zone; see Section 3.5.2)
- Abattoirs and freezing works.

This list is not consistent with the evidence presented by Christchurch Airport’s bird strike/avifauna experts, Mr Shaw and Dr Bull, at the Selwyn District Plan hearing in 2021. For example:

- The 40 activities listed by Mr Shaw (2021) include many more land uses within the 8 km and 13 km circles, such as turf farms, beef, dairy, and poultry farms, forestry, site works exceeding 2 ha, and shopping centres, fast-food restaurants, food storage warehouses, among others. In contrast, many of the land uses listed in the CIAL submission were *not* highlighted by Dr Bull (2021) as requiring management e.g., excavation works, fruit tree farms, fish and commercial food processing activities, and wildlife refuges or conservation areas.
- The CIAL submission states “Recreational areas or golf courses exceeding 2 ha”, but Mr Shaw’s table puts no size limitation on recreational areas such as parks, playgrounds, tennis courts, and picnic areas. Dr Bull (2021) does not highlight recreational areas at all in her recommendations.
- The CIAL submission requests that temporary waterbodies greater than 100 m<sup>2</sup> require management, but Mr Shaw’s list (Table 3) only specifies management within 3 km of the airport (Waimakariri District begins beyond this circle). Dr Bull (2021) makes no mention of temporary waterbodies.
- The submission puts no size threshold on the development of permanent waterbodies. Mr Shaw recommends different levels of management for each radius for waterbodies greater than 500 m<sup>2</sup> and greater than 1,000 m<sup>2</sup>. Dr Bull only highlights waterbodies greater than 1,000 m<sup>2</sup> as requiring management.

- The illogical nature of CIAL’s requests also occurred at the Christchurch District Plan 2016 in Mr Shaw’s evidence – temporary waterbodies greater than 100 m<sup>2</sup> requiring management but only permanent waterbodies between 500 and 1,000 m<sup>2</sup> and greater than 1000 m<sup>2</sup> requiring management – and was highlighted in my evidence. The Christchurch District Plan restricts permanent waterbodies within 3 km of the airport to less than 1,000 m<sup>2</sup>, and places no specific restrictions on waterbodies, temporary or permanent, beyond the 3 km circle.

### 3.3 New rules to manage bird strike risk activities in all relevant Zones

CIAL requests the addition of three new rules to manage the risk of bird strike resulting from bird strike risk activities/land uses (p121-124 of submission). Its preference is that these rules are inserted into all relevant Zone chapters. The rules can be summarised as follows:

- Bird strike risk activities within 8 km of the airport runway are restricted discretionary, where the matter of discretion is bird strike risk. Combined areas of proposed temporary or permanent adjacent waterbodies must not exceed 1,000 m<sup>2</sup>. CIAL must be notified of any proposal.
- Bird strike risk activities are permitted between 8 km and 13 km of the airport runway, but proposals must be accompanied by a bird strike management plan that will be prepared in consultation with CIAL. Expansion of the activity will require an updated plan to be provided to Council. CIAL must be notified of any proposal.
- Waste management facilities are non-compliant within 13 km of the airport runway. This is discussed in Section 3.5.2.

CIAL’s requested rules do not correspond to Mr Shaw’s recommended approach in Table 3 and presented in evidence in 2021 at the Selwyn District Plan hearing. For example, not only does the submission have a reduced number of land uses requiring actions in comparison to the list in Table 3, requested actions are generally more stringent than what was recommended by Mr Shaw (2021). Table 5 summarises how the two approaches differ, and how Mr Shaw’s approach also changed between 2016 and 2021.

**Table 5:** Comparison of approaches to bird strike risk mitigation within 3, 8 and 13 km circles from Christchurch International Airport. Taken from Mr Phillip Shaw’s evidence to the 2016 Christchurch District Plan hearing and 2021 Selwyn District Plan hearing, and from the CIAL submission to the Waimakariri District Plan 2022. See Table 3 for details of management actions (restrict, mitigate, or monitor).

Shaw Approach 2016	Shaw Approach 2021	CIAL submission 2022
Any activity 0-13 km from airport where ‘restrict’, ‘mitigate’ or ‘monitor’ specified = bird strike management plan	Any activity 0-13 km from airport where ‘mitigate’ specified = bird strike management plan	Any activity 3-8 km from airport is Restricted Discretionary based on bird strike risk
	Any activity 0-13 km from airport where ‘monitoring’ specified = CIAL responsibility	Any activity 8-13 km from airport is permitted but requires a bird strike management plan

In 2016, Mr Shaw recommended that the bird strike management plan (which he termed a Wildlife Management Plan) would be submitted to council and would:

- Establish wildlife management performance standards.
- Allow for changes to design and/or operating procedures at places/plants where land use has been identified as increasing the risk of wildlife strike to aircraft.

- c. Provide the authority for CIAL to inspect and monitor properties close to airports where wildlife hazards have been identified.
- d. Be reviewed and approved by an independent bird strike panel.

In 2021, a significantly less stringent regime was proposed. Mr Shaw (2021) stated “Activities for which ‘monitoring’ is required, the responsibility will rest with CIAL. Where monitoring identifies a bird hazard, CIAL would liaise directly with the land manager and seek to understand what is attracting the birds and what could be done to mitigate this. CIAL would assist with advising the land manager in such circumstances.”

In 2022, the CIAL submission has moved away from the staged approach (related to level of risk) of ‘mitigate’ or ‘monitor’ dependent on land use type and distance from airport as recommended by Mr Shaw, instead concentrating only on distance from airport, and placing the responsibility of bird strike management back on to landowners and council.

### 3.4 Avoiding versus managing bird strike risk

*Part 2 – District-wide matters/Strategic directions/SD - Rautaki ahunga - Strategic directions (p19 of submission)*

CIAL requests an amendment within the Energy and Infrastructure section that includes the relief “...avoiding adverse effects from incompatible development and activities...including (ii) managing the risk of birdstrike to aircraft...” The wording of the relief is problematic as it is only possible to truly avoid potential adverse effects by not allowing development or activities to go ahead whereas CIAL is requesting mitigation and monitoring, as well as restrictions on some activities.

*Part 2 – District-wide matters/Energy, infrastructure and transport/EI - Pūngao me te hanganga hapori - Energy and infrastructure (p29-30 of submission)*

Similar to the issue above, CIAL’s relief changes the word ‘manage’ to ‘avoid’ adverse effects of bird strike but indicates that this can be done by ‘managing’ bird strike.

### 3.5 Rural Zone activities considered bird strike risk activities

*Part 3 – Area specific matters/Zones/RURZ – Whitua Taiwhenua - Rural Zones/GRUZ - General Rural Zone (p99-103 of submission)*

And also:

*Part 3 – Area specific matters/Zones/RURZ – Whitua Taiwhenua - Rural Zones/RLZ - Rural Lifestyle Zone (p109-113 of submission)*

CIAL’s relief requests that the land use activities ‘farm quarry’, ‘quarrying activities’, ‘waste management facility’, and ‘composting facility’ are all subject to rules to manage bird strike risk. CIAL’s recommendations for each are different, and can be summarised as follows:

- Farm quarry – CIAL seeks Restricted Discretionary status within 13 km of the airport runway
- Quarrying activities – CIAL seeks Restricted Discretionary status within 13 km of the airport runway OR supports Discretionary status within 13 km of the airport runway with the condition that CIAL is notified (without requiring CIAL’s written approval).

- Waste management facility – CIAL requests that this is a Non-Complying activity within 13 km of the airport runway, and that CIAL is notified.
- Composting facility – CIAL supports Discretionary status, but requests an advice note outlining the requirement for applications to assess and manage bird strike risk within 13 km of the airport runway, and that CIAL is notified (without requiring CIAL’s written approval).

These are discussed in the following sections. Importantly, the above requests for ‘Farm quarry’, ‘Quarrying facilities’, and ‘Composting facilities’ are not consistent with the requests for new rules (Section 3.2). The new rules request that all bird strike risk activities within 8 km of the airport are Restricted Discretionary, and those between 8-13 km are permitted with a management plan.

### 3.5.1 Quarrying

CIAL’s submission does not detail why quarrying presents a bird strike risk, only stating that “quarrying activities can present a bird strike risk if not carefully managed”. Mr Shaw (2021) specifically addresses quarrying, noting that pits can fill with water i.e., temporary waterbodies, and site rehabilitation can sometimes include lakes and/or conservation areas. Following Mr Shaw’s approach, temporary waterbodies are not relevant beyond 3 km of the airport, and therefore do not need to be addressed by Waimakariri District Council. Both permanent waterbodies and conservation areas are highlighted in the CIAL submission, and these land uses are addressed further in Section 7.

### 3.5.2 Waste management facilities

The CIAL submission requests that a waste management facility, but not a composting facility, is a Non-Complying activity within 13 km, and the latter requires mitigation within this radius. This is not consistent with Mr Shaw’s approach as set out in Table 3. His management actions recommend non-compliance for putrescible waste facilities within 8 km only, and all other waste facilities including transfer stations require mitigation within 8 km of the airport, or monitoring between 8 and 13 km.

Mr Shaw appeared for Dunedin City Council as part of the council’s Smooth Hill landfill resource application in 2022, a landfill within 4.5 km of Dunedin Airport. In agreement with his approach as outlined in Table 3, he considered that the proposal to keep food waste out of the landfill, combined with the landfill’s bird management plan, as well as appropriate management at the existing Green Island landfill and management at black-backed gull breeding sites, could result in an overall reduction in aviation risk at the airport<sup>4</sup>.

Landfills are undoubtedly one of the greatest attractants for black-backed gulls in the landscape and can provide food sources that support abundant local populations. However, the CIAL submission is too loose with its definition of waste management facilities and ignores the fact that some facilities are much more attractive than others. These types of land uses are discussed in more detail in Section 7.

### 3.5.3 Matter of discretion – bird strike risk

*Part 3 – Area specific matters/Zones/RURZ – Whaitua Taiwhenua - Rural Zones/RURZ - Matters of Discretion for all Rural Zones (p114 of submission)*

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<sup>4</sup> <https://www.odt.co.nz/news/dunedin/gulls-can-be-kept-check> (downloaded 12 April 2023).

CIAL requests that 'bird strike risk' is added as a new matter of discretion. This would apply across all Rural Zones, specifically to all Restricted Discretionary activities that are listed as bird strike risk activities (see the list in Section 3.2). This would require the proposed activity to demonstrate that it will be designed, operated, and managed to "avoid" attracting "bird species which constitute a hazard to aircraft".

The matter of discretion makes no reference to the distance from the airport runway, whereas CIAL's requested new rules are based on the 8 and 13 km management circles. Mr Shaw's approach (2016, 2021) differs with varying tiers of management within circles, from no action, to monitoring, to mitigation, depending on land use risk. At face value, the CIAL submission requires a farmer proposing a quarry 13 km from the airport to produce a management plan to "avoid" attracting birds to any site capable of creating a temporary pond greater than 100 m<sup>2</sup>.

The word 'Avoid', as previously discussed in Section 3.4, is not appropriate. Minimise is a more realistic option. The submission also uses the wording "bird species which constitute a hazard to aircraft". The list of relevant bird species is very long and includes species such as house sparrow and starling (see Table 7). Again, at face value, this could be read to mean that a restricted discretionary land use must avoid attracting a single starling. If such a rule is to be added to the plan, the wording clearly requires considerable re-working.

## 4 BIRD STRIKE MANAGEMENT – THE 3, 8, AND 13 KM CIRCLES

### 4.1 Origin of the three distances

In 2016, at the Christchurch District Plan hearings, my evidence discussed at length the origins of the three bird strike risk management circles, and in particular, the research underpinning the statistics. Finding the sources was not straightforward.

The 3 km circle comes from bird strike data from the United States. Biologist Richard Dolbeer analysed 15 years of bird strike data from the United States Federal Aviation Administration's (FAA) wildlife strike database. He found that 74% of bird strikes occurred within 500 ft (152 m) of the ground, and that aircraft descended to this height on approach approximately 10,000 ft (3,048 m) from the runway (Dolbeer 2006). This same paper demonstrated that 93% of strikes occurred below 3,500 ft (1,067 m).

FAA documents refer to the 10,000 ft/3 km measure as a 'separation distance' from the airport, and a second separation distance of five miles (equating to 8 km). I have not been able to find the justification for this second circle but assume that it also comes from the United States. The FAA does not use the 13 km circle.

Regarding the 13 km circle, the United Kingdom's Civil Aviation Authority 'Birdstrike risk management for aerodromes' (UKCAA 2008) states "The 13 km circle is based on a statistic that 99% of birdstrikes occur below a height 2000 ft, and that an aircraft on a normal approach would descend into this circle at approximately this distance from the runway." In the updated and much expanded version of the document published in 2017, it also uses the 13 km measure, but provides no explanation. Though it is used in several countries, I have not been able to find the research on which the measurement is based.

The statistic above – 99% of bird strikes occur below 2,000 ft – and the statistic from the United States study (Dolbeer 2006) – 93% of bird strikes occur below 3,500 ft – are quite different, perhaps suggesting that the former comes from United Kingdom data.

In his 2021 evidence Mr Shaw has the heading “Why 3, 8 and 13kms?”, but does not provide the research underpinning any of the distances other than showing that some other countries use the distances for bird strike risk management.

He also states in his paragraph 52 “The UK CAA requires [my underlining] aerodrome operators to control or influence developments within 13 km of an aerodrome where developments could increase the wildlife hazard” and references the updated standards (UKCAA 2017b). This is not strictly true. The updated standards contain the following statements:

“The term 'in the vicinity' (or aerodrome surroundings) is interpreted to mean land or water within 13 km of the aerodrome reference point and to landfill and waste disposal sites as defined under relevant UK legislation. It is important to note that 13km (as a distance to safeguard for wildlife hazard purposes) is not a specific requirement in this context” [my underlining]. It goes further to say that safe-guarding activities beyond the airport can be “up to 13 km and in some instances beyond, or less than 13 km, as determined by risk and effectiveness of interventions”.

Under the heading ‘Off-aerodrome wildlife surveys (‘13 km bird circle’), UKCAA (2017) also states:

“Off-aerodrome bird monitoring or control to 13 km is not stated in EASA [European Union Aviation Safety Agency] Aerodrome regulations and so this particular guidance may be interpreted to support an aerodrome’s own policy with regard to assessment of the wildlife hazard on, and in the surroundings of the aerodrome.”

## 4.2 Relevance of the three distances to Christchurch International Airport

Christchurch International Airport’s Wildlife Hazard Management Plan (updated November 2020) states that the concept of the three circles is “fundamentally flawed” and “Unfortunately, there are no studies that definitively show that the concept is sound”. The plan states “Ideally the development of distance requirements for land use would be site-specific and developed after local studies of bird populations. Interpretation of these studies would need to include probable long-term changes to populations, the sizes, and species mix, including the consideration of factors such as species that may be introduced in the future.” It considers that the management distances of 3, 8, and 13 km should be used in the absence of such studies.

Are the 3, 8 and 13 km radii relevant to Christchurch International Airport, and to the Waimakariri District? The 3 and 8 km distances come from the United States Federal Aviation Administration’s (FAA) wildlife strike database, one of the largest and most analysed in the world. Dolbeer *et al.* (2021) undertook an extensive review of bird strike in the United States, including an updated analysis of 30 years of bird strike data (1990-2020). Over 230,000 bird strikes were included in the analysis of which almost half were not identified to species. Of those that were, 608 species of birds were recorded. The review included a 25-page table of bird strikes by bird group. I have summarised the groups of species most involved in bird strike in Table 6.



**Table 6:** Most reported groups of birds involved in aircraft strike, FAA Wildlife Strike Database, 1990-2020 (summarised from Dolbeer et al. 2021).

Bird Group	Number of Strikes
Raptors	24,882
Gulls	12,773
Larks	16,405
Shorebirds	12,109
Starlings*	17,843
Sparrows	7,432
Waterfowl	6,409
Owls	3,865

\* Combined group includes starling, myna, blackbird and thrush species

Dolbeer *et al.* (2021) report that raptors, gulls, and waterfowl are the species groups with the most damaging strikes. In the case of raptors (e.g., eagles, falcons, vultures), the US database contains strikes for 34 species; in comparison, New Zealand has two species of raptors, and only one is considered a problem at Christchurch Airport (Australasian harrier). For gulls, the US database contains strikes for 17 species; New Zealand has three species of gulls, and only one is considered a problem at Christchurch Airport (southern black-backed gull). In the case of waterfowl, the US database contains strikes for 45 species, including Canada goose and mallard; in Christchurch, only those two species are considered a problem.

Clearly, any individual aerodrome in the United States will have a smaller number of associated bird species. However, the country has a very large and very different bird community compared to New Zealand. The 3 km circle, and probably the 8 km circle, were based on the interactions of aircraft with a massive diversity of bird species, whereas Christchurch Airport has three high risk bird species and four medium risk bird species. It is a stretch to think that these US distance guidelines would have relevance to the Christchurch situation. A much more useful approach would be to consider the distribution, ecology, and population trajectories of the key risk species. This is largely what the airport’s Wildlife Hazard Management Plan already states (see above).

Mr Shaw’s (2016) concluding remarks include that the lack of “robust data” on birds strikes at Christchurch Airport requires that the generic distance guidelines should be used (paragraph 93; see Section 2.1). However, Avisure’s Off-Airport Bird Hazard Management Plan (2016) was informed by bird strike data from Christchurch Airport, and bird strike data are summarised in the airport’s Wildlife Hazard Management Plan (2020) and are used to direct the airport’s management of birds (see following sections). Data are not lacking.

## 5 BIRD STRIKE MANAGEMENT AT CHRISTCHURCH INTERNATIONAL AIRPORT

Christchurch International Airport maintains a regularly updated Wildlife Hazard Management Plan (Nov 2020). The plan provides a comprehensive guide to the species considered to pose a threat to aircraft safety, as well as bird strike statistics, and on-airport and off-airport management of all relevant species and habitats.

Table 7 summarises data and information from the plan that describes the bird species present at the airport, strike rates and trends, and bird species management ‘on-airport’. Two sources of information have been combined for Table 7. The first of these is the management plan’s Appendix D “Species Information” which provides the background for 24 bird species including bird strike data over five years (presumably 2014-2019, but not stated), and the previous year (presumably 2019, but not stated). Appendix D, however, does not include information on Canada goose, rock pigeon or

southern black-backed gull. Information for rock pigeon and southern black-backed gull has been taken from Appendix B “Strike history data” which, although no year is stated, appears to be largely consistent with Appendix D’s ‘previous year’ bird strike data with one exception, black shag, reported as having no strikes in Appendix D, but one strike in Appendix B. Appendix B also includes trend data (‘Stable’, ‘Decreasing’, ‘Increasing’; included below where available) but only for the species involved in bird strike for that year. Risk classification in Table 7 refers to High, Moderate, Low, and Negligible.

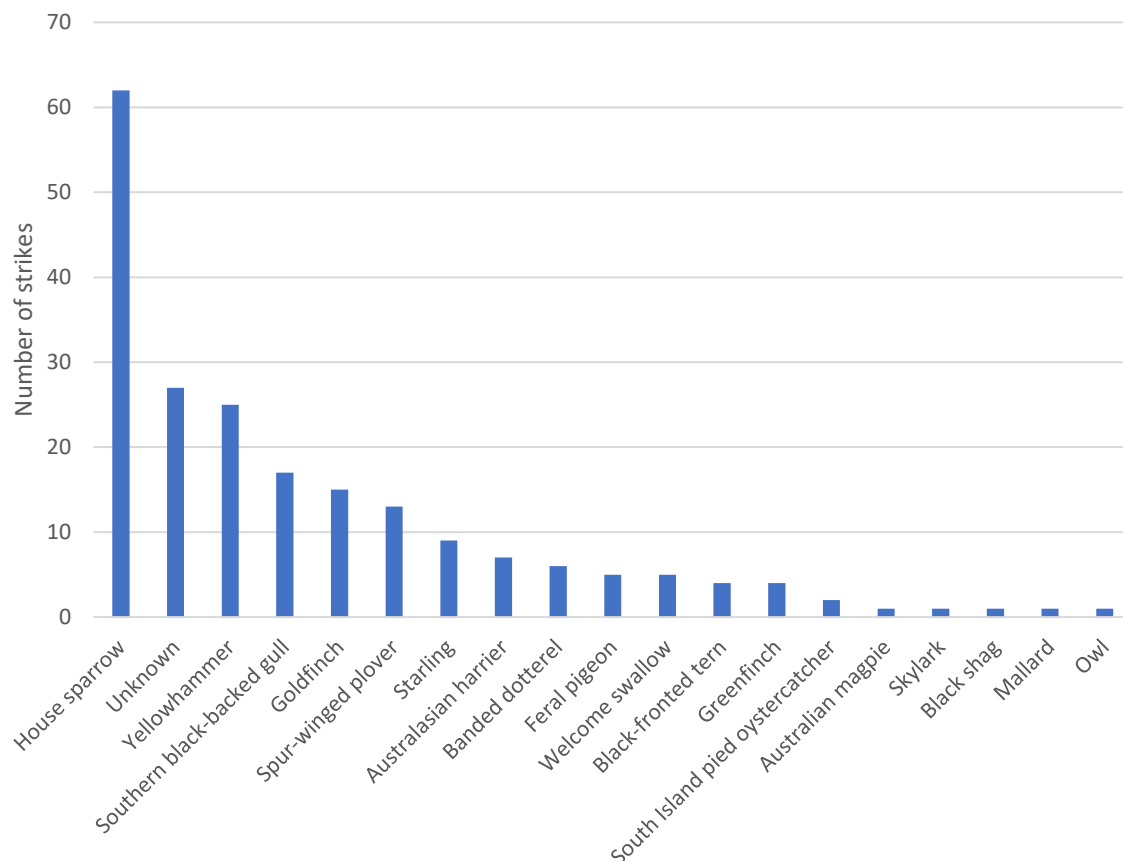
**Table 7:** Species included in Christchurch Airport’s Wildlife Hazard Management Plan (Nov 2020), bird strike totals and ‘on-airport’ management. Management actions are explained in the text.

Species	Risk	Trend	Bird strike totals		Management (summarised from Appendix D)
			Five Years	Previous Year	
Southern black-backed gull	H	Decr.	17	4	Not included in Appendix D
Rock pigeon	H	Stable	5	3	Not included in Appendix D
Spur-winged plover	H	Decr.	13	2	Lethal, destroy nests
Australasian harrier	H	Stable	7	3	Lethal, remove any animal carcasses (source of food)
Mallard	M		1	0	Lethal, destroy nests, wet weather monitoring
Black shag	M	Stable	0	0/1	Record, not a problem species
Australian magpie	M		1	0	Lethal, trapping. Plan notes that resident airfield birds are largely left alone
South Island pied oystercatcher	M		2	0	Lethal (as a last resort), move into low risk areas
Little owl	M		1	0	Record
House sparrow	M	Stable	62	11	Worm/insect control, netting, monitor runway edges
Yellowhammer	M	Incr.	25	2	Worm/insect control, monitor runway edges
Paradise shelduck	L		0	0	Lethal, wet weather monitoring
Black-fronted tern	L	Decr.	4	1	Record, do not cull
Banded dotterel	L		6	0	Monitor nests, move into low risk areas, do not cull
Starling	L		9	1	Worm/insect control, netting, monitor runway edges
Skylark	L		1	0	Worm/insect control, monitor runway edges
Chaffinch	L		0	0	Worm/insect control, monitor runway edges
Goldfinch	L	Incr.	15	5	Worm/insect control, monitor runway edges
Welcome swallow	L		0	0	Worm/insect control, monitor runway edges
Californian quail	N		0	0	Record, not a problem species, do not cull
Silveryeye	N		0	0	Worm/insect control, monitor runway edges
White-faced heron	N		0	0	Record, not a problem species, do not cull
Blackbird	N		0	0	Worm/insect control, monitor runway edges, not a problem species
Black-billed gull	N		0	0	Rarely seen, do not cull, not a problem species
Red-billed gull	N		0	0	Rarely seen, do not cull, not a problem species
Pheasant	N		0	0	Record, not a problem species, do not cull

Some of the management actions listed in Table 7 are described further below:

- Lethal: all New Zealand airports have the authority from the Department of Conservation under the Wildlife Act (1954) to disturb or kill fully or partly protected species such as Australasian harrier and black shag (partly protected), and South Island pied oystercatcher and black-fronted tern (fully protected). The table above specifies “do not cull” against some of these fully protected species (as well as some game birds) but the plan suggests that the airport occasionally needs to cull oystercatchers.
- Wet weather monitoring: the waterfowl species mallard and paradise shelduck are monitored during rain events at areas around the airport where standing water accumulates.

- Black shags are classified as “not a problem” in Appendix D; however, Appendix B indicates that a black shag was involved in a bird strike incident, which does not appear in Appendix D’s ‘previous year’ data.
- Move into low risk areas: this is not described in the plan but is taken to mean that birds are actively dispersed by staff away from runways and approach/departure paths.
- Worm/insect control: vermicides and pesticides are used on the large areas of grass at the airport to reduce food sources for many of the smaller species of birds. The airport also uses a type of grass that produces seed unpalatable to birds, manages pasture weeds, and maintains ideal grass lengths, and mows high risk areas at night, to reduce attractiveness to a variety of bird species.



**Figure 3:** Numbers of strikes by bird species, Christchurch International Airport, 2014-2019.

Figure 3 shows the number of strikes by species over five years from 2015 to 2019, adapted from data provided in the management plan. Small species such as house sparrow, yellowhammer, and goldfinch make up the bulk of the birds hit but are considered low risk to aircraft, presumably due largely to their size. Over the five-year period, three strikes caused damage (CIAL 2020). This represents a damage strike rate of 1.8% over the five-year period.

The management plan notes that “Other possible risk species for CIAL which are found off-Airport include: Canada Geese and Black Swan. These species are observed at nearby water bodies i.e., wetlands, lakes, rivers, irrigation ponds etc.” In her evidence, Ms Blackmore (2021), the airport’s Environment and Planning Manager, stated that the airport’s risk ranking for Canada goose is “Very Low”, noting that sightings are very rare. However, the airport spends considerable resources regularly monitoring numbers of birds including geese at multiple locations close to the airport, financially supports management of geese numbers, and is funding research into Canada goose

ecology. This is because geese are present close to the airport, and the consequences of a strike would be significant. It is quite clear from the Avisure (2016) management plan, the airport's own management plan, and the evidence of Mr Shaw (2021) and Dr Bull (2021), that the Canada goose is in fact a high risk species to aircraft at Christchurch Airport, despite being rarely seen at the airport, or having never been involved in a bird strike incident.

## 6 KEY BIRD STRIKE SPECIES AT CHRISTCHURCH INTERNATIONAL AIRPORT

Key bird strike species where "off-airport" management is likely to be beneficial or most appropriate, are the high risk species, southern black-backed gull, rock pigeon, Canada goose. These species are the sole focus of the Avisure (2016) Off-airport bird hazard management plan.

The moderate risk species mallard and black shag (At Risk-Relict) could also potentially be managed off-airport. However, the airport does not presently control some other moderate risk species when they are present on-airport (see Table 7 and below).

Most of the species listed in Table 7 are only managed or best managed "on-airport". This includes the high risk species spur-winged plover and Australasian harrier (Shaw 2021). The remaining moderate risk species, as ranked in the management plan, are:

- Introduced species Australian magpie, little owl, house sparrow and yellowhammer. Note that the airport does not presently actively manage little owls (only records observations) and leaves some resident magpies alone. Management actions for house sparrow and yellowhammer also manage many of the other low risk species.
- South Island pied oystercatcher. This species, along with low risk/negligible risk species black-fronted tern, banded dotterel, black-billed gull, and red-billed gull, are all in national decline and are all At Risk, except for black-fronted tern which is Nationally Endangered. Conservation actions now and in the future will hopefully change the fortune of these species locally and nationally, which could potentially bring them into greater conflict with the airport. However, given the status of these species, management is likely to be confined to "on-airport" in the future.

The following sections discuss the three key species for which off-airport management is likely to be beneficial or most appropriate.

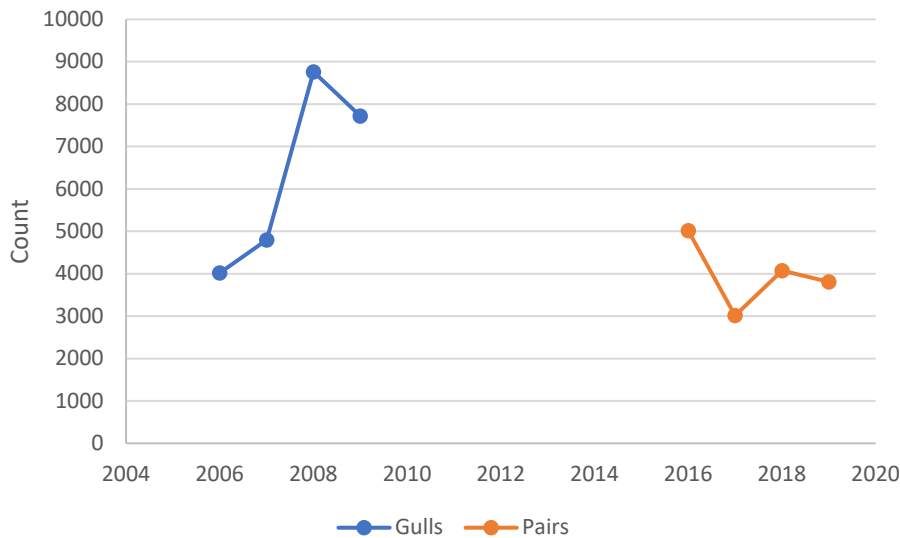
### 6.1 Southern black-backed gull

New Zealand's largest species of gull, the native southern black-backed gull (Not Threatened), is considered the greatest threat to aircraft at Christchurch Airport and was responsible for 6.5% of all bird strikes between 2013 and 2018 (CIAL 2020). According to the airport's Wildlife Hazard Management Plan, the species comes into conflict with airport activities when birds transit the airfield between foraging, breeding, and roosting sites, and when landing on movement areas during adverse weather conditions to feed and for refuge.

#### 6.1.1 Population and ecology

Black-backed gulls are unnaturally 'superabundant' due to increased food supply from human sources (Miskelly 2013). In the wider Christchurch region, the gulls breed and roost on the Lower Waimakariri River year-round. Volunteers have undertaken bird surveys on the Lower Waimakariri River since 1980; some of these have included black-backed gulls. More recently, contractors from Wildlife International Limited have specifically counted black-backed gulls for Environment Canterbury and

Christchurch Airport. These latter counts are of pairs (estimated from counts of nests) and are not comparable to the earlier counts. As well, these aerial surveys include the full length of the Lower Waimakariri. Both counts are shown in Figure 4. Bell (2020) considers that that counts from the four recent surveys suggest a decline in the local population. Further counts will help verify this apparent trend.



**Figure 4:** Numbers and pairs of black-backed gulls counted on the Waimakariri River, 2006-2019. Early counts are of individuals, counted between the State Highway 1 bridge and the Gorge Bridge (Anon 2018). Later counts include gulls above and below this river section and are of pairs (Bell 2017, 2020, Willis and Bell 2018).

The extraordinary success of the species can be largely put down to the ability of black-backed gulls to feed on a vast range of food sources, mostly in association with human activities. Black-backed gulls will frequent any type of agricultural land, including several not mentioned in Mr Shaw’s list of bird strike risk activities (Table 3), such as sheep farms (year-round, but particularly during lambing) and cropping (particularly during ploughing). Irrigation systems and effluent spreaders can attract the gulls by bringing invertebrates to the surface. In urban and semi-urban areas, gulls will roost and feed on maintained grass areas, and can be attracted to any type of activity where food scraps are regularly available such as poorly managed waste locations at the backs of cafes and restaurants. Landfills can present major food sources for black-backed gull populations. Single operations can have the ability to sustain or increase gull populations; the closure of the Burwood landfill in Christchurch in 2005 is thought to have been largely responsible for the halving of numbers of black-backed gulls in the Waimakariri River (Avisure 2016<sup>5</sup>)

Foraging distances of black-backed gulls are not well known. Bell and Harborne (2018) summarise what is known about daily movements (references within), noting that the species is known to move up to 50 km between foraging and nesting/roosting sites. A recent study by Wellington International Airport in collaboration with Wellington, Hutt City and Porirua councils, Victoria University and the Department of Conservation involved spraying different paint colours on black-backed gulls foraging at the Southern (Wellington), Silverstream (Hutt City), and Spicer (Porirua) landfills (the latter landfills being approximately 20-25 km in a straight line from Wellington Airport). In addition, five gulls were fitted with GPS tracking units. The sprayed and tracked gulls demonstrated that the airport was visited

<sup>5</sup> Avisure (2016) reports that the population of black-backed gulls was approximately 10,000 birds in 1985 (pers comm. F. Robertson and N. Mannix 2012) and that flood events and control measures also assisted in the reduction in numbers.

by birds that mostly used the closest landfill, but also the landfills in neighbouring cities. Some individual gulls used all landfills, and travelled to the South Island<sup>6</sup>.

Black-backed gulls are considered a threat on many different levels. The gulls have been shown to carry bacteria potentially dangerous to humans such as *Campylobacter* spp., *Salmonella* spp. and *Escherichia coli* (Bell and Harborne 2018; references within). Farmers often consider black-backed gulls to be a pest as they can spread *Salmonella* and attack cast ewes and newborn lambs. In urban and commercial areas, gulls can nest on rooftops, causing damage to infrastructure and become a nuisance to residents and workers. Substantial evidence now exists to show that the large gull is a significant predator of many At Risk and Nationally Threatened bird species, including most species that nest on the Waimakariri River. The black-backed gull can cause the complete collapse of some bird colonies through harassment and direct predation e.g., black-fronted tern (Bell and Harborne 2018), and black-billed gull (McClellan 2009, pers. obs.).

### 6.1.2 Existing management

According to Ms Blackmore (2021), the airport organises and funds an annual helicopter survey on the lower Waimakariri river for black-backed gull colonies. This is used to plan a strategy for the control of the gull during the breeding season. Additional waterbodies are surveyed, and other high risk species are recorded during this operation. Control operations are led by Environment Canterbury or Christchurch City Council, depending on the location, and can involve egg oiling, alphachloralose poisoning, or other lethal management such as shooting.

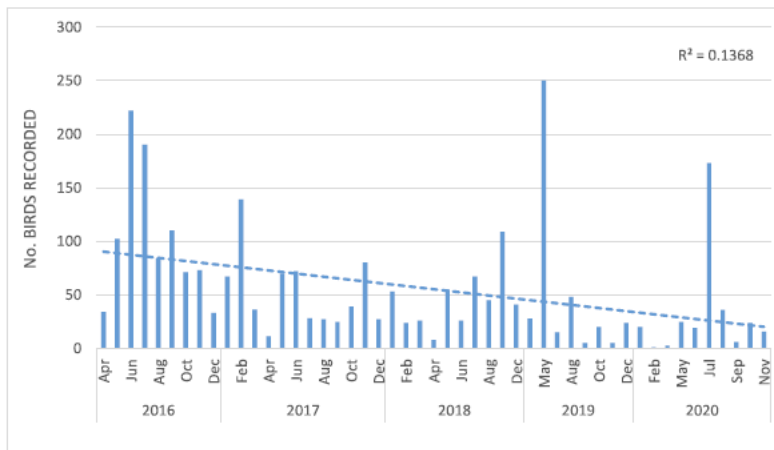
Environment Canterbury has recently commissioned three documents, a braided river bird management plan for the Waimakariri River Regional Park (Smith *et al.* 2020), a Canterbury southern black-backed gull strategy (Bell and Harborne 2018), and a discussion document on the strategy (Bell and Harborne 2019). The strategy recommends reducing the Canterbury gull population to 10% of its current numbers to protect braided river biodiversity, from an estimated 101,000 birds to approximately 4,000 breeding pairs. The discussion document recommends trialling a 5% reduction per year, which is supported by Smith *et al.* (2020).

Presently limited only by funds, increasing levels of control of black-backed gulls throughout Canterbury is expected in the future. Given that black-backed gulls are likely to move between rivers or disperse from natal colonies to some extent, control in other Canterbury rivers will also have a positive impact on maintenance of lower numbers in the Waimakariri River. Mr Shaw (2021) notes that a significant risk reduction in black-backed gull strikes is likely with an appropriate population management programme, particularly in the Waimakariri River colonies. The suggestion of a decreasing population in the Lower Waimakariri River from recent surveys is supported by monitoring at the airport's 16 survey sites near to the airport (Figure 5)<sup>7</sup>. Likewise, the airport's wildlife management plan indicates that the bird strike risk from black-backed gulls is decreasing (refer Table 7).

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<sup>6</sup> Reports are not available (Avisure is the consultant involved), but the study has been widely reported in the media e.g., <https://www.pressreader.com/new-zealand/the-dominion-post/20190903/281741271096613> and <https://www.bbc.com/news/blogs-news-from-elsewhere-49552593>

<sup>7</sup> In 2020, the 16 sites were reduced to seven: Riccarton Racecourse paddocks, Horsepower, McLean's Island Rd/Isaacs Dairy Farm, Lake Roto Kohatu, Clearwater, The Groyes and Styx Mill Reserve.



**Figure 5:** Total number of black-backed gulls recorded at “off-airport” survey sites each month between April 2016 and December 2020. Taken from the evidence of Dr Leigh Bull (2021).

## 6.2 Canada goose

Canada goose is native to North America but has been widely introduced around the world. The New Zealand population is thought to mostly descend from 50 birds imported in 1905 (Williams 2013). The species is a threat to aircraft in many countries and is infamous for having brought down U.S. Airways Flight 1549 which landed in the Hudson River in 2009. Dr Bull (2021) reports two sightings of 16 and 14 Canada geese “on-airport” of over the period August 2020 to July 2021. It is not clear if this means that no other sightings have been made at the airport. Thirteen near misses (always involving two or more individuals) have been recorded since 1993 (Shaw 2021) but the species has not yet caused a bird strike incident.

### 6.2.1 Population and ecology

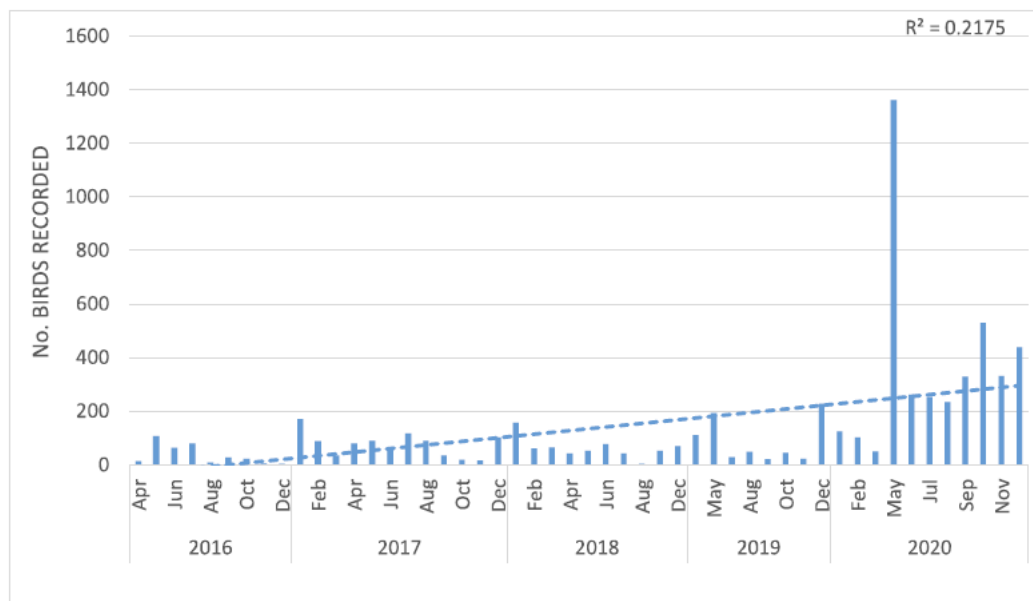
The Canada goose population in New Zealand numbers approximately 60,000, two thirds of which are in the South Island (Williams 2013). Most birds in Canterbury breed near high-country lakes and rivers and migrate to lowland waterways in November to February. However, the Canterbury population is also likely to include birds that are resident year-round. This pattern is evident elsewhere in both their native and introduced ranges (Caley 2020). Canada geese are herbivorous and are often seen grazing on pasture grasses and managed grass areas.

In Christchurch, numbers of geese fluctuate between 1,000 and 4,000 birds (Crossland 2018, unpublished data, in Caley 2020). Outside of Christchurch, the largest populations of geese are found on Lake Ellesmere, with approximately 3,000-5,000 birds (Crossland *et al.* 2015).

The goose population in Christchurch is thought to be increasing, and the areas within Christchurch City that are most preferred may also be changing. At the time of the 2010-2011 earthquakes, most local Canada geese were found around the Avon-Heathcote Estuary (350-4,000 birds), and the Travis Wetland population ranged between 151 and 1,121 individuals. Surveys began in the newly cleared Red Zone areas in April 2015, where numbers varied from 10 to 66 individuals. More recent surveys have detected large flocks of up to 400 individuals, suggesting the Red Zone population is increasing (Crossland 2018, unpublished data, in Caley 2020). A full analysis of two decades of Christchurch City Council monitoring data is yet to be published.

In addition, land use intensification both on the Canterbury plains and in the high country where many Canada geese breed has seen increasing use of irrigation and fertiliser, both of which improve

foraging habitat quality. It is thought that this may be leading to many geese becoming year-round residents of Christchurch City, as well as increasing numbers in the high country.



**Figure 6:** Total number of Canada geese recorded at “off-airport” survey sites each month between April 2016 and December 2020. Taken from the evidence of Dr Leigh Bull (2021).

Dr Bull states in her evidence that numbers of geese have been increasing over the five-year monitoring period at off-airport monitoring sites (see Figure 6), and Mr Shaw also refers to this increasing trend. However, a different interpretation of Figure 6 is that numbers appear relatively stable from 2016 to 2019, but show a sudden considerable increase during 2020, for unknown reasons. Ongoing surveys by the airport will illustrate whether 2020 is an unusual year, or part of a more permanent change or increase.

Christchurch International Airport funded a Master’s student, Henry Caley, to study Canada goose ecology and movements within the wider Christchurch district. GPS transmitters were attached 10 birds, eight of which obtained data; three birds were tagged at Lake Ellesmere, one at Lake Grasmere, and four in Christchurch City. Three of the Christchurch City birds never flew further than 4 km from where they were tagged at Lake Kate Sheppard (Burwood), while the other bird flew to Lincoln three times and Kaiapoi once during August and September, 14-26 km distant from the tagging site. The Lake Grasmere bird and one of the Ellesmere birds migrated to the South Alps to breed. All birds tended fly at low altitudes in autumn and winter, and faster and higher in early spring. No birds flew near the airport. However, the very small sample size of eight birds means that it was difficult to make any robust conclusions. Since the completion of the Masters research, five further tags have been fitted to geese, including three on waterbodies close to the airport. The extension of the work is being managed by Christchurch International Airport and The University of Canterbury. Caley recommends further tagging to better determine potential threats to aircraft safety in Christchurch.

### 6.2.2 Existing management

Avisure’s 2016 off-airport management plan provides extensive detail on management options and priorities for Canada geese. The report provides a summary table setting out 18 priority sites for management (e.g., Waimakariri River, Lake Ellesmere, agricultural land surrounding the airport etc.) and eight management options for each site (e.g., moult cull, ground shoot, habitat modification etc.).



However, Ms Blackmore (2021) indicates that the airport’s management approach is to “assist and support regional stakeholders with an interest in [Canada goose] management”.

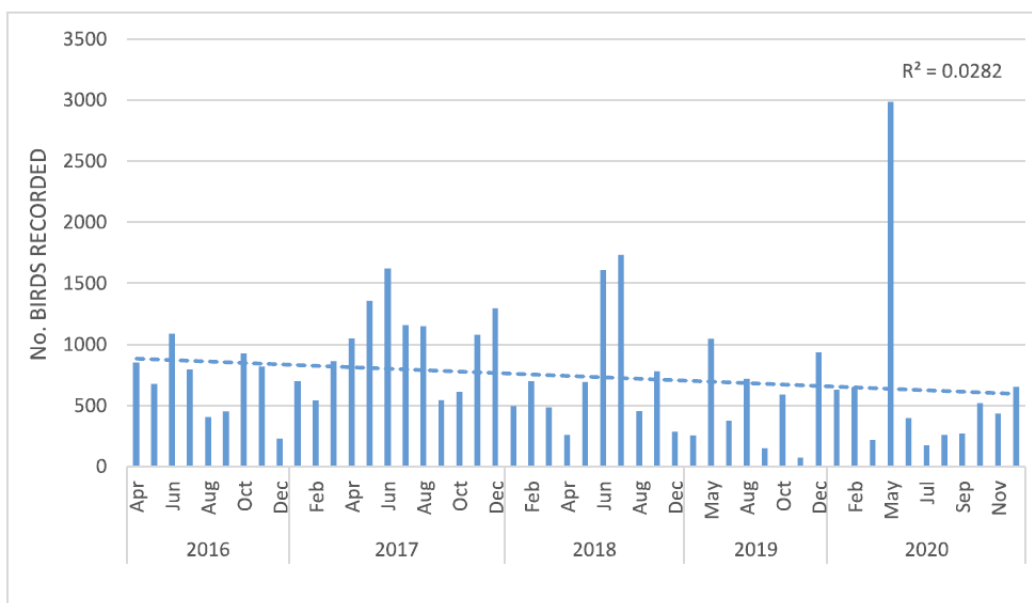
References to past management of Canada geese in Christchurch can be found in grey literature, as well as media reports, but there appears to be no publicly available summary of what has been done, or future plans. A Stuff article indicates Christchurch City Council is exploring the possibilities of culling, contraception, non-lethal chemical food pellets, hunting, trapping and relocation, removing sources of human food, managing habitats, and scaring measures such as laser pointing<sup>8</sup>.

### 6.3 Rock pigeon

Rock pigeons were introduced to New Zealand for aviculture and racing, leading to the presence of multiple colours of birds, but mostly the darker blue-grey morph in the wild. The species tends to roost, travel, and forage in flocks (Powlesland 2013). Shaw (2016) assessed the species as having medium risk to aircraft using Christchurch Airport, despite it being one of the three species on which the Avisure (2016) off-airport management document was focused, and the species was not a focus of discussion or debate at the Christchurch District Plan hearing. However, in 2021, Shaw assessed the species as being high risk to aircraft. Data in Chilvers *et al.* (1998), Ecosure (2004), and CIAL (2012, 2020) show that the species has been regularly involved in bird strikes over the past 30 or so years. CIAL (2020) reports that the species transits the airport multiple times every day between roosting and foraging areas.

#### 6.3.1 Population and ecology

The species is found throughout New Zealand, although mostly in urban and agricultural areas. Species distribution is increasing, evident by comparison of the New Zealand bird atlas surveys of 1969-79 and 1999-2004 (Powlesland 2013; the 2019-2024 surveys are presently underway). Shaw (2016, 2021) noted that rock pigeons appeared to have shifted distribution towards the airport after the earthquakes of 2010-2011.



**Figure 7:** Total number of rock pigeons recorded at “off-airport” survey sites each month between April 2016 and December 2020. Taken from the evidence of Dr Leigh Bull (2021).

<sup>8</sup> <https://www.stuff.co.nz/national/121676090/emboldened-geese-invading-city-centre-face-population-control>

Dr Bull (2021) presented the graph reproduced as Figure 7 which illustrates survey data from off-airport monitoring sites and suggests a very slight decline in numbers over the five survey years. The data show the high numbers present at sites around the airport. Dr Bull reported that a maximum of 1,000 birds has been observed on a single day at the airport itself.

The species is poorly studied in New Zealand. Briskie and Shorey (2021) state that in their native range in Europe, wild birds usually nest on cliffs and cave entrances, often near the coast, whereas in New Zealand, the species usually nests on buildings, or under wharves and bridges. In the fenced, predator-free Riccarton Bush, an estimated breeding population of 226-258 birds was discovered, almost all of which were nesting on the ground (Briskie and Shorey 2021). The authors also noted that the species had not been observed regularly in the forest remnant until after the 2010-2011 earthquakes. CIAL (2020) notes that the earthquakes destroyed many of the traditional rookeries in caves along the coastline, and the birds shifted into derelict buildings in the city. The management plan suggests that the ongoing rebuilding of the city will encourage the species to shift again.

Rock pigeons can fly several kilometres directly to foraging opportunities, but there are few data to describe movements in New Zealand. Alice Ryan (2011) undertook a Master's project on central Wellington pigeons. She banded birds at several central city locations and searched for them at multiple sites around Wellington city. Though lacking the accuracy of GPS tracking technology, her research indicated birds often travelled very short distances from their roosts to forage – often only a few hundred metres – indicating abundant local food sources in the city. Foraging in agricultural areas may follow a different foraging strategy where birds undertake daily flights from colonies to feeding grounds movements (Ryan 2011; references within), and distances may be greater.

Pigeons generally feed on the grains and seeds of grass and weed species sourced from agricultural lands, parks, and gardens. On pasture surrounding Christchurch Airport, pigeon crops were found to only contain the seeds of pea, wheat, oat, clover, and vetches (*Vicia* sp.; Moeed 1979). In urban areas, pigeons feed extensively on food scraps. Dr Bull (2021) notes that the species is attracted to land uses where animal feed is available such as piggeries, poultry farms, and racecourses, particularly where roosting opportunities such as sheds are available.

### 6.3.2 Existing management

Shaw (2021) states that risk reduction for rock pigeon can be achieved by effective control, which generally involves limiting food supply and culling programs where numbers are significant. CIAL (2020) reports culls at Christchurch Botanic gardens and North Hagley Park, Riccarton Bush, and annual culls of thousands by the Department of Corrections at the Paparua pig farm. CIAL have performed ground shoots on surrounding farmland, undertaken poison operations at sites off-airport and control the small number of resident birds found on-airport. The airport's management approach as outlined in the plan is to continue monitoring, provide funding, expertise, and assistance to those wanting to control the species, and to encourage the development of a Canterbury Feral Pigeon Management Strategy. Avisure (2016) prioritises sites for control and provides recommendations for types of management at each site. Highest ranking sites are Riccarton Racetrack, Riccarton Bush, agricultural land surrounding CIAL, Russley and Harewood golf courses, and Christchurch City.

## 7 LAND USES THAT INCREASE THE RISK OF BIRD STRIKE AT CHRISTCHURCH AIRPORT

### 7.1 Waste management activities

Waste management facilities, particularly those that deal with food waste, even via contamination, have the potential to become important food sources for black-backed gulls. Old style open landfills can support high local populations of the gull through the reliable supply of food. Given the regionwide movement to manage black-backed gull populations in Canterbury, the risk that the species poses to aircraft, and the fact that black-backed gulls will travel well beyond a 13 km circle to forage, it is prudent to ensure that any such facility is managed to minimise attraction to black-backed gulls anywhere in the Waimakariri District.

Many of the other land uses listed by Mr Shaw (Table 3) are included because of the potential for gull species to be attracted to the waste produced (e.g., restaurants, fast food outlets). Assessment of resource consent applications for such developments presumably involves consideration of waste management proposals regarding hygiene, aesthetic aspects, and security (from wind dispersal etc.). Proposals that address these aspects of waste management are likely to also reduce the risk of black-backed gulls being attracted to the location. Further requirements specifically for minimisation of bird attraction seem unnecessary, and management of these land uses is not as high a priority as for landfills.

### 7.2 Waterbodies

Dr Bull (2021) provided a list of waterbodies where Canada geese are known which was not considered exhaustive (see below). Together, these sites total approximately 40 km<sup>2</sup>. The smallest of the waterbodies was 2,000 m<sup>2</sup>, and she noted that other waterfowl species will use much smaller waterbodies.

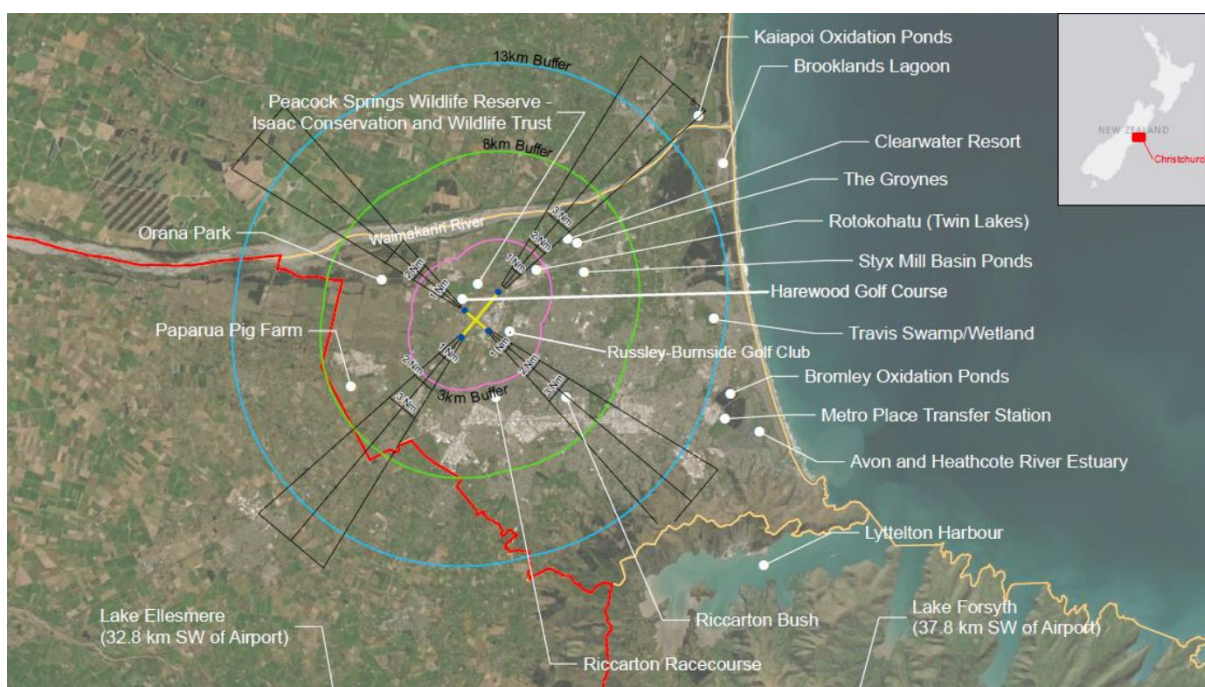
- Avon River (Central) 112,772 m<sup>2</sup>
- Avon River (Lower) 528,041 m<sup>2</sup>
- Avon - Heathcote Estuary (Ihutai) 8,426,395 m<sup>2</sup>
- Avon River (Upper) 131,348 m<sup>2</sup>
- Brooklands Lagoon 2,116,389 m<sup>2</sup>
- Clearwater Resort 158,011 m<sup>2</sup>
- Creamery Reserve 1,926 m<sup>2</sup>
- Creamery Reserve 7,382 m<sup>2</sup>
- Horseshoe Lake 221,455 m<sup>2</sup>
- Kaiapoi Oxidation Ponds 117,227 m<sup>2</sup>
- Lake Albert 3,622 m<sup>2</sup>
- Lake Roto Kohatu 57,713 m<sup>2</sup>
- Lake Roto Kohatu 84,455 m<sup>2</sup>
- Lower Styx Mill Basin 91,232 m<sup>2</sup>
- The Groyes 44,447 m<sup>2</sup>
- Travis swamp 1,163,322 m<sup>2</sup>
- Victoria Lake 19,610 m<sup>2</sup>
- Waimakariri River 25,880,310 m<sup>2</sup>
- Westlake Reserve Ponds 41,129 m<sup>2</sup>.

Management of waterbodies to reduce bird strike risk was a subject of significant debate at the Christchurch District Plan hearing in 2016, and centred around the size of the waterbody that should be managed for bird strike. However, in the wider context of lakes, estuaries, wetlands, and rivers in the central Canterbury region, the addition of a 1,000 m<sup>2</sup> pond, for example, makes little perceptible difference to the overall availability of such habitats and will not have a significant effect on the size of the Canada goose or waterfowl population.

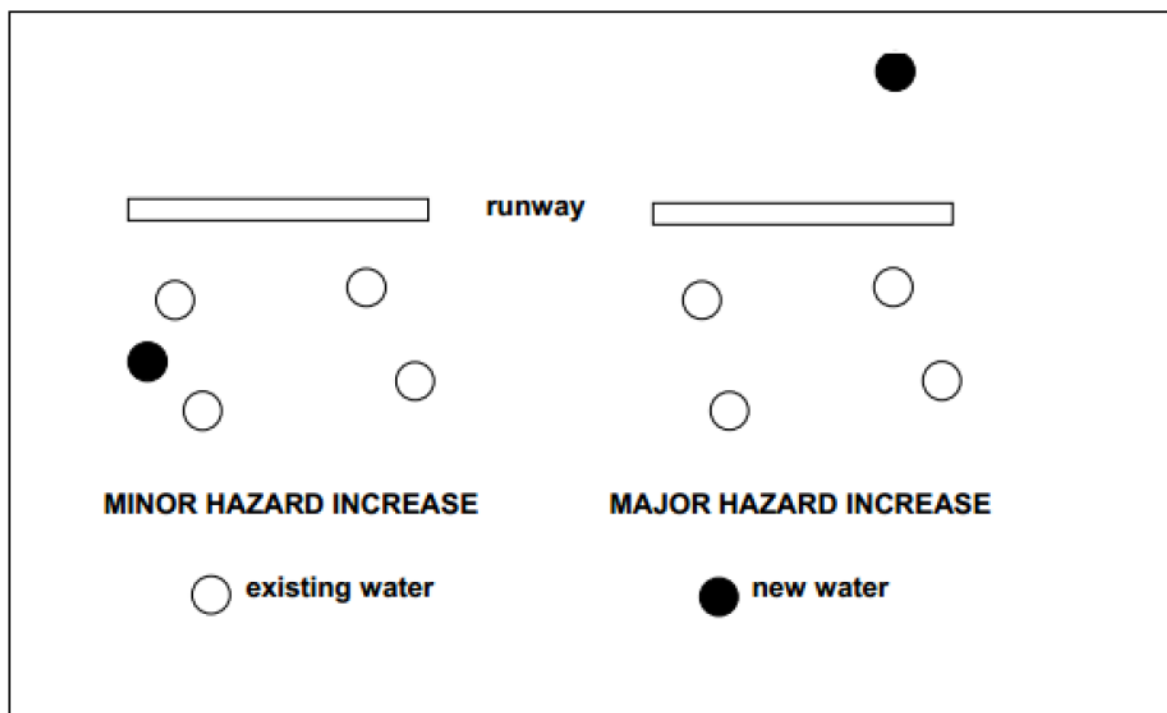
In contrast, the placement of that 1,000 m<sup>2</sup> pond could become an issue if it were located in such a way that it encouraged birds to fly from the pond to another waterbody across the runways. This is controlled under the Christchurch District Plan within the 3 km bird management area, and elsewhere within the plan (see Section 2.1).

Figure 8, taken from Mr Shaw’s evidence (2021), shows that all key waterbodies close to the airport runways – Peacock Springs, Clearwater Resort, The Groynes, Rotokohatu, Styx Mill, and the Waimakariri River – are located on the north side of the airport. A new waterbody within the Waimakariri District could potentially encourage travel between it and the existing sites, but such travel would not cross the airport. This concept is illustrated by a chart in Mr Shaw’s evidence reproduced below (Figure 9).

Temporary waterbodies greater than 100 m<sup>2</sup> as set out in the CIAL submission are not important. These can occur in all sorts of places during and after rain, from carparks to the airport itself. While it is recognised that these areas can attract birds (for example, the airport’s management plan states that these areas are monitored on site during wet weather for waterfowl), it seems inconsistent to single out any one land use (such as quarries) for management.



**Figure 8:** Existing high risk locations in the Christchurch region. Red boundary shows Selwyn District, Waimakariri District is north of the river. Christchurch International Airport runways and flight approaches are shown. Taken from the evidence of Mr Phillip Shaw 2021.



**Figure 9:** Increase in risk from the introduction of a new waterbody in relation to a runway (UK Civil Aviation Authority CAP 680; taken from evidence of Phillip Shaw 2021).

Culling of Canada geese at sites close to the airport, ideally as part of a region-wide effort to control numbers, is likely to be a much more powerful tool to reduce bird strike risk than rules controlling the development of new waterbodies in the Waimakariri District. Further tagging of Canada geese, particularly closer to the airport, may help inform management.

### 7.3 Fish processing, abattoirs, freezing works, and intensive animal farming

These land uses can attract black-backed gulls due to the waste products produced or to feed laid out for animals (e.g., piggeries, cattle feed lots). Bird strike rules were developed to manage these activities within a 3 km radius of Christchurch Airport in the Christchurch District Plan, but not beyond. There is an argument to ensure that these activities manage their waste in a way that minimises attracting gulls (e.g., all handling of waste is done inside) wherever they are in the Waimakariri District, for the same reasons as for landfills (Section 7.1). The key difference is that these land uses produce food for human consumption, and attracting black-backed gulls creates a health risk as they are a potential vector of disease. For this reason, new developments such as abattoirs are likely to be constructed with this in mind, and in the case of animal farms, are likely to self-manage.

Intensive animal farming such as piggeries, poultry farms, cattle feed lots, and other land uses such as racecourses also have the potential to act as significant food sources for rock pigeons. These sites can become even more attractive if they are also able to be used as roosts. Pigeons can be a vector of avian flu and so are strongly discouraged from poultry farms. However, it is not recommended to control these activities in the Waimakariri District for bird strike risk, as it is not clear if birds would move between agricultural foraging areas around the airport and the Waimakariri District given the distances involved and the extensive areas of agriculture available in both districts. Research planned by the airport may help to clarify foraging distances, movements, and habitats.

## 7.4 Conservation areas

Conservation areas should not have any restrictions within central Canterbury as the development and protection of such areas should be encouraged, particularly those habitats that are now very rare on the plains. In Wellington, the wildlife refuge Zealandia, with its large water reservoirs that support waterfowl and shag species, is five kilometres from the airport, and the airport itself is surrounded by suburbs with intensive predator control to increase biodiversity, and in particular, birdlife. Despite this, the airport has a considerably lower bird strike rate than Christchurch. In the advent that unpredictable situations occur that may be an issue for the airport (e.g., rock pigeons nesting on the ground in significant numbers in Riccarton Bush), these should be managed on a case-by-case basis.

## 7.5 Agriculture and cropping

Livestock farming and to a lesser extent, cropping, is extensive throughout central Canterbury, including around the airport. All forms of agriculture attract a variety of bird species, and often in high numbers at certain times of the year (e.g., ploughing and sowing). Several agricultural land uses are not included in either CIAL's submission or Mr Shaw's list of land uses (Table 3), but are clearly attractive to key bird strike species, for example, sheep farming. However, it should be clear that a proposed land use change to agriculture or cropping will have little additional impact on bird strike species in the wider landscape given levels of existing use, and so rules governing such proposals are not recommended. A better tool is for the airport to build relationships with landowners around the airport and, for example, provide advice to assist with reducing bird strike risk. Evidence presented by CIAL experts at hearings indicates that this is standard practice.

# 8 SUMMARY AND RECOMMENDATIONS

Bird strike is a significant risk to aircraft safety and human life worldwide, and occurs when birds collide with planes, potentially causing damage. Christchurch International Airport has a slightly higher bird strike rate (2020-2022) than Auckland and Wellington. Most bird strikes occur 'on-airport'; at or below 200 ft (61 m) during landing, or 500 ft (152 m) during take-off. However, bird strike rates do not necessarily indicate the level of risk at individual airports; for example, data from Christchurch Airport from 2014-2019 suggest a much lower rate of damage from bird strikes than the average damage rate across aerodromes in the United States.

CIAL has submitted on the Christchurch (2016), Selwyn (2021), and Waimakariri District Plan (this report) processes to request alterations and additions to the plans to control new land uses where the airport considers activities may increase bird strike risk for aircraft. Mr Phillip Shaw, Director of Avisure, a company specialising in bird strike management globally, has appeared for the airport at both hearings, and provided a report to CIAL on off-airport wildlife management in 2016 that focused on three high risk species black-backed gull, rock pigeon, and Canada goose. Most other species are managed on-airport only, including high risk species spur-winged plover and Australasian harrier, which are considered best managed on-airport. The key exception is mallard, classified as a moderate bird strike risk species, where the airport works with adjacent landowners to minimise feeding of waterfowl by the public.

Mr Shaw's approach to bird strike management is based on 3 km, 8 km, and 13 km circles around the airport, where bird strike management controls become less restrictive the greater the distance from the airport. The 3 km and 8 km circles are based on data from the United States where over 600 species have been recorded as bird strike. The 13 km circle appears to have originated from the United Kingdom, where the UK Civil Aviation Authority does not consider it a specific requirement, but rather recommends aerodromes assess local risk and effectiveness of interventions before

determining its usefulness. The three-tiered approach is recommended by the International Civil Aviation Authority.

However, Christchurch International Airport states in its Off-Airport Wildlife Management Plan that the concept of the three circles “is fundamentally flawed”, its effectiveness has not been confirmed by research, and ideally management distances would be site specific and based on studies of local bird populations. Mr Shaw noted in 2016 that the management circles should be used in the absence of local bird strike data. But data and studies do, in fact, exist:

- Many years of bird strike data at Christchurch Airport are available, going back to 1993.
- CIAL intensively monitors bird populations at multiple sites around the airport.
- The airport’s off-airport focus has been on three high risk species - black-backed gull, rock pigeon, and Canada goose – for many years. CIAL monitors them off-airport, has considerable expert advice on their management, has initiated and funded research on Canada goose, has prioritised rock pigeon as a priority for future research, and supports the culling of black-backed gulls on the lower Waimakariri.

The relevance of the three management circles, based on hundreds of species from completely different bird communities in different countries, to the three high risk species causing concern at Christchurch Airport, must be considered tenuous at best. In the case of black-backed gull and Canada goose, both species are likely to be regularly traversing the landscape beyond the 13 km circle.

Furthermore, a Canterbury-wide, multi-agency management plan is in the process of being developed for black-backed gull. Furthermore, existing management of this species on the Waimakariri River appears to be leading to the observed decrease in bird strike rates at the airport. In addition, the wider Christchurch region’s Canada goose population is also the subject of a possible multi-agency management plan. Recent research, though based on a very small number of geese, indicates little risk to the airport from daily or migratory geese movements.

The approach of CIAL and its experts has varied between the three district plans. In both 2016 and 2021, Mr Phillip Shaw produced a similar table of approximately 40 land uses that he considered posed a bird strike risk to the airport, and proposed an action – restrict, mitigate, or monitor – within each of the management circles. In 2016, Mr Shaw recommended that Wildlife Management Plans were submitted to council for every development where restrictions, mitigation, or monitoring was required in any of the three management circles. In contrast, in 2021, he recommended that for every development that required monitoring, the airport would be responsible for this, and would liaise with landowners to manage bird issues if they arose. In 2022, the airport submission does not use the Shaw list, instead providing its own list of land uses, and requests that any development considered a bird strike land use to produce a bird strike management plan, with no reference to the staged responses set out by Shaw (i.e., mitigate or monitor).

In 2021, Dr Leigh Bull, a New Zealand ornithological specialist, also appeared for the airport at the Selwyn District Plan hearing. She did not specifically give her support to Shaw’s table of land uses. Instead, she concentrated on the three high risk species where off-airport management would reduce risk, determined the land uses that she considered to be the greatest attractants for those three species, and supported Shaw’s suggested controls for those land uses.

This report supports a similar approach to Dr Bull that focuses on the three key problem species, black-backed gull, Canada goose, and rock pigeon. These are discussed below with recommendations for controls.

### *Black-backed gull*

- Ongoing management of breeding and roosting numbers on the Waimakariri River appears to be leading to declines in counts on the river and at off-airport monitoring sites, and the bird strike rate at the airport is also declining.
- A region-wide black-backed management plan is being developed which will be an even more powerful tool to reduce bird strike at the airport as it will not only reduce numbers on the Waimakariri River but is also likely reduce the rate of birds moving in to the Waimakariri River from other Canterbury rivers.
- Black-backed gulls forage in rural, urban, and commercial areas. However, few new developments have the potential to significantly increase local populations other than landfills. A rule for waste management facilities, particularly those that deal with food waste, is recommended to minimise attractiveness to bird species. The rule should apply anywhere in the Waimakariri District, given the long daily foraging distances that black-backed gull is capable of (considerably more than 13 km), and the planned region-wide management of the species.

### *Canada goose*

- Multiple near misses have been reported at the airport, but no bird strikes.
- The Christchurch population is thought to be increasing, and there have been changes in preferred foraging and roosting locations after the earthquakes. Monitoring off-airport suggests stable numbers for four consecutive years, with unusually high counts during the fifth year. Further monitoring will clarify trends.
- Research indicates that some city birds are resident, and undertake short movements to forage, while others travel more widely across the landscape, and cross areas beyond the 13 km radius. Study birds did not come close to key airport areas. Further GPS tagging is being undertaken to increase sample sizes, and better understand any interactions with the airport.
- Sporadic culls have been undertaken, but the species is not yet the focus of a more developed, long term, city- or region-wide plan, although this appears to have been suggested and agreed to by multiple agencies including CIAL and Waimakariri District Council. The implementation of such a plan will be the most powerful tool to reduce the risk of bird strike at the airport.
- Management of waterbodies within the 3 km circle is covered within the Christchurch District Plan. Management beyond this distance is not considered necessary given the location of new waterbodies in the Waimakariri District is unlikely to cause movements across the runways.
- It is recommended that some control is retained over the development of extensive lakes or wetlands that could potentially become important habitats for Canada goose (and other waterfowl such as mallard) and lead to increases in the regional population or shifts in distribution. However, it is noted that what constitutes an appropriate size threshold is a matter for debate. This control should apply anywhere in the Waimakariri District, given Canada geese can use the landscape considerably more widely than a 13 km radius around the airport runways, and given the possibility of future region-wide management of the species.

### *Rock pigeon*

- Numbers at off-airport monitoring sites are relatively stable, as is the bird strike rate at Christchurch Airport. Up to 1,000 birds have been seen in one day at the airport.
- Major breeding and roost sites apparently changed after the 2010-2011 earthquakes and may be continuing to move as the central city is rebuilt.



- The species is not well studied in New Zealand, although research involving banding and re-sighting birds in central Wellington indicated birds moved very short distances (a few hundred metres) from their roosts to forage. Birds in rural areas may travel further to feed.
- Many culls have been undertaken by various agencies at locations close to the airport. These combined with the airport working with local landowners to reduce risk by managing food sources are likely to be the most appropriate management tools to control risk.
- It is not recommended to develop rules to cover land uses that may be attractive to rock pigeons, given the distance from the Waimakariri District to the airport, and because extensive attractive agricultural areas already exist in both districts. Future research proposed by the airport may indicate that rules covering some land uses such as piggeries and racecourses may be warranted beyond the 3 km circle. This could be undertaken via a plan change.

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## 9 APPENDIX – SPECIES NAMES USED IN THE TEXT

Species and English names and threat classifications are as per Robertson *et al* (2021). Names in te reo Māori are as per New Zealand Birds Online ([www.nzbirdsonline.org.nz](http://www.nzbirdsonline.org.nz)).

Species Name	Te Reo	English	Threat Classification
<i>Chlidonias albostratus</i>	Tarapirohe	Black-fronted tern	Nationally Endangered
<i>Charadrius bicinctus bicinctus</i>	Pohowera	Banded dotterel	At Risk-Declining
<i>Haematopus finschi</i>	Tōrea	South Island pied oystercatcher	At Risk-Declining
<i>Larus bulleri</i>	Tarāpuka	Black-billed gull	At Risk-Declining
<i>Larus novaehollandiae scopulinus</i>	Tarāpunga	Red-billed gull	At Risk-Declining
<i>Phalacrocorax carbo novaehollandiae</i>	Māpunga	Black shag	At Risk-Relict
<i>Phalacrocorax melanoleucos brevirostris</i>	Kawaupaka	Little shag	At Risk-Relict
<i>Circus approximans</i>	Kahu	Australasian harrier	Not Threatened
<i>Egretta novaehollandiae</i>	Matuku moana	White-faced heron	Not Threatened
<i>Hirundo neoxena neoxena</i>	Warou	Welcome swallow	Not Threatened
<i>Larus dominicanus dominicanus</i>	Karoro	Southern black-backed gull	Not Threatened
<i>Tadorna variegata</i>	Pūtangitangi	Paradise shelduck	Not Threatened
<i>Vanellus miles</i>	-	Spur-winged plover	Not Threatened
<i>Zosterops lateralis</i>	Tauhou	Silvereye	Not Threatened
<i>Alauda arvensis</i>		Eurasian skylark	Introduced
<i>Anas platyrhynchos</i>		Mallard	Introduced
<i>Athene noctua</i>		Little owl	Introduced
<i>Callipepla californica</i>		Californian quail	Introduced
<i>Columba livia</i>		Rock pigeon	Introduced
<i>Carduelis carduelis</i>		Goldfinch	Introduced
<i>Emberiza citrinella</i>		Yellowhammer	Introduced
<i>Fringilla coelebs</i>		Chaffinch	Introduced
<i>Gymnorhina tibicen</i>		Australian magpie	Introduced
<i>Passer domesticus</i>		House sparrow	Introduced
<i>Phasianus colchicus</i>		Ring-necked pheasant	Introduced
<i>Sturnus vulgaris</i>		Starling	Introduced
<i>Turdus merula</i>		Blackbird	Introduced