

Appendix B – Recommendations on Submissions – Noise

Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
S3.081	Stoney Creek Station Limited	Interpretation	agricultural aviation activity	Support	Retain 'agricultural aviation activity' definition as drafted.	Supportive of this definition.	Accept
S113.081	Trudy Bokser	Interpretation	agricultural aviation activity	Support	Retain 'agricultural aviation activity' definition as drafted.	Supportive of this definition.	Accept
S116.081	Nathan Bokser	Interpretation	agricultural aviation activity	Support	Retain 'agricultural aviation activity' definition as drafted.	Supportive of this definition.	Accept
S118.081	AW+ JA Johnston Family Trust	Interpretation	agricultural aviation activity	Support	Retain 'agricultural aviation activity' definition as drafted.	Supportive of this definition.	Accept
S127.117	Peters Farm Ltd Karen Peters	Interpretation	agricultural aviation activity	Support	Retain 'agricultural aviation activity' definition as drafted.	Supportive of this definition.	Accept
S18.083	Reaby Downs Farm Ltd	Interpretation	agricultural aviation activity	Support	Retain 'agricultural aviation activity' definition as drafted.	Supportive of this definition.	Accept
S19.083	Karen Temple	Interpretation	agricultural aviation activity	Support	Retain 'agricultural aviation activity' definition as drafted.	Supportive of this definition.	Accept
S20.083	Sarah and Peter Barclay	Interpretation	agricultural aviation activity	Support	Retain 'agricultural aviation activity' definition as drafted.	Supportive of this definition.	Accept
S24.083	Helen McIntosh	Interpretation	agricultural aviation activity	Support	Retain 'agricultural aviation activity' definition as drafted.	Supportive of this definition.	Accept
S68.085	John Baynes	Interpretation	agricultural aviation activity	Support	Retain 'agricultural aviation activity' definition as drafted.	Supportive of this definition.	Accept
S115.006	Kevin Robertson	Interpretation	agricultural aviation activity	Oppose	~~means the use of aircrafts or helicopters used ancillary and in association with primary production.~~ Agricultural aviation activity means the intermittent operation of an aircraft from a rural airstrip or helicopter landing area for primary production activities, and; conservation activities for biosecurity, or biodiversity purposes; including stock management, and the application of fertiliser, agrichemicals, or vertebrate toxic agents (VTA's). For clarity, aircraft includes fixed wing aeroplanes, helicopters, and unmanned aerial vehicles	SFF support the inclusion of a definition, however greater clarity and detail is required.	Reject
S143.017	Rural Ratepayers Group	Interpretation	agricultural aviation activity	Oppose	~~means the use of aircrafts or helicopters used ancillary and in association with primary production.~~ Agricultural aviation activity means the intermittent operation of an aircraft from a rural airstrip or helicopter landing area for primary production activities, and; conservation activities for biosecurity, or biodiversity purposes; including stock management, and the application of fertiliser, agrichemicals, or vertebrate toxic agents (VTA's). For clarity, aircraft includes fixed wing aeroplanes, helicopters, and unmanned aerial vehicles	SFF support the inclusion of a definition, however greater clarity and detail is required.	Reject
S148.018	Alistair & Bernadette Hunt	Interpretation	agricultural aviation activity	Oppose	~~means the use of aircrafts or helicopters used ancillary and in association with primary production.~~ Agricultural aviation activity means the intermittent operation of an aircraft from a rural airstrip or helicopter landing area for primary production activities, and; conservation activities for biosecurity, or biodiversity purposes; including stock management, and the application of fertiliser, agrichemicals, or vertebrate toxic agents (VTA's). For clarity, aircraft includes fixed wing aeroplanes, helicopters, and unmanned aerial vehicles	SFF support the inclusion of a definition, however greater clarity and detail is required.	Reject

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S60.008	Ronald Crispin	Interpretation	agricultural aviation activity	Oppose	~~means the use of aircrafts or helicopters used ancillary and in association with primary production.~~ Agricultural aviation activity means the intermittent operation of an aircraft from a rural airstrip or helicopter landing area for primary production activities, and; conservation activities for biosecurity, or biodiversity purposes; including stock management, and the application of fertiliser, agrichemicals, or vertebrate toxic agents (VTA's). For clarity, aircraft includes fixed wing aeroplanes, helicopters, and unmanned aerial vehicles	SFF support the inclusion of a definition, however greater clarity and detail is required.	Reject
S68.126	John Baynes	Interpretation	agricultural aviation activity	Oppose	~~means the use of aircrafts or helicopters used ancillary and in association with primary production.~~ Agricultural aviation activity means the intermittent operation of an aircraft from a rural airstrip or helicopter landing area for primary production activities, and; conservation activities for biosecurity, or biodiversity purposes; including stock management, and the application of fertiliser, agrichemicals, or vertebrate toxic agents (VTA's). For clarity, aircraft includes fixed wing aeroplanes, helicopters, and unmanned aerial vehicles	SFF support the inclusion of a definition, however greater clarity and detail is required.	Reject
S117.081	Greg Bokser	Interpretation	agricultural aviation activity	Support	Retain 'agricultural aviation activity' definition as drafted.	Supportive of this definition.	Accept
S87.014	Ballance Agri-Nutrients	Interpretation	agricultural aviation activity	Support	Retain	The definition covers the appropriate scope of agricultural aviation activities.	Accept
S156.019	New Zealand Agricultural Aviation Association	Interpretation	agricultural aviation activity	Support	Retain the definition	The definition covers the appropriate scope of agricultural aviation activities	Accept
FS18.5	New Zealand Helicopter Association			Support	Allow		Accept
S126.005	Southland Federated Farmers of New Zealand	Interpretation	agricultural aviation activity	Oppose	~~means the use of aircrafts or helicopters used ancillary and in association with primary production.~~ Agricultural aviation activity means the intermittent operation of an aircraft from a rural airstrip or helicopter landing area for primary production activities, and; conservation activities for biosecurity, or biodiversity purposes; including stock management, and the application of fertiliser, agrichemicals, or vertebrate toxic agents (VTA's). For clarity, aircraft includes fixed wing aeroplanes, helicopters, and unmanned aerial vehicles	SFF support the inclusion of a definition, however greater clarity and detail is required.	Reject
FS18.6	New Zealand Helicopter Association			Support	Allow		Reject
S28.002	Ravensdown Limited	Interpretation	agricultural aviation activity	Support	Retain the definition.	The submitter supports the definition of Agricultural aviation activity as it covers the appropriate scope.	Accept
FS18.7	New Zealand Helicopter Association			Support	Allow		Accept
S132.004	KiwiRail Holdings Ltd	Interpretation	construction activity	Amend	Amend 'construction activity' definition: In relation to noise means any work in connection with the construction, erection, installation, carrying out, repair, maintenance, cleaning, painting, renewal, alteration, dismantling, or	The activities listed are supported however, the list should be expanded to protect all aspects of KiwiRail activities.	Reject

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					demolition of: ... b) Any road, motorway, harbour works, rail network, including level crossings, railway tracks and facilities		
S132.013	KiwiRail Holdings Ltd	Interpretation	Definitions	Amend	New Definition: 'Vibration Alert Overlay' means the area potentially affected by vibration between a railway corridor boundary and a distance of 60m.	New definition - KiwiRail seeks the inclusion of a new definition for the Vibration Alert Area Overlay for clarity.	Reject
S126.135	Southland Federated Farmers of New Zealand	Interpretation	Definitions	Support	Include a definition for 'audible bird scaring device' as: 'Gas guns and avian distress alarms used for the purposes of disturbing or scaring birds'	With regards to Noise- Note 2; NCFF supports 'audible bird scaring device' being defined	Accept
S115.136	Kevin Robertson	Interpretation	Definitions	Support	Include a definition for 'audible bird scaring device' as: 'Gas guns and avian distress alarms used for the purposes of disturbing or scaring birds'	With regards to Noise- Note 2; NCFF supports 'audible bird scaring device' being defined	Accept
S143.147	Rural Ratepayers Group	Interpretation	Definitions	Support	Include a definition for 'audible bird scaring device' as: 'Gas guns and avian distress alarms used for the purposes of disturbing or scaring birds'	With regards to Noise- Note 2; NCFF supports 'audible bird scaring device' being defined	Accept
S148.148	Alistair & Bernadette Hunt	Interpretation	Definitions	Support	Include a definition for 'audible bird scaring device' as: 'Gas guns and avian distress alarms used for the purposes of disturbing or scaring birds'	With regards to Noise- Note 2; NCFF supports 'audible bird scaring device' being defined	Accept
S60.138	Ronald Crispin	Interpretation	Definitions	Support	Include a definition for 'audible bird scaring device' as: 'Gas guns and avian distress alarms used for the purposes of disturbing or scaring birds'	With regards to Noise- Note 2; NCFF supports 'audible bird scaring device' being defined	Accept
S68.256	John Baynes	Interpretation	Definitions	Support	Include a definition for 'audible bird scaring device' as: 'Gas guns and avian distress alarms used for the purposes of disturbing or scaring birds'	With regards to Noise- Note 2; NCFF supports 'audible bird scaring device' being defined	Accept
S63.003	New Zealand Helicopter Association	Interpretation	Definitions	Support in part	Seek to include of a "non-temporary nature" of aviation activity	Aircraft that are used for temporary activities often require some maintenance, loading/unloading cargo and refueling at remote landing sites. These temporary and infrequent operations should have a separate definition to aviation activity.	Reject
FS4.78	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	It is appropriate for temporary and infrequent helicopter operations to have a separate definition to aviation activity	Reject
FS18.3	New Zealand Helicopter Association			Support	Allow		Reject
S63.005	New Zealand Helicopter Association	Interpretation	Definitions	Neutral	Inclusion of new definition: A commercial aviation activity is an activity using helicopters and aircraft for construction or maintenance of infrastructure or public or private amenities or for the continuity of electrical, gas or telecommunication services or for development and construction activities.	Helicopters are widely used for building and maintaining tracks and drains, managing trees, powerlines, tele communications, water, gas etc. Helicopters are used to move machinery into places that are inaccessible by road either because the roads do not exist or have been damaged e.g. Tropical Cyclone Gabrielle. Helicopters are used to relocate services such as HVAC etc onto roof tops where a crane would unduly close a road for an extended period of time.	Reject
FS4.79	New Zealand Agricultural			Support	Allow	A definition recognising the importance of aviation in maintaining infrastructure security is appropriate.	Reject

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	Aviation Association (NZAAA)						
FS18.4	New Zealand Helicopter Association			Support	Allow	Position remains the same	Reject
S132.010	KiwiRail Holdings Ltd	Interpretation	Definitions	Amend	Rail Corridor Noise Control Overlay: means the area potentially affected by noise between a railway corridor boundary and a distance of 100m. Rail Corridor Noise Control Overlay shown on the planning maps identifies areas that have the potential to experience high noise levels from rail traffic. New buildings and alterations to habitable rooms in buildings used for sensitive land uses are required to demonstrate that adverse noise effects have been appropriately managed by demonstrating compliance with the standards specified in section '2.1 Railway Noise' of Appendix A attached.	New definition - KiwiRail seeks the inclusion of a definition for the Rail Corridor Noise Control Overlay for clarity. Refer to full submission, appendix A.	Reject
FS29.004	Silver Fern Farms Limited			Oppose	Disallow	The Rail Corridor Noise Control Overlay is already defined on the maps. No justification has been provided for a 100m buffer corridor and the PDP 70m corridor is considered sufficient.	Accept
S63.024	New Zealand Helicopter Association	Interpretation	Definitions nesting tables	Support in part	Seek to include of a "non temporary nature"	Aircraft that are used for temporary activities often require some maintenance, loading/unloading cargo and refueling at remote landing sites. These temporary and infrequent operations should have a separate definition to aviation activity.	Reject
FS4.77	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	It is appropriate for temporary and infrequent helicopter operations should have a separate definition to aviation activity	Reject
FS18.2	New Zealand Helicopter Association			Support	Allow		Reject
S148.011	Alistair & Bernadette Hunt	GRUZ - General Rural Zone	GRUZ - General	Oppose	We do not support the new rules restricting agricultural aviation.	This activity is essential to the primary sector and cannot be inhibited by the time delays or uncertainty associated with a consenting regime. The noise created is brief and temporary, and totally tolerated by the rural community in which it takes place as those who live and work in that area understand its essential nature. Location of landing areas for our operation is based 100% on proximity to a watersource - as the spray chemicals require a lot of water mixed with them for every load carried by the helicopter. For convenience to those who originally created and now those who service the water supply, these tanks are often in close proximity to a road. Therefore, the restrictions on landing sites could inadvertently rule out the only suitable locations if proximity to a road is a restricting factor. These proposed rules aim to solve a problem which does not exist. Farmers and aviators manage this activity in a safe and appropriate way. There is no need for this new suite of rules.	Reject

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FS4.22	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	Agricultural aviation activities are critical in supporting primary production	Reject
S156.013	New Zealand Agricultural Aviation Association	GRUZ - General Rural Zone	GRUZ-P7	Support in part	Amend: Enable agricultural aviation activities and rural airstrips and helicopter landing areas to support primary production and conservation activities. ~~whilst managing the noise effects through controlling the location of airstrips and scope of their use~~	NZAAA supports the policy but seeks that the second part of the policy is deleted as noise effects are managed in the noise chapter and is more consistent with an 'enabling' policy.	Accept in part
S3.059	Stoney Creek Station Limited	GRUZ - General Rural Zone	GRUZ-P7	Amend	Amend GRUZ-P7 as follows: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities, whilst avoiding, remedying or mitigating any adverse ~~managing the noise effects through controlling the location of airstrips and scale of their use.~~	Supportive of enabling agriculture aviation activities.	Accept in part
S113.059	Trudy Bokser	GRUZ - General Rural Zone	GRUZ-P7	Amend	Amend GRUZ-P7 as follows: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities, whilst avoiding, remedying or mitigating any adverse ~~managing the noise effects through controlling the location of airstrips and scale of their use.~~	Supportive of enabling agriculture aviation activities.	Accept in part
S116.059	Nathan Bokser	GRUZ - General Rural Zone	GRUZ-P7	Amend	Amend GRUZ-P7 as follows: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities, whilst avoiding, remedying or mitigating any adverse ~~managing the noise effects through controlling the location of airstrips and scale of their use.~~	Supportive of enabling agriculture aviation activities.	Accept in part
S118.059	AW+ JA Johnston Family Trust	GRUZ - General Rural Zone	GRUZ-P7	Amend	Amend GRUZ-P7 as follows: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities, whilst avoiding, remedying or mitigating any adverse ~~managing the noise effects through controlling the location of airstrips and scale of their use.~~	Supportive of enabling agriculture aviation activities.	Accept in part
S127.095	Peters Farm LtdKaren Peters	GRUZ - General Rural Zone	GRUZ-P7	Amend	Amend GRUZ-P7 as follows: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities, whilst avoiding, remedying or mitigating any adverse ~~managing the noise effects through controlling the location of airstrips and scale of their use.~~	Supportive of enabling agriculture aviation activities.	Accept in part
S18.061	Reaby Downs Farm Ltd	GRUZ - General Rural Zone	GRUZ-P7	Amend	Amend GRUZ-P7 as follows: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities, whilst avoiding, remedying or mitigating any adverse ~~managing the noise effects through controlling the location of airstrips and scale of their use.~~	Supportive of enabling agriculture aviation activities.	Accept in part
S19.061	Karen Temple	GRUZ - General Rural Zone	GRUZ-P7	Amend	Amend GRUZ-P7 as follows: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities, whilst avoiding, remedying or mitigating any adverse ~~managing the noise effects through controlling the location of airstrips and scale of their use.~~	Supportive of enabling agriculture aviation activities.	Accept in part
S20.061	Sarah and Peter Barclay	GRUZ - General Rural Zone	GRUZ-P7	Amend	Amend GRUZ-P7 as follows: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities, whilst avoiding, remedying or mitigating any adverse ~~managing the noise effects through controlling the location of airstrips and scale of their use.~~	Supportive of enabling agriculture aviation activities.	Accept in part

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S24.061	Helen McIntosh	GRUZ - General Rural Zone	GRUZ-P7	Amend	Amend GRUZ-P7 as follows: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities, whilst avoiding, remedying or mitigating any adverse ~~managing the noise effects through controlling the location of airstrips and scale of their use.~~	Supportive of enabling agriculture aviation activities.	Accept in part
S68.063	John Baynes	GRUZ - General Rural Zone	GRUZ-P7	Amend	Amend GRUZ-P7 as follows: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities, whilst avoiding, remedying or mitigating any adverse ~~managing the noise effects through controlling the location of airstrips and scale of their use.~~	Supportive of enabling agriculture aviation activities.	Accept in part
S115.152	Kevin Robertson	GRUZ - General Rural Zone	GRUZ-P7	Support in part	Amend GRUZ-P7: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities., ~~whilst managing the noise effects. through controlling the location of airstrips and scale of their use.~~	SFF support the enablement of agricultural aviation activities and acknowledge the potential reverse sensitivity effects. However, as stated in comments on the NOISE chapter, SFF do not support limitations on agricultural aviation activities.	Accept in part
S60.154	Ronald Crispin	GRUZ - General Rural Zone	GRUZ-P7	Support in part	Amend GRUZ-P7: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities., ~~whilst managing the noise effects. through controlling the location of airstrips and scale of their use.~~	SFF support the enablement of agricultural aviation activities and acknowledge the potential reverse sensitivity effects. However, as stated in comments on the NOISE chapter, SFF do not support limitations on agricultural aviation activities.	Accept in part
S68.272	John Baynes	GRUZ - General Rural Zone	GRUZ-P7	Support in part	Amend GRUZ-P7: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities., ~~whilst managing the noise effects. through controlling the location of airstrips and scale of their use.~~	SFF support the enablement of agricultural aviation activities and acknowledge the potential reverse sensitivity effects. However, as stated in comments on the NOISE chapter, SFF do not support limitations on agricultural aviation activities.	Accept in part
S117.059	Greg Bokser	GRUZ - General Rural Zone	GRUZ-P7	Amend	Amend GRUZ-P7 as follows: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities, whilst avoiding, remedying or mitigating any adverse ~~managing the noise effects through controlling the location of airstrips and scale of their use.~~	Supportive of enabling agriculture aviation activities.	Accept in part
S63.017	New Zealand Helicopter Association	GRUZ - General Rural Zone	GRUZ-P7	Support in part	Amend to: Enable agricultural aviation activities, ~~and~~ rural airstrips and helicopter landing areas to support primary production and conservation activities, whilst managing the noise effects through controlling the location of airstrips and scope of their use	NZHA supports the policy but seeks that the second part of the policy is deleted as noise effects are managed in the noise chapter and is more consistent with an 'enabling' policy.	Accept
FS4.33	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	NZAAA supports the policy but seeks that the second part of the policy is deleted as noise effects are managed in the noise chapter and is more consistent with an 'enabling' policy	Accept
FS18.21	New Zealand Helicopter Association			Support	Allow	NZHA supports NZAA on this point	Accept
S126.151	Southland Federated Farmers of New Zealand	GRUZ - General Rural Zone	GRUZ-P7	Support in part	Amend GRUZ-P7: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities., ~~whilst managing the noise effects. through controlling the location of airstrips and scale of their use.~~	SFF support the enablement of agricultural aviation activities and acknowledge the potential reverse sensitivity effects. However, as stated in comments on the NOISE chapter, SFF do not support limitations on agricultural aviation activities.	Accept in part
FS4.34	New Zealand Agricultural			Support	Allow	NZAAA supports the policy but seeks that the second part of the policy is deleted as noise effects are managed in the	Accept in part

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	Aviation Association (NZAAA)					noise chapter and is more consistent with an 'enabling' policy	
S28.014	Ravensdown Limited	GRUZ - General Rural Zone	GRUZ-P7	Support in part	Amend: Enable agricultural aviation activities and rural airstrips and helicopter landing areas to support primary production and conservation activities ~~whilst managing the noise effects through controlling the location of airstrips and scope of their use~~	The submitter supports GRUZ-P7. However, noise effects are managed in the noise chapter and is more consistent with an 'enabling' policy if this part is deleted.	Accept in part
FS4.35	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	NZAAA supports the policy but seeks that the second part of the policy is deleted as noise effects are managed in the noise chapter and is more consistent with an 'enabling' policy	Accept in part
FS4.36	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	NZAAA supports the policy but seeks that the second part of the policy is deleted as noise effects are managed in the noise chapter and is more consistent with an 'enabling' policy	Accept in part
S143.163	Rural Ratepayers Group	GRUZ - General Rural Zone	GRUZ-P7	Support in part	Amend GRUZ-P7: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities., ~~whilst managing the noise effects through controlling the location of airstrips and scale of their use.~~	SFF support the enablement of agricultural aviation activities and acknowledge the potential reverse sensitivity effects. However, as stated in comments on the NOISE chapter, SFF do not support limitations on agricultural aviation activities.	Accept in part
FS4.37	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	NZAAA supports the policy but seeks that the second part of the policy is deleted as noise effects are managed in the noise chapter and is more consistent with an 'enabling' policy	Accept in part
S148.164	Alistair & Bernadette Hunt	GRUZ - General Rural Zone	GRUZ-P7	Support in part	Amend GRUZ-P7: Enable agriculture aviation activities, and rural airstrips to support primary production and conservation activities., ~~whilst managing the noise effects through controlling the location of airstrips and scale of their use.~~	SFF support the enablement of agricultural aviation activities and acknowledge the potential reverse sensitivity effects. However, as stated in comments on the NOISE chapter, SFF do not support limitations on agricultural aviation activities.	Accept in part
FS4.38	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	NZAAA supports the policy but seeks that the second part of the policy is deleted as noise effects are managed in the noise chapter and is more consistent with an 'enabling' policy	Accept in part
S156.015	New Zealand Agricultural Aviation Association	GRUZ - General Rural Zone	GRUZ-R16	Support in part	Amend: 1. The takeoff and landings are to or from a rural airstrip or helicopter landing area ~~which complies with GRUZ standard GRUZ-S9-2.~~ 2. Retain GRUZ R-16 2. (subject to the amendments sought in submission point S1.11 to NOISE-R8) Amend: default activity status to restricted discretionary. Add matters of discretion: Any mitigation of noise proposed in accordance with best practicable options. Hours of operation.	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production (refer reasons in submission for NOISE0R8) therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
S63.019	New Zealand Helicopter Association	GRUZ - General Rural Zone	GRUZ-R16	Support in part	Amend GRUZ-R16 (1) The takeoff and landings are to or and from a rural airstrip or helicopter landing area which complies with GRUZ standard GRZ-S9.	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production (refer reasons in submission point NOISE-R8) therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject

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					(2) Retain GRUZ-R16 as notified (subject to the amendments sought in submission point NOISE-R8) Amend default activity status to restricted discretionary. Add matters of discretion: 1. Any mitigation of noise proposed in accordance with best practicable options 2. Hours of operation.		
FS4.44	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
FS18.19	New Zealand Helicopter Association			Support	Allow	NZHA supports NZAA on this point	Reject
S87.010	Ballance Agri-Nutrients	GRUZ - General Rural Zone	GRUZ-R16	Support in part	Amend GRUZ-R16: 1. The takeoff and landings are to ~~or from a rural airstrip or helicopter landing area which complies with GRUZ standard GRZ-S9~~ 2. Retain GRUZ-R16 2. (subject to the amendments sought in submission point S1.6 NOISE-R8) Amend default activity status to restricted discretionary. Add matters of discretion: 1. Any mitigation of noise proposed in accordance with best practicable options 2. Hours of operation .	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production (refer reasons in submission point NOISE-R8) therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
FS4.45	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production (refer reasons in submission point NOISE-R8) therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
S3.072	Stoney Creek Station Limited	GRUZ - General Rural Zone	GRUZ-R16	Support	Retain GRUZ-R16 as drafted.	Supportive of a permitted activity status for agricultural aviation activities.	Accept in part
FS4.46	New Zealand Agricultural Aviation Association (NZAAA)			Support in part	Allow in part	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
S28.016	Ravensdown Limited	GRUZ - General Rural Zone	GRUZ-R16	Support in part	Amend GRUZ-R16: 1. The takeoff and landings are to ~~or from a rural airstrip or helicopter landing area which complies with GRUZ standard GRZ-S9~~ 2. Retain GRUZ-R16 2. (subject to the amendments sought in submission point S1.6 NOISE-R8) Amend default activity status to restricted discretionary. Add matters of discretion: 1. Any mitigation of noise proposed in accordance with best practicable options 2. Hours of operation.	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production (reasons in submission point NOISE-R8) therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
FS4.47	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production (refer reasons in submission point NOISE-R8) therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
S113.072	Trudy Bokser	GRUZ - General Rural Zone	GRUZ-R16	Support	Retain GRUZ-R16 as drafted.	Supportive of a permitted activity status for agricultural aviation activities.	Accept in part

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FS4.48	New Zealand Agricultural Aviation Association (NZAAA)			Support in part	Allow in part	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
S116.072	Nathan Bokser	GRUZ - General Rural Zone	GRUZ-R16	Support	Retain GRUZ-R16 as drafted.	Supportive of a permitted activity status for agricultural aviation activities.	Accept in part
FS4.49	New Zealand Agricultural Aviation Association (NZAAA)			Support in part	Allow in part	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
S118.072	AW+ JA Johnston Family Trust	GRUZ - General Rural Zone	GRUZ-R16	Support	Retain GRUZ-R16 as drafted.	Supportive of a permitted activity status for agricultural aviation activities.	Accept in part
FS4.50	New Zealand Agricultural Aviation Association (NZAAA)			Support in part	Allow in part	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
S18.074	Reaby Downs Farm Ltd	GRUZ - General Rural Zone	GRUZ-R16	Support	Retain GRUZ-R16 as drafted.	Supportive of a permitted activity status for agricultural aviation activities.	Accept in part
FS4.51	New Zealand Agricultural Aviation Association (NZAAA)			Support in part	Allow in part	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
S19.074	Karen Temple	GRUZ - General Rural Zone	GRUZ-R16	Support	Retain GRUZ-R16 as drafted.	Supportive of a permitted activity status for agricultural aviation activities.	Accept in part
FS4.52	New Zealand Agricultural Aviation Association (NZAAA)			Support in part	Allow in part	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
S20.074	Sarah and Peter Barclay	GRUZ - General Rural Zone	GRUZ-R16	Support	Retain GRUZ-R16 as drafted.	Supportive of a permitted activity status for agricultural aviation activities.	Accept in part
FS4.53	New Zealand Agricultural Aviation Association (NZAAA)			Support in part	Allow in part	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
S24.074	Helen McIntosh	GRUZ - General Rural Zone	GRUZ-R16	Support	Retain GRUZ-R16 as drafted.	Supportive of a permitted activity status for agricultural aviation activities.	Accept in part

Appendix B – Recommendations on Submissions – Noise

Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
FS4.54	New Zealand Agricultural Aviation Association (NZAAA)			Support in part	Disallow	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
S68.076	John Baynes	GRUZ - General Rural Zone	GRUZ-R16	Support	Retain GRUZ-R16 as drafted.	Supportive of a permitted activity status for agricultural aviation activities.	Accept in part
FS4.55	New Zealand Agricultural Aviation Association (NZAAA)			Support in part	Allow in part	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
S127.108	Peters Farm LtdKaren Peters	GRUZ - General Rural Zone	GRUZ-R16	Support	Retain GRUZ-R16 as drafted.	Supportive of a permitted activity status for agricultural aviation activities.	Accept in part
FS4.56	New Zealand Agricultural Aviation Association (NZAAA)			Support in part	Allow in part	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
S117.072	Greg Bokser	GRUZ - General Rural Zone	GRUZ-R16	Support	Retain GRUZ-R16 as drafted.	Supportive of a permitted activity status for agricultural aviation activities.	Accept in part
FS4.57	New Zealand Agricultural Aviation Association (NZAAA)			Support in part	Allow in part	Any setbacks, as proposed GRUZ-S9, do not enable the provision of services to support primary production therefore the reference to GRUZ-S9 in GRUZ-R16.1 should be deleted.	Reject
S156.016	New Zealand Agricultural Aviation Association	GRUZ - General Rural Zone	GRUZ-S9	Oppose	Delete GRUZ- S9	Any setbacks as proposed do not enable the provision of services to support primary production (refer reasons in submission for NOISE-R8) and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed.	Reject
S63.020	New Zealand Helicopter Association	GRUZ - General Rural Zone	GRUZ-S9	Oppose	Delete GRUZ-S9	Any setbacks as proposed do not enable the provision of services to support primary production (refer reasons in submission point NOISE-R8) and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed.	Reject
FS4.58	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	Any setbacks as proposed do not enable the provision of services to support primary production (refer reasons in submission point NOISE-R8) and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed.	Reject

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
FS18.18	New Zealand Helicopter Association			Support	Allow		Reject
S87.011	Ballance Agri-Nutrients	GRUZ - General Rural Zone	GRUZ-S9	Oppose	Delete GRUZ-S9	This blanket setback rule does not consider the practicality of siting rural airstrips, creating access tracks to the airstrips, or the increased potential health and safety risks that may result from this. Setbacks as proposed do not enable the provision of services to support primary production.	Reject
FS4.59	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	Any setbacks as proposed do not enable the provision of services to support primary production (refer reasons in submission point NOISE-R8) and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed.	Reject
S3.080	Stoney Creek Station Limited	GRUZ - General Rural Zone	GRUZ-S9	Oppose	Amend GRUZ-S9 as follows: Rural Airstrips and Helicopter Landing Areas 1. Any rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary to a noise sensitive activity on a site not being serviced by the use of the rural airstrip or helicopter landing area.; and 2. ~~The flight path to the helicopter landing area is not within a horizontal distance of 250m of any notional boundary to a noise sensitive activity.~~	The requirement for helicopter flight paths to be separated horizontally by at least 250m from any noise sensitive activity is unworkable as this does not account for any vertical separation.	Accept
FS4.60	New Zealand Agricultural Aviation Association (NZAAA)			Oppose	Disallow	Any setbacks as proposed do not enable the provision of services to support primary production and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed. NZAAA seeks deletion of GRUZ-S9.	Reject
FS18.33	New Zealand Helicopter Association			Oppose	Disallow in part	NZHA opposes the submitters position on removing Item 2.	Reject
S28.017	Ravensdown Limited	GRUZ - General Rural Zone	GRUZ-S9	Oppose	Delete GRUZ-S9	Any setbacks as proposed do not enable the provision of services to support primary production (reasons in submission point NOISE R8) and are not justified by the s32 Report. Council controls land use, not aircraft in flight and is inappropriate to include inflight horizontal setbacks as proposed.	Reject
FS4.61	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	Any setbacks as proposed do not enable the provision of services to support primary production and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed.	Reject
S113.080	Trudy Bokser	GRUZ - General Rural Zone	GRUZ-S9	Oppose	Amend GRUZ-S9 as follows: Rural Airstrips and Helicopter Landing Areas 1. Any rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary to a noise sensitive activity on a site not being serviced by the use of the rural airstrip or helicopter landing area.; and 2. ~~The flight path to the helicopter~~	The requirement for helicopter flight paths to be separated horizontally by at least 250m from any noise sensitive activity is unworkable as this does not account for any vertical separation.	Awaiting recommendation

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
					~~landing area is not within a horizontal distance of 250m of any notional boundary to a noise sensitive activity.~~		
FS4.62	New Zealand Agricultural Aviation Association (NZAAA)			Oppose	Disallow	Any setbacks as proposed do not enable the provision of services to support primary production and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed. NZAAA seeks deletion of GRUZ-S9.	Reject
S116.080	Nathan Bokser	GRUZ - General Rural Zone	GRUZ-S9	Oppose	Amend GRUZ-S9 as follows: Rural Airstrips and Helicopter Landing Areas 1. Any rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary to a noise sensitive activity on a site not being serviced by the use of the rural airstrip or helicopter landing area.; and 2. ~~The flight path to the helicopter landing area is not within a horizontal distance of 250m of any notional boundary to a noise sensitive activity.~~	The requirement for helicopter flight paths to be separated horizontally by at least 250m from any noise sensitive activity is unworkable as this does not account for any vertical separation.	Accept
FS4.63	New Zealand Agricultural Aviation Association (NZAAA)			Oppose	Disallow	Any setbacks as proposed do not enable the provision of services to support primary production and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed. NZAAA seeks deletion of GRUZ-S9.	Reject
S118.080	AW+ JA Johnston Family Trust	GRUZ - General Rural Zone	GRUZ-S9	Oppose	Amend GRUZ-S9 as follows: Rural Airstrips and Helicopter Landing Areas 1. Any rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary to a noise sensitive activity on a site not being serviced by the use of the rural airstrip or helicopter landing area.; and 2. ~~The flight path to the helicopter landing area is not within a horizontal distance of 250m of any notional boundary to a noise sensitive activity.~~	The requirement for helicopter flight paths to be separated horizontally by at least 250m from any noise sensitive activity is unworkable as this does not account for any vertical separation.	Accept
FS4.64	New Zealand Agricultural Aviation Association (NZAAA)			Oppose	Disallow	Any setbacks as proposed do not enable the provision of services to support primary production and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed. NZAAA seeks deletion of GRUZ-S9.	Reject
S18.082	Reaby Downs Farm Ltd	GRUZ - General Rural Zone	GRUZ-S9	Oppose	Amend GRUZ-S9 as follows: Rural Airstrips and Helicopter Landing Areas 1. Any rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary to a noise sensitive activity on a site not being serviced by the use of the rural airstrip or helicopter landing area.; and 2. ~~The flight path to the helicopter landing area is not within a horizontal distance of 250m of any notional boundary to a noise sensitive activity.~~	The requirement for helicopter flight paths to be separated horizontally by at least 250m from any noise sensitive activity is unworkable as this does not account for any vertical separation.	Accept
FS4.65	New Zealand Agricultural Aviation Association (NZAAA)			Oppose	Disallow	Any setbacks as proposed do not enable the provision of services to support primary production and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed. NZAAA seeks deletion of GRUZ-S9.	Reject
S19.082	Karen Temple	GRUZ - General Rural Zone	GRUZ-S9	Oppose	Amend GRUZ-S9 as follows: Rural Airstrips and Helicopter Landing Areas 1. Any rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary to a noise sensitive activity on a site not being serviced by the use of the rural airstrip or helicopter landing area.; and 2. ~~The flight path to the helicopter~~	The requirement for helicopter flight paths to be separated horizontally by at least 250m from any noise sensitive activity is unworkable as this does not account for any vertical separation.	Accept

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
					~~landing area is not within a horizontal distance of 250m of any notional boundary to a noise sensitive activity.~~		
FS4.66	New Zealand Agricultural Aviation Association (NZAAA)			Oppose	Disallow	Any setbacks as proposed do not enable the provision of services to support primary production and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed. NZAAA seeks deletion of GRUZ-S9.	Reject
S20.082	Sarah and Peter Barclay	GRUZ - General Rural Zone	GRUZ-S9	Oppose	Amend GRUZ-S9 as follows: Rural Airstrips and Helicopter Landing Areas 1. Any rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary to a noise sensitive activity on a site not being serviced by the use of the rural airstrip or helicopter landing area.; and 2. ~~The flight path to the helicopter landing area is not within a horizontal distance of 250m of any notional boundary to a noise sensitive activity.~~	The requirement for helicopter flight paths to be separated horizontally by at least 250m from any noise sensitive activity is unworkable as this does not account for any vertical separation.	Accept
FS4.67	New Zealand Agricultural Aviation Association (NZAAA)			Oppose	Disallow	Any setbacks as proposed do not enable the provision of services to support primary production and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed. NZAAA seeks deletion of GRUZ-S9.	Reject
S24.082	Helen McIntosh	GRUZ - General Rural Zone	GRUZ-S9	Oppose	Amend GRUZ-S9 as follows: Rural Airstrips and Helicopter Landing Areas 1. Any rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary to a noise sensitive activity on a site not being serviced by the use of the rural airstrip or helicopter landing area.; and 2. ~~The flight path to the helicopter landing area is not within a horizontal distance of 250m of any notional boundary to a noise sensitive activity.~~	The requirement for helicopter flight paths to be separated horizontally by at least 250m from any noise sensitive activity is unworkable as this does not account for any vertical separation.	Accept
FS4.68	New Zealand Agricultural Aviation Association (NZAAA)			Oppose	Disallow	Any setbacks as proposed do not enable the provision of services to support primary production and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed. NZAAA seeks deletion of GRUZ-S9.	Reject
S68.084	John Baynes	GRUZ - General Rural Zone	GRUZ-S9	Oppose	Amend GRUZ-S9 as follows: Rural Airstrips and Helicopter Landing Areas 1. Any rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary to a noise sensitive activity on a site not being serviced by the use of the rural airstrip or helicopter landing area.; and 2. ~~The flight path to the helicopter landing area is not within a horizontal distance of 250m of any notional boundary to a noise sensitive activity.~~	The requirement for helicopter flight paths to be separated horizontally by at least 250m from any noise sensitive activity is unworkable as this does not account for any vertical separation.	Accept
FS4.69	New Zealand Agricultural Aviation Association (NZAAA)			Oppose	Disallow	Any setbacks as proposed do not enable the provision of services to support primary production and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed. NZAAA seeks deletion of GRUZ-S9.	Reject
S127.116	Peters Farm LtdKaren Peters	GRUZ - General Rural Zone	GRUZ-S9	Oppose	Amend GRUZ-S9 as follows: Rural Airstrips and Helicopter Landing Areas 1. Any rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary to a noise sensitive activity on a site not being serviced by the use of the rural airstrip or helicopter landing area.; and 2. ~~The flight path to the helicopter~~	The requirement for helicopter flight paths to be separated horizontally by at least 250m from any noise sensitive activity is unworkable as this does not account for any vertical separation.	Accept

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
					~~landing area is not within a horizontal distance of 250m of any notional boundary to a noise sensitive activity.~~		
FS4.70	New Zealand Agricultural Aviation Association (NZAAA)			Oppose	Disallow	Any setbacks as proposed do not enable the provision of services to support primary production and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed. NZAAA seeks deletion of GRUZ-S9.	Reject
S117.080	Greg Bokser	GRUZ - General Rural Zone	GRUZ-S9	Oppose	Amend GRUZ-S9 as follows: Rural Airstrips and Helicopter Landing Areas 1. Any rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary to a noise sensitive activity on a site not being serviced by the use of the rural airstrip or helicopter landing area.; and 2. ~~The flight path to the helicopter landing area is not within a horizontal distance of 250m of any notional boundary to a noise sensitive activity.~~	The requirement for helicopter flight paths to be separated horizontally by at least 250m from any noise sensitive activity is unworkable as this does not account for any vertical separation.	Accept
FS4.71	New Zealand Agricultural Aviation Association (NZAAA)			Oppose	Disallow	Any setbacks as proposed do not enable the provision of services to support primary production and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed. NZAAA seeks deletion of GRUZ-S9.	Reject
S125.002	Ministry of Education	Interpretation	habitable room	Support	Retain as proposed.	The submitter supports the inclusions of rooms uses for the purposes of teaching within the habitable spaces definition as proposed as it is consistent with the National Planning Standard.	Accept
S113.090	Trudy Bokser	Interpretation	helicopter Landing Area	Amend	Amend the definition for helicopter landing areas to read: Any area of land, building or structure outside of the Airport Zone intended or designed to be used (including temporarily) , whether wholly or partly, for helicopter movement or servicing, including heliports and helipads	Should be clear that areas used temporarily for helicopter landing areas are also included.	Reject
S116.090	Nathan Bokser	Interpretation	helicopter Landing Area	Amend	Amend the definition for helicopter landing areas to read: Any area of land, building or structure outside of the Airport Zone intended or designed to be used (including temporarily) , whether wholly or partly, for helicopter movement or servicing, including heliports and helipads	Should be clear that areas used temporarily for helicopter landing areas are also included.	Reject
S118.090	AW+ JA Johnston Family Trust	Interpretation	helicopter Landing Area	Amend	Amend the definition for helicopter landing areas to read: Any area of land, building or structure outside of the Airport Zone intended or designed to be used (including temporarily) , whether wholly or partly, for helicopter movement or servicing, including heliports and helipads	Should be clear that areas used temporarily for helicopter landing areas are also included.	Reject
S127.126	Peters Farm LtdKaren Peters	Interpretation	helicopter Landing Area	Amend	Amend the definition for helicopter landing areas to read: Any area of land, building or structure outside of the Airport Zone intended or designed to be used (including temporarily) , whether wholly or partly, for helicopter movement or servicing, including heliports and helipads	Should be clear that areas used temporarily for helicopter landing areas are also included.	Reject
S18.092	Reaby Downs Farm Ltd	Interpretation	helicopter Landing Area	Amend	Amend the definition for helicopter landing areas to read: Any area of land, building or structure outside of the Airport Zone intended or designed to be used (including temporarily) , whether wholly or partly, for helicopter movement or servicing, including heliports and helipads	Should be clear that areas used temporarily for helicopter landing areas are also included.	Reject

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
S19.092	Karen Temple	Interpretation	helicopter Landing Area	Amend	Amend the definition for helicopter landing areas to read: Any area of land, building or structure outside of the Airport Zone intended or designed to be used (including temporarily) , whether wholly or partly, for helicopter movement or servicing, including heliports and helipads	Should be clear that areas used temporarily for helicopter landing areas are also included.	Reject
S20.092	Sarah and Peter Barclay	Interpretation	helicopter Landing Area	Amend	Amend the definition for helicopter landing areas to read: Any area of land, building or structure outside of the Airport Zone intended or designed to be used (including temporarily) , whether wholly or partly, for helicopter movement or servicing, including heliports and helipads	Should be clear that areas used temporarily for helicopter landing areas are also included.	Reject
S24.092	Helen McIntosh	Interpretation	helicopter Landing Area	Amend	Amend the definition for helicopter landing areas to read: Any area of land, building or structure outside of the Airport Zone intended or designed to be used (including temporarily) , whether wholly or partly, for helicopter movement or servicing, including heliports and helipads	Should be clear that areas used temporarily for helicopter landing areas are also included.	Reject
S68.094	John Baynes	Interpretation	helicopter Landing Area	Amend	Amend the definition for helicopter landing areas to read: Any area of land, building or structure outside of the Airport Zone intended or designed to be used (including temporarily) , whether wholly or partly, for helicopter movement or servicing, including heliports and helipads	Should be clear that areas used temporarily for helicopter landing areas are also included.	Reject
S117.090	Greg Bokser	Interpretation	helicopter Landing Area	Amend	Amend the definition for helicopter landing areas to read: Any area of land, building or structure outside of the Airport Zone intended or designed to be used (including temporarily) , whether wholly or partly, for helicopter movement or servicing, including heliports and helipads	Should be clear that areas used temporarily for helicopter landing areas are also included.	Reject
S63.004	New Zealand Helicopter Association	Interpretation	helicopter Landing Area	Oppose in part	Helicopter landing area should have the words 'for non-temporary or infrequent operations' added.	Commercial Aviation Operators often require a temporary helicopter landing site which may require many movements in a day but that site may not be used again for an extended period of time or that site might be used for several days and again not used for an extended period of time.	Reject
FS4.80	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	Infrequent helicopter activities are utilised as needed and should be a permitted activity supporting the districts infrastructure security and maintenance	Reject
FS18.8	New Zealand Helicopter Association			Support	Allow	Position remains the same	Reject
FS18.31	New Zealand Helicopter Association			Support in part	Allow in part	Clarification to remove the word 'NON' Our position is - for temporary or infrequent operations -	Reject
S3.090	Stoney Creek Station Limited	Interpretation	helicopter Landing Area	Amend	Amend the definition for helicopter landing areas to read: Any area of land, building or structure outside of the Airport Zone intended or designed to be used (including temporarily) , whether wholly or partly, for helicopter movement or servicing, including heliports and helipads	Should be clear that areas used temporarily for helicopter landing areas are also included.	Reject
FS18.29	New Zealand Helicopter Association			Oppose	Disallow	NZHA supports resource consent for the establishment of permeant helicopter landing areas but DOES NOT support this submission for temporary helicopter landing areas that	Accept

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
						are used infrequently such as those used for a range of activities such as construction, lifting, surveillance, air transport, maintenance of assets etc	
FS18.32	New Zealand Helicopter Association			Oppose	Disallow		Accept
FS17.096	Federated Farmers			Support	Allow	Federated Farmers supports this amendment as it adds clarity to the definition of 'helicopter landing area'	Reject
S132.002	KiwiRail Holdings Ltd	Maps	MAP-Additional provisions sought	Amend	Include a Vibration Alert Area Overlay that is 60m either side of the railway corridor boundaries.	KiwiRail seeks the inclusion of a Vibration Alert Area Overlay in GIS to show the area potentially affected by vibration between a railway corridor boundary at the distance of 60 meters either side of the rail corridor boundary. Refer to point 3 of Appendix A of full submission.	Accept in part
S126.034	Southland Federated Farmers of New Zealand	Interpretation	noise	Support	Retain as notified	Support as definition has the same meaning as section 2 of the RMA.	Accept
S115.035	Kevin Robertson	Interpretation	noise	Support	Retain as notified	Support as definition has the same meaning as section 2 of the RMA.	Accept
S143.046	Rural Ratepayers Group	Interpretation	noise	Support	Retain as notified	Support as definition has the same meaning as section 2 of the RMA.	Accept
S148.047	Alistair & Bernadette Hunt	Interpretation	noise	Support	Retain as notified	Support as definition has the same meaning as section 2 of the RMA.	Accept
S60.037	Ronald Crispin	Interpretation	noise	Support	Retain as notified	Support as definition has the same meaning as section 2 of the RMA.	Accept
S68.155	John Baynes	Interpretation	noise	Support	Retain as notified	Support as definition has the same meaning as section 2 of the RMA.	Accept
S132.101	KiwiRail Holdings Ltd	NOISE - Noise	NOISE- Additional provisions sought	Amend	Insert as follows: Refer to Appendix A for the rules and standards for model noise and vibration district plan provisions to be inserted as a new rule and standard.	KiwiRail recommends that an appropriate level of amenity is provided within buildings containing noise sensitive activities, KiwiRail asks that its model acoustic performance standard for development for activities sensitive to noise, within 100m of the railway corridor, be included in the proposed Gore District Plan. Refer to submission pg.19 for full submission. The proposed noise standard rule sets out the level of mitigation required to be achieved to ensure an appropriate level of internal amenity in buildings for residential or health or teaching activities. This is most effectively achieved at the time of construction. The further removed from the rial corridor a building is, the less additional mitigation may be required. The noise level proposed is in accordance with the World Health Organisation standards, with an adjustment reflecting that trains are intermittent and that often there is a degree of community acceptance of train noise.	Accept in part
S132.102	KiwiRail Holdings Ltd	NOISE - Noise	NOISE- Additional provisions sought	Amend	Insert standard from Appendix A into the noise chapter.	KiwiRail notes that there is currently no standard in the proposed plan that relates to reverse sensitivity for noise and vibration.	Accept in part

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
S132.240	KiwiRail Holdings Ltd	NOISE - Noise	NOISE-Additional provisions sought	Oppose in part	Insert a Rail Corridor Vibration Alert Area in GIS of 60meters either side of the rail corridor. The Rail Corridor Vibration Alert Area Overlay should read: The Rail Corridor Vibration Alert Area identifies the vibration-sensitive area within 60metres each side of the rail corridor. Properties within this area may experience rail vibration. No specific district plan rules or notification requirements apply as a result of this Rail Corridor Vibration Alert Area.	KiwiRail seeks the inclusion of a new Vibration Alert Area Overlay in GIS. A Rail Corridor Vibration Alert Area layer manages potential vibration effects from rail corridors. A Rail Corridor Vibration Alert Area informs landowners that they may experience vibration effects from the adjacent rail corridor, but it does not impose any resource consent obligations on landowners. In terms of the spatial extent of the Rail Corridor Vibration Alert layer KiwiRail ask that this be measured 60metres from the designation boundary of the rail corridor. This should apply to all rail corridors in a city/district.	Accept in part
S64.014	Jet Boating NZ	NOISE - Noise	NOISE-Exemptions	Support	Retain as proposed, noting submitters point requesting noise related to JBNZ temporary events are exempt as well.	The submitter supports the exempt sources.	Accept
S64.015	Jet Boating NZ	NOISE - Noise	NOISE-Exemptions	Amend	Amend the list of noise sources exempt from specific rules and standards as follows.7. Motorcraft operating on the surface of waterbodies including organized JBNZ activities that may constitute a Temporary Event.	An organised JBNZ activity may be considered a temporary activity and is therefore subject to R10 which is contradictory to the exempt noise sources. Noise from an organised JBNZ activity is no different to a motor craft operating. Hence, should be exempt from R10.	Reject
S63.010	New Zealand Helicopter Association	NOISE - Noise	NOISE-Exemptions	Support in part	Note 2 (3) should be expanded to include helicopters taking off and landing conducting emergency operations during and after a state of emergency. Emergency helicopters taking off and landing conducting emergency operations during and after a state of emergency.	Often after the state of emergency has been terminated rural towns and homes are left with the only means of getting supplies and equipment is by helicopters. Also, the same would be accurate for a helicopter removing or repairing a broken power pole that hinders a road or is causing adverse effects on a property. Aircraft performing these activities should be exempt from noise.	Reject in part
FS4.12	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	There are a diverse range of emergencies where response by helicopter is the appropriate method.	Reject in part
FS21.086	Yrless Limited			Support	Allow	Helicopters are often employed during the emergency restoration of infrastructure during and after an adverse event and may be the most efficient and safest form of transport given the time and environmental constraints at the time. Amend to expand the exemptions for helicopters during and after state of emergency events when engaged with critical infrastructure repair or reinstatement.	Reject in part
S130.029	Mercury NZ Limited	NOISE - Noise	NOISE-Exemptions	Oppose	Noise associated with the following activities are not subject to the Rules and Standards of the Noise Chapter: Add clause 12 12. Noise effects from operation of wind electricity generation activities. Compliance is achieved through assessment of NZS6808:2010 Acoustics - Wind farm noise ("insert rule reference" Energy Chapter -Rule ## operation of wind electricity generation activities - Noise Assessment). While the above noise sources are exempt from meeting the noise standards, any potential and actual adverse effects associated with the character, timing, duration or level of noise shall be considered for any discretionary or non-complying activity.	Exclusion is sought from assessment against the objectives and policies of this chapter due to lack of consideration for the functional need of wind farms to be located where wind resources are. Noise, categorized as an amenity effect, should be assessed during development to ensure compliance with NZS6808:2010 Acoustics.	Defer to Hearing Stream 7
FS24.052	Contact Energy Ltd			Support	Allow	Contact support the relief sought as noise generated from wind farms should be assessed in accordance with NZS6808:2010	Defer to Hearing Stream 7

Appendix B – Recommendations on Submissions – Noise

Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
S128.032	Greenbriar Ltd.	NOISE - Noise	NOISE - General	Support	No amendments required, subject to below as a consequence of relief for New Vale Special Purpose Zone .	Appropriate noise standards are necessary to manage effects of activities	Accept
S146.068	Southland District Council	NOISE - Noise	NOISE - General	Support	None specified.	The submitter supports this section.	Accept
S147.024	New Zealand Defence Force	NOISE - Noise	NOISE - General	Amend	Clarify the application of the various rules so it is clear that where a district-wide rule applies, then there is no need to refer to the zone rules.	It is not clear if the district-wide rules apply in isolation or if the zone rules apply also. If there is an activity addressed in district-wide rules but not identified in zone rules it could default to non-complying?	Accept
S124.032	Fire and Emergency NZ	NOISE - Noise	NOISE - General	Support in part	Amendment sought: 1. Any warning device, siren or fixed plant used by emergency services during an emergency response or for routine testing and maintenance, including noise from helicopter take off and landings during an emergency response. This exemption does not apply to the noise generated at permanent emergency services depots or bases, such as ~~fire stations~~ , police stations or the base for emergency aircraft. Add the following: 12. Activities at emergency service facilities associated with emergency response and emergency response training. 13.Noise associated with fire appliance movements to / from site. 14.The use of generators and mobile equipment (including vehicles) for emergency purposes, including testing and maintenance not exceeding 48 hours in duration, where they are operated by emergency services or lifeline utilities.	With regards to Note 2: Fire and Emergency supports the exemption of any warning device, siren or fixed plant used by emergency services and volunteer fire brigade sirens as sirens play a crucial role in facilitating a prompt emergency response. However, Fire and Emergency, are seeking further exemptions for activities at emergency service facilities noise associated with fire appliance movements to and from site and the use of generators and mobile equipment for emergency response or emergency response training.	Reject
S126.134	Southland Federated Farmers of New Zealand	NOISE - Noise	NOISE - General	Support	Amend NOISE-Note 2 #9: 9. Noise from vehicles, machinery or equipment undertaking agricultural, horticultural and pastoral activities including noise from stock, other outdoor animals and working dogs, and audible bird scaring devices but excluding noise from stationary processing activities.	NCFF supports Note 2: #9 which provides for an exemption for agriculture, horticulture and pastoral farming activities. However, it is suggested that audible bird scaring device' is included here, and a corresponding definition included.	Accept
S132.098	KiwiRail Holdings Ltd	NOISE - Noise	NOISE - General	Support	Retain NOISE Note 2 as proposed.	KiwiRail supports Note 2 which states that noise from trains on rail lines, including at railway yards, sidings, stations and level crossings warning devices. Are not subject to the Rules and Standards of the district plan	Accept in part
S115.135	Kevin Robertson	NOISE - Noise	NOISE - General	Support	Amend NOISE-Note 2 #9: 9. Noise from vehicles, machinery or equipment undertaking agricultural, horticultural and pastoral activities including noise from stock, other outdoor animals and working dogs, and audible bird scaring devices but excluding noise from stationary processing activities.	NCFF supports Note 2: #9 which provides for an exemption for agriculture, horticulture and pastoral farming activities. However, it is suggested that audible bird scaring device' is included here, and a corresponding definition included.	Accept
S143.146	Rural Ratepayers Group	NOISE - Noise	NOISE - General	Support	Amend NOISE-Note 2 #9: 9. Noise from vehicles, machinery or equipment undertaking agricultural, horticultural and pastoral activities including noise from stock, other outdoor animals and working dogs, and audible bird scaring devices but excluding noise from stationary processing activities.	NCFF supports Note 2: #9 which provides for an exemption for agriculture, horticulture and pastoral farming activities. However, it is suggested that audible bird scaring device' is included here, and a corresponding definition included.	Accept
S148.147	Alistair & Bernadette Hunt	NOISE - Noise	NOISE - General	Support	Amend NOISE-Note 2 #9: 9. Noise from vehicles, machinery or equipment undertaking agricultural, horticultural and pastoral activities including noise from stock, other outdoor animals and working dogs, and audible bird scaring devices but excluding noise from stationary processing activities.	NCFF supports Note 2: #9 which provides for an exemption for agriculture, horticulture and pastoral farming activities. However, it is suggested that audible bird scaring device' is included here, and a corresponding definition included.	Accept
S60.137	Ronald Crispin	NOISE - Noise	NOISE - General	Support	Amend NOISE-Note 2 #9: 9. Noise from vehicles, machinery or equipment undertaking agricultural, horticultural and pastoral activities including noise from stock, other outdoor animals and	NCFF supports Note 2: #9 which provides for an exemption for agriculture, horticulture and pastoral farming activities.	Accept

Appendix B – Recommendations on Submissions – Noise

Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
					working dogs, and audible bird scaring devices but excluding noise from stationary processing activities.	However, it is suggested that audible bird scaring device' is included here, and a corresponding definition included.	
S68.255	John Baynes	NOISE - Noise	NOISE - General	Support	Amend NOISE-Note 2 #9: 9. Noise from vehicles, machinery or equipment undertaking agricultural, horticultural and pastoral activities including noise from stock, other outdoor animals and working dogs, and audible bird scaring devices but excluding noise from stationary processing activities.	NCCF supports Note 2: #9 which provides for an exemption for agriculture, horticulture and pastoral farming activities. However, it is suggested that audible bird scaring device' is included here, and a corresponding definition included.	Accept
S140.007	Robina Johnston	NOISE - Noise	NOISE - General	Not Stated	Consider the effects of terrain reflecting and amplifying noise.	Variance needs to be allowed for terrain elevation and reflecting noise. The Hokonui's & Kaiwera ranges needs consideration as activity can cause stress due to reflection of noise and levels of noise amplifying. Considers noise from existing industrial and commercial activities is a problem and can have stress and health effects.	Reject
S132.239	KiwiRail Holdings Ltd	General District Wide Matters map layers	NOISE-MAP- Railway Noise Control Overlay	Amend	Redefine the Railway Noise Control Overlay to be 100m either side of the KRH KiwiRail Holdings Ltd designation KRH-1	KiwiRail supports the inclusion of a Railway Noise Control Overlay within the proposed Gore District Plan, however, KiwiRail opposes the overlay provided in the Gore District Plan GIS. The overlay varies in distances throughout the plan with areas (example in submission point 177 full submission) where the overlay does not extend beyond the rail corridor at its boundary.	Reject
S112.186	Waka Kotahi NZ Transport Agency	General District Wide Matters map layers	NOISE-MAP- State Highway Noise Control Overlay	Support in part	Replace the State highway noise control overlay in the notified Plan with the State highway noise control overlay provided by Waka Kotahi. Waka Kotahi will provide Council with the noise overlay geospatial files in due course.	Waka Kotahi seeks to introduce a new modelled 'State Highway Noise Control Overlay' to the Plan, to replace the 'State highway Noise Control Overlay' displayed in the Noise Map within the Plan, where the latter shows a standard/metric 40 metre buffer distance along the entire state highway network within the Gore district. Waka Kotahi has undertaken modelling to determine more accurately the distance that noise from the state highway transmits beyond the state highway road corridor. Our proposed overlay displays the outcome of this modelling, and it shows that the noise buffer area varies across the state highway network, influenced by variables such as land topography, barriers to noise created by existing buildings and structures, the surface material used to construct the highway carriageway and speed of vehicles, and traffic volumes. We consider that the 40m buffer area shown on the State Highway Noise Overlay map in the notified plan does not capture the full spatial extent of noise emissions from the designated state highway network; particularly within the Rural zones adjacent to State highway 1 and State Highway 94 where the effects of state highway noise have been modelled out to 100 metres (a capped distance). There is generally a greater degree of consistency between the notified noise overlay and the overlay proposed by Waka Kotahi in the urban areas within the District and the rural areas adjoining State highways 90, 93 and 96, although there are still locations where quite marked variations in the width of the noise overlays occurs. Consequently, Waka Kotahi considers that, if the notified State Highway Noise Overlay map is relied upon, noise sensitive activities that might establish on those properties would not be adequately protected from noise arising from the state highway network through rule NOISE-R7 and associated standard NOISE-S3. Appendix 6 of this	Accept

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
						submission provides examples of where the notified Plan's proposed State Highway Noise Control Overlay covers a narrower area than the modelled State Highway Noise Control Overlay proposed by Waka Kotahi. To support the management of noise effects through an overlay approach, Waka Kotahi has produced a s32 report (see Appendix 3).	
FS5.200	Hamish Weir			Oppose	Disallow		Reject
FS28.072	Kainga Ora			Support in part	Allow	Kāinga Ora consider that a modelled noise layer is more appropriate than a generic distance buffer.	Accept
S40.052	Silver Fern Farms	NOISE - Noise	NOISE-Overview	Support	Retain as notified	The "Overview" section adequately outlines the context of this chapter. Reference to controlling the potential for reverse sensitivity effects is supported.	Accept
S95.025	PowerNet Limited	NOISE - Noise	NOISE-Overview	Support in part	Amend Note 2 of the Noise Chapter as follows: 11. Noise generated by the use of a mobile substation.	PowerNet seeks that noise generated by the use of a mobile substation be exempt from having to comply with Noise Standard NOISE-S1 because noise generated by the use of the mobile substation is temporary.	Accept in part
S156.002	New Zealand Agricultural Aviation Association	NOISE - Noise	NOISE-O1	Support	Retain the objective	Supports an objective that recognizes and provides for activities that generate noise compatible with the purpose and character of the zone, General Rural Zone should be recognised as not being a 'quiet' environment.	Accept
S121.071	Alliance Group Limited	NOISE - Noise	NOISE-O1	Support	Retain as notified	Alliance agrees with the recognition given to noise generating activities provided by this objective.	Accept
S147.009	New Zealand Defence Force	NOISE - Noise	NOISE-O1	Support	Retain objective as notified.	It is appropriate that noise generating activities are compatible with the purpose and character of each zone.	Accept
S40.053	Silver Fern Farms	NOISE - Noise	NOISE-O1	Support	Retain as notified	Agrees with the recognition given to noise generating activities provided by this objective.	Accept
S87.001	Ballance Agri-Nutrients	NOISE - Noise	NOISE-O1	Support	Retain the objective	Ballance supports this objective.	Accept
S126.131	Southland Federated Farmers of New Zealand	NOISE - Noise	NOISE-O1	Support	Retain NOISE-O1 as notified.	This objective identifies that within different zones, different levels of noise will be appropriate.	Accept
S28.003	Ravensdown Limited	NOISE - Noise	NOISE-O1	Support	Retain the objective.	The submitter and NZAAA supports an objective that recognises and provides for activities that generate noise compatible with the purpose and character of the zone. This is particularly relevant to the General Rural Zone and needs to recognise that it is not a 'quiet' environment.	Accept
S132.094	KiwiRail Holdings Ltd	NOISE - Noise	NOISE-O1	Support	Retain NOISE-O1 as proposed.	Supports the recognition and provision for activities that generate noise while ensuring the character, timing and duration of noise levels is compatible with each zone.	Accept
S115.132	Kevin Robertson	NOISE - Noise	NOISE-O1	Support	Retain NOISE-O1 as notified.	This objective identifies that within different zones, different levels of noise will be appropriate.	Accept
S143.143	Rural Ratepayers Group	NOISE - Noise	NOISE-O1	Support	Retain NOISE-O1 as notified.	This objective identifies that within different zones, different levels of noise will be appropriate.	Accept

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
S148.144	Alistair & Bernadette Hunt	NOISE - Noise	NOISE-O1	Support	Retain NOISE-O1 as notified.	This objective identifies that within different zones, different levels of noise will be appropriate.	Accept
S60.134	Ronald Crispin	NOISE - Noise	NOISE-O1	Support	Retain NOISE-O1 as notified.	This objective identifies that within different zones, different levels of noise will be appropriate.	Accept
S68.252	John Baynes	NOISE - Noise	NOISE-O1	Support	Retain NOISE-O1 as notified.	This objective identifies that within different zones, different levels of noise will be appropriate.	Accept
S63.006	New Zealand Helicopter Association	NOISE - Noise	NOISE-O1	Support	Retain	Supports an objective that recognizes and provides for activities that generate noise compatible with the purpose and character of the zone. This is particularly relevant to the multiple zones and needs to recognize that it is not a 'quiet' environment.	Accept
FS4.82	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	NZAAA supports an objective that recognises and provides for activities that generate noise compatible with the purpose and character of the zone.	Accept
S121.072	Alliance Group Limited	NOISE - Noise	NOISE-O2	Support	Retain as notified	Alliance agrees with the recognition of unreasonable noise effects provided by this objective.	Accept
S147.010	New Zealand Defence Force	NOISE - Noise	NOISE-O2	Support	Retain as notified or words of similar effect.	It is appropriate that noise generating activities are compatible with the purpose and character of each zone.	Accept
S40.054	Silver Fern Farms	NOISE - Noise	NOISE-O2	Support	Retain as notified	Silver Fern Farms agrees with the recognition of unreasonable noise effects provided by this objective.	Accept
S87.002	Ballance Agri-Nutrients	NOISE - Noise	NOISE-O2	Support	Retain the objective	Ballance supports encouragement of activities	Accept
S126.132	Southland Federated Farmers of New Zealand	NOISE - Noise	NOISE-O2	Support in part	Amend NOISE-O2: Outside of reverse sensitivity exclusions in NOISE-O3 , activities do not generate noise effects which adversely affect amenity values, the health and wellbeing of people and communities.	Noise is an inherent part of rural activities, particularly in the rural zones. However, this objective does not anticipate the reverse sensitivity effects that may occur to adjacent zones, or to residential sites within the rural zones.	Reject
S28.004	Ravensdown Limited	NOISE - Noise	NOISE-O2	Support	Retain the objective.	The submitter supports NOISE-O2 as it allows noise generation, though not of a level that is unreasonable which adversely affects people.	Accept
S132.095	KiwiRail Holdings Ltd	NOISE - Noise	NOISE-O2	Support	Retain NOISE-O2 as proposed.	Supports that the health and wellbeing of people and communities should not be adversely affected from activities that generate unreasonable noise.	Accept
S115.133	Kevin Robertson	NOISE - Noise	NOISE-O2	Support in part	Amend NOISE-O2: Outside of reverse sensitivity exclusions in NOISE-O3 , activities do not generate noise effects which adversely affect amenity values, the health and wellbeing of people and communities.	Noise is an inherent part of rural activities, particularly in the rural zones. However, this objective does not anticipate the reverse sensitivity effects that may occur to adjacent zones, or to residential sites within the rural zones.	Reject
S143.144	Rural Ratepayers Group	NOISE - Noise	NOISE-O2	Support in part	Amend NOISE-O2: Outside of reverse sensitivity exclusions in NOISE-O3 , activities do not generate noise effects which adversely affect amenity values, the health and wellbeing of people and communities.	Noise is an inherent part of rural activities, particularly in the rural zones. However, this objective does not anticipate the reverse sensitivity effects that may occur to adjacent zones, or to residential sites within the rural zones.	Reject
S148.145	Alistair & Bernadette Hunt	NOISE - Noise	NOISE-O2	Support in part	Amend NOISE-O2: Outside of reverse sensitivity exclusions in NOISE-O3 , activities do not generate noise effects which adversely affect amenity values, the health and wellbeing of people and communities.	Noise is an inherent part of rural activities, particularly in the rural zones. However, this objective does not anticipate the reverse sensitivity effects that may occur to adjacent zones, or to residential sites within the rural zones.	Reject

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
S60.135	Ronald Crispin	NOISE - Noise	NOISE-O2	Support in part	Amend NOISE-O2: Outside of reverse sensitivity exclusions in NOISE-O3 , activities do not generate noise effects which adversely affect amenity values, the health and wellbeing of people and communities.	Noise is an inherent part of rural activities, particularly in the rural zones. However, this objective does not anticipate the reverse sensitivity effects that may occur to adjacent zones, or to residential sites within the rural zones.	Reject
S68.253	John Baynes	NOISE - Noise	NOISE-O2	Support in part	Amend NOISE-O2: Outside of reverse sensitivity exclusions in NOISE-O3 , activities do not generate noise effects which adversely affect amenity values, the health and wellbeing of people and communities.	Noise is an inherent part of rural activities, particularly in the rural zones. However, this objective does not anticipate the reverse sensitivity effects that may occur to adjacent zones, or to residential sites within the rural zones.	Reject
S63.007	New Zealand Helicopter Association	NOISE - Noise	NOISE-O2	Support	Retain	An objective that seeks that activities don't generate unreasonable noise which adversely affects people is supported.	Accept
FS4.83	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	NZAAA supports the objective that seeks that activities don't generate unreasonable noise which adversely affects people recognising that that it does not seek NIL noise - rather that the noise does not cause adverse effects.	Accept
S156.003	New Zealand Agricultural Aviation Association	NOISE - Noise	NOISE-O2	Support	Retain the objective	An objective that seeks that activities don't generate unreasonable noise which adversely affects people is supported.	Accept
FS18.11	New Zealand Helicopter Association			Support	Allow	NZHA supports NZAA on this point	Accept
S112.109	Waka Kotahi NZ Transport Agency	NOISE - Noise	NOISE-O3	Support	Retain as notified	The objective is supported by Waka Kotahi	Accept
S121.073	Alliance Group Limited	NOISE - Noise	NOISE-O3	Support	Retain as notified	Alliance agrees with the recognition of the potential for reverse sensitivity effects and the need to manage these as required by this objective.	Accept
S147.011	New Zealand Defence Force	NOISE - Noise	NOISE-O3	Support	Retain as notified or words of similar effect.	It is appropriate that noise generating activities are compatible with the purpose and character of each zone.	Accept
S16.046	Fuel Companies	NOISE - Noise	NOISE-O3	Support	Retain as notified	The Fuel Companies support the requirement for consideration of the potential for reverse sensitivity effects for noise sensitive activities.	Accept
S40.055	Silver Fern Farms	NOISE - Noise	NOISE-O3	Support	Retain as notified	Silver Fern Farms agrees with the recognition of the potential for reverse sensitivity effects provided by this objective.	Accept
S132.096	KiwiRail Holdings Ltd	NOISE - Noise	NOISE-O3	Support	Retain NOISE-O3 as proposed.	Supports the requirement for noise sensitive activities to be located, designed and constructed to achieve reasonable indoor noise levels, minimize conflict and manage potential reverse sensitivity effects.	Accept
S121.074	Alliance Group Limited	NOISE - Noise	NOISE-P1	Support	Retain as notified	Agree with the recognition of varying activities and noise levels anticipated within different zones.	Accept
S40.056	Silver Fern Farms	NOISE - Noise	NOISE-P1	Support	Retain as notified	It is appropriate to recognise that noise levels will vary between different zones.	Accept
S121.075	Alliance Group Limited	NOISE - Noise	NOISE-P2	Support	Retain as notified	Alliances agrees with this objective.	Accept

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
S125.038	Ministry of Education	NOISE - Noise	NOISE-P2	Support	Retain as proposed.	The submitter supports NOISE-P2 and notes appropriate consideration of matters relevant to noise generation are included.	Accept
S147.012	New Zealand Defence Force	NOISE - Noise	NOISE-P2	Support	Retain policy as drafted or wording to similar effect.	Sets out an appropriate approach for the management of noise, including temporary activities.	Accept
S16.047	Fuel Companies	NOISE - Noise	NOISE-P2	Support	Retain as notified	The Fuel Companies support the requirement for consideration of the potential for reverse sensitivity effects for noise sensitive activities and the supporting policy that protects the wellbeing of people and the community by managing noise effects, having regard to avoiding conflict with noise sensitive activities is also strongly supported.	Accept
S115.134	Kevin Robertson	NOISE - Noise	NOISE-P2	Support in part	Amend NOISE-P2: Ensure the health and wellbeing of people and the community is not adversely affected ~~protected~~ by (...)	The RMA states a duty to avoid, remedy or mitigate adverse effects on the environment from activities. As such, the wording in NOISE-P2 should be updated to reflect this	Reject
S60.136	Ronald Crispin	NOISE - Noise	NOISE-P2	Support in part	Amend NOISE-P2: Ensure the health and wellbeing of people and the community is not adversely affected ~~protected~~ by (...)	The RMA states a duty to avoid, remedy or mitigate adverse effects on the environment from activities. As such, the wording in NOISE-P2 should be updated to reflect this	Reject
S68.254	John Baynes	NOISE - Noise	NOISE-P2	Support in part	Amend NOISE-P2: Ensure the health and wellbeing of people and the community is not adversely affected ~~protected~~ by (...)	The RMA states a duty to avoid, remedy or mitigate adverse effects on the environment from activities. As such, the wording in NOISE-P2 should be updated to reflect this	Reject
S63.008	New Zealand Helicopter Association	NOISE - Noise	NOISE-P2	Support in part	Ensure the health and wellbeing of people and community is not adversely affected ~~protected~~ by managing noise effects generated by an activity having regard to:	The policy is inconsistent with NOISE-O2 which is that people are not adversely affected. It should be amended to be consistent.	Reject
FS4.1	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	The policy is inconsistent with NOISE-O2 which is that people are not adversely affected. It should be amended to be consistent.	Reject
S87.003	Ballance Agri-Nutrients	NOISE - Noise	NOISE-P2	Support in part	Amend: Ensure the health and wellbeing of people and community is not adversely affected ~~protected~~ by managing noise effects generated by an activity having regard to:	To avoid confusion and misinterpretation, the wording of this policy needs to align and be consistent with NOISE-O2 which refers to 'not adversely affected'.	Reject
FS4.2	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	The policy is inconsistent with NOISE-O2 which is that people are not adversely affected. It should be amended to be consistent.	Reject
S126.133	Southland Federated Farmers of New Zealand	NOISE - Noise	NOISE-P2	Support in part	Amend NOISE-P2: Ensure the health and wellbeing of people and the community is not adversely affected ~~protected~~ by (...)	The RMA states a duty to avoid, remedy or mitigate adverse effects on the environment from activities. As such, the wording in NOISE-P2 should be updated to reflect this	Reject
FS4.3	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	The policy is inconsistent with NOISE-O2 which is that people are not adversely affected. It should be amended to be consistent.	Reject
S28.005	Ravensdown Limited	NOISE - Noise	NOISE-P2	Support in part	Amend Ensure the health and wellbeing of people and community is not adversely affected ~~protected~~ by managing noise effects generated by an activity having regard to:	It is inconsistent with NOISE-O2, which refers to people being 'adversely affected'.	Reject

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FS4.4	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	The policy is inconsistent with NOISE-O2 which is that people are not adversely affected. It should be amended to be consistent.	Reject
S143.145	Rural Ratepayers Group	NOISE - Noise	NOISE-P2	Support in part	Amend NOISE-P2: Ensure the health and wellbeing of people and the community is not adversely affected ~~protected~~ by (...)	The RMA states a duty to avoid, remedy or mitigate adverse effects on the environment from activities. As such, the wording in NOISE-P2 should be updated to reflect this	Reject
FS4.5	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	The policy is inconsistent with NOISE-O2 which is that people are not adversely affected. It should be amended to be consistent.	Reject
S148.146	Alistair & Bernadette Hunt	NOISE - Noise	NOISE-P2	Support in part	Amend NOISE-P2: Ensure the health and wellbeing of people and the community is not adversely affected ~~protected~~ by (...)	The RMA states a duty to avoid, remedy or mitigate adverse effects on the environment from activities. As such, the wording in NOISE-P2 should be updated to reflect this	Reject
FS4.6	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	The policy is inconsistent with NOISE-O2 which is that people are not adversely affected. It should be amended to be consistent.	Reject
S156.004	New Zealand Agricultural Aviation Association	NOISE - Noise	NOISE-P2	Support in part	Amend: Ensure the health and wellbeing of people and community is not adversely affected ~~protected~~ by managing noise effects generated by an activity having regard to:	The policy is inconsistent with NOISE-O2 which is that people are not adversely affected. It should be amended to be consistent	Reject
FS18.10	New Zealand Helicopter Association			Support	Allow	NZHA supports the NZAAA on this point	Reject
FS18.12	New Zealand Helicopter Association			Support	Allow	NZHA supports NZAA on this point	Reject
S121.076	Alliance Group Limited	NOISE - Noise	NOISE-P3	Support	Retain as notified	It is appropriate to contemplate acoustic treatments to address potential reverse sensitivity effects in the locations identified in this policy	Accept
S125.039	Ministry of Education	NOISE - Noise	NOISE-P3	Support	Retain as proposed.	The submitter supports NOISE-P3 and acknowledges acoustic insulation is an appropriate mitigation measure to reduce potential or actual noise effects.	Accept
S40.057	Silver Fern Farms	NOISE - Noise	NOISE-P3	Support	Retain as notified	It is appropriate to contemplate acoustic treatments to address potential reverse sensitivity effects in the locations identified in this policy.	Accept
S132.097	KiwiRail Holdings Ltd	NOISE - Noise	NOISE-P3	Support	Retain NOISE-P3 as proposed.	Supports recognising the need to require acoustic treatment within buildings used by noise sensitive activities adjacent to the rail network.	Accept
S112.110	Waka Kotahi NZ Transport Agency	NOISE - Noise	NOISE-P3	Support in part	Amend NOISE-P3 as follows, or words of similar intent: Require acoustic treatment within new buildings and additions to and alterations to buildings used by noise sensitive activities in the following locations:	This policy suitably reflects NOISE-O3. However, we suggest that the wording of the policy be amended to clearly identify that buildings, as referred to in this policy, include both new buildings, as well as additions and alterations to existing buildings that will be used by noise sensitive activities, which would align with the description	Accept in part

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
						used in rule NOISE-R7 that this policy relates to and also appropriately reflect the importance of managing the impacts of noise from the operation of the highway and railway on noise sensitive activities that establish in altered buildings and additions to existing buildings	
FS28.054	Kainga Ora			Support in part	Allow in part	Kāinga Ora is comfortable with the proposed amendments, provided the exclusions to S112.006 are accepted to limit this to habitable rooms only. In addition, Kāinga Ora considers that this policy and subsequent rule should be limited to buildings exceeding 50m² GFA. Requiring all buildings of a smaller nature to meet these standards is overly onerous	Reject in part
S156.005	New Zealand Agricultural Aviation Association	NOISE - Noise	NOISE-P4	Support in part	To enable the infrequent noise levels associated with temporary activities, temporary aviation activities , temporary military training activities and emergency training activities provided that the level, timing and duration of noise is reasonable	Aviation activities that are infrequent should be added to the list of activities in NOISE-P4 so that there is recognition that such activities are provided for.	Reject
S147.013	New Zealand Defence Force	NOISE - Noise	NOISE-P4	Support	Retain as drafted or words to similar effect.	The policy sets out an appropriate approach to the management of noise, including for temporary activities.	Accept
S124.031	Fire and Emergency NZ	NOISE - Noise	NOISE-P4	Support	Retain as notified	Fire and Emergency support the policy insofar that is enables infrequent noise levels associated with emergency service training activities.	Accept
S64.013	Jet Boating NZ	NOISE - Noise	NOISE-P4	Support	Retain as proposed.	Noise should be tolerated in circumstances where the level timing and duration is reasonable. Which is particularly the case for occasional and short duration noise.	Accept
S115.184	Kevin Robertson	NOISE - Noise	NOISE-P4	Support in part	Amend NOISE-P4: Enable the infrequent noise levels associated with temporary activities, temporary aviation activities , temporary military training activities and emergency services training activities provided that the level, timing and duration of noise is reasonable.	Aviation activities that are infrequent should be added to the list of activities in NOISE-P4 so that there is recognition that such activities are provided for.	Reject
S60.186	Ronald Crispin	NOISE - Noise	NOISE-P4	Support in part	Amend NOISE-P4: Enable the infrequent noise levels associated with temporary activities, temporary aviation activities , temporary military training activities and emergency services training activities provided that the level, timing and duration of noise is reasonable.	Aviation activities that are infrequent should be added to the list of activities in NOISE-P4 so that there is recognition that such activities are provided for.	Reject
S68.304	John Baynes	NOISE - Noise	NOISE-P4	Support in part	Amend NOISE-P4:Enable the infrequent noise levels associated with temporary activities, temporary aviation activities , temporary military training activities and emergency services training activities provided that the level, timing and duration of noise is reasonable.	Aviation activities that are infrequent should be added to the list of activities in NOISE-P4 so that there is recognition that such activities are provided for.	Reject
S148.200	Alistair & Bernadette Hunt	NOISE - Noise	NOISE-P4	Support in part	Amend NOISE-P4: Enable the infrequent noise levels associated with temporary activities, temporary aviation activities , temporary military training activities and emergency services training activities provided that the level, timing and duration of noise is reasonable	Aviation activities that are infrequent should be added to the list of activities in NOISE-P4 so that there is recognition that such activities are provided for.	Reject
S87.004	Ballance Agri-Nutrients	NOISE - Noise	NOISE-P4	Support in part	Amend: To enable the infrequent noise levels associated with temporary activities, including temporary aviation activities , temporary military training activities and emergency training activities provided that the level, timing and duration of noise is reasonable.	Aviation activities that are infrequent should be added to the list of activities in NOISE-P4 so that there is recognition that such activities are provided for.	Reject
FS4.7	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	Aviation activities that are infrequent should be added to the list of activities in NOISE-P4 so that there is recognition that such activities are provided for.	Reject

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
S28.006	Ravensdown Limited	NOISE - Noise	NOISE-P4	Support in part	Amend To enable the infrequent noise levels associated with temporary activities, temporary aviation activities , temporary military training activities and emergency training activities provided that the level, timing and duration of noise is reasonable.	Infrequent aviation activities should be added to the list of activities in NOISE-P4 so there is recognition that such activities are provided for.	Reject
FS4.8	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	Aviation activities that are infrequent should be added to the list of activities in NOISE-P4 so that there is recognition that such activities are provided for.	Reject
S126.183	Southland Federated Farmers of New Zealand	NOISE - Noise	NOISE-P4	Support in part	Amend NOISE-P4:Enable the infrequent noise levels associated with temporary activities, temporary aviation activities , temporary military training activities and emergency services training activities provided that the level, timing and duration of noise is reasonable.	Aviation activities that are infrequent should be added to the list of activities in NOISE-P4 so that there is recognition that such activities are provided for.	Reject
FS4.9	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	Aviation activities that are infrequent should be added to the list of activities in NOISE-P4 so that there is recognition that such activities are provided for.	Reject
S143.195	Rural Ratepayers Group	NOISE - Noise	NOISE-P4	Support in part	Amend NOISE-P4: Enable the infrequent noise levels associated with temporary activities, temporary aviation activities , temporary military training activities and emergency services training activities provided that the level, timing and duration of noise is reasonable.	Aviation activities that are infrequent should be added to the list of activities in NOISE-P4 so that there is recognition that such activities are provided for.	Reject
FS4.10	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	Aviation activities that are infrequent should be added to the list of activities in NOISE-P4 so that there is recognition that such activities are provided for.	Reject
S148.196	Alistair & Bernadette Hunt	NOISE - Noise	NOISE-P4	Support in part	Amend NOISE-P4: Enable the infrequent noise levels associated with temporary activities, temporary aviation activities , temporary military training activities and emergency services training activities provided that the level, timing and duration of noise is reasonable.	Aviation activities that are infrequent should be added to the list of activities in NOISE-P4 so that there is recognition that such activities are provided for.	Reject
FS4.11	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	Aviation activities that are infrequent should be added to the list of activities in NOISE-P4 so that there is recognition that such activities are provided for.	Reject
S63.009	New Zealand Helicopter Association	NOISE - Noise	NOISE-P4	Oppose in part	The policy is inconsistent with NOISE-O2 which is that people are not adversely affected. It should be amended to be consistent.	Aviation activities that are infrequent should be added to the list of activities in NOISE-P4 so that there is recognition that such activities are provided for.	Reject
FS4.84	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	The policy is inconsistent with NOISE-O2 and should be amended to align with NOISE-O2	Reject
S112.111	Waka Kotahi NZ Transport Agency	NOISE - Noise	NOISE-R1	Support in part	Amend this rule to ensure that clauses 1 and 2 refer to the correct Tables in the Noise chapter and make any consequential changes to other provisions including the NOISE Tables as necessary. If Table 4 has been accidentally omitted from the notified Plan, Waka Kotahi would like the opportunity to review and comment on it given	In general Waka Kotahi supports this rule as it provides a permitted activity status for noise from construction activities where specified noise management parameters are met. Clause 3 of this rule appropriately references NZS6803:1999 as the standard to be used for measuring	Accept

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					its potential to impact upon construction activities undertaken by Waka Kotahi.	and assessing construction noise. However, it is noted that there appears to be an error in clause 2 of this rule, as it refers to Table 4. Table 4 does not exist within the NOISE chapter of the notified plan. Consequently, it appears that either Table 4 is missing or the reference to Table 4 within this rule is erroneous	
S132.099	KiwiRail Holdings Ltd	NOISE - Noise	NOISE-R1	Amend	Provide clarification on limits and the missing table for review and submission point.	Supports a permitted activity status for noise from construction activities when conditions are met. Noise-R1 2 however refers to limits in Table 4, the noise chapter does not contain a Table 4. Please provide clarification as to whether the table has been missed from the chapter or the wrong table has been referenced. KiwiRail requests the right to assess and submit on this rule once clarification has been received, and either the missing table provided, or the rule is re-written.	Accept
S112.189	Waka Kotahi NZ Transport Agency	NOISE - Noise	NOISE-R2	Support in part	Amend clause 1(b) of the rule as follows, or words of similar intent: (b) Amenity limits - the limits in the table below when measured at any point on ~~in the nearest corner of the floor of a habitable room within a building used for a~~ ~~any storey within a multi-storey building, or within 500mm of ground level at the foundation of a single storey building containing any~~ noise sensitive activity that is occupied during the construction activity.	In general Waka Kotahi supports this rule as it provides a permitted activity status for vibration from construction activities where specified building damage limits and amenity limits are met and cites appropriate vibration standards and limits. However, we consider that the location of the measurement of the amenity limits should not be restricted to the nearest corner of the floor of a habitable room within a building used for a noise sensitive activity, but instead should be changed to relate to where people might experience the adverse effect, which is potentially any location within the habitable room.	Reject
S147.014	New Zealand Defence Force	NOISE - Noise	NOISE-R4	Amend	~~General Rural Zone~~ All zones Activity status: Permitted Where: 1. The noise generated complies with Noise Standard NOISE-S1. ~~for the General Rural Zone.~~ Note: Fixed (stationary) noise sources (other than firing of weapons and explosives) include power generation, heating, ventilation or air conditioning systems, or water or wastewater pumping / treatment systems. Activity status where compliance not achieved: Controlled	TMTA activities may need to occur within any zone in the district, therefore, noise emissions involving fixed sources should be permitted in all zones provided they comply with the relevant standards. NZDF supports the default controlled activity status for TMTA and emergency services training activities. The noise standards that NZDF has sought in other plan reviews across the country is provided in Attachment A. However, NZDF is currently developing an alternative approach and wishes to discuss with GDC.	Accept
S124.033	Fire and Emergency NZ	NOISE - Noise	NOISE-R4	Support	Retain as notified	Fire and Emergency support noise from emergency services training activities involving fixed (stationary) noise sources are a permitted activity provided they comply with Standard NOISE-S1 for the General Rural Zone.	Accept
S147.015	New Zealand Defence Force	NOISE - Noise	NOISE-R5	Support	Retain rule as drafted or wording to similar effect.	NZDF supports specific permitted activity for noise from TMTA and emergency training activities including mobile noise sources. NZDF supports controlled status for noise generated from TMTA and emergency training activities.	Accept
S124.034	Fire and Emergency NZ	NOISE - Noise	NOISE-R5	Support	Retain as notified	Fire and Emergency support noise from emergency services training activities involving mobile noise sources as a permitted activity provided they comply with relevant matters outlined.	Accept
S147.016	New Zealand Defence Force	NOISE - Noise	NOISE-R6	Amend	Activity status where compliance is not achieved: Restricted Discretionary	It is appropriate that the specified activities are permitted, subject to standards, as they are an important part of NZDF training.	Reject

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						The TMTA cannot comply with the relevant standards, the effects can be identified through matters of discretion.	
S112.112	Waka Kotahi NZ Transport Agency	NOISE - Noise	NOISE-R7	Support in part	Clarify whether this rule is intended to apply to relocated buildings used for noise sensitive activities. If it is, amend the title of the rule as follows, or using words of similar intent, and make consequential changes to other related provisions as necessary: Construction of, additions to or alterations to buildings, and relocated buildings , for a noise sensitive activity And/or, include an advice note, as follows or using words to similar effect: Advice Note: NOISE-R7(1) includes buildings that have been constructed offsite and subsequently relocated and placed within the railway corridor overlay and/or the state highway noise control overlay.	Waka Kotahi support this rule in part as it requires habitable rooms within a new building, as well as habitable rooms within an addition to or alteration to an existing building that are used for a noise sensitive activity, and are located within the state highway noise control overlay, are designed to comply with the internal noise levels and ventilation requirements of NOISE-S3. However, we consider that this rule should also apply to existing buildings that are relocated onto a site for use by a noise sensitive activity. It is not clear whether 'construction' referenced in the title of this rule would include relocated buildings and we request that the Council provide clarification on this matter. We suggest that either the rule title is amended to make this clear, and/or that an advice note is included to this end. The Waka Kotahi submission seeks to introduce a different state highway noise control overlay to that in the notified plan. Our proposed state highway noise control overlay is discussed in a separate submission point (Part 4, Appendices & Map, Noise Control Overlay). The changes we are proposing to the state highway noise control overlay do not require any amendment to the reference to that overlay in NOISE-R7(1)(b).	Accept
S121.077	Alliance Group Limited	NOISE - Noise	NOISE-R7	Amend	Retain as notified	Alliance supports the consenting framework for noise sensitive activities in a General Industrial Zone as set out in NOISE-R7, particularly the discretionary consenting pathway for activities that do not provide adequate noise attenuation in habitable rooms.	Accept
S125.040	Ministry of Education	NOISE - Noise	NOISE-R7	Support	Retain as proposed.	The submitter supports NOISE-R7 and supports the requirement for acoustic treatment within buildings used by noise sensitive activities and acknowledges acoustic insulation is an appropriate mitigation measure to reduce potential or actual noise effects.	Accept
S40.058	Silver Fern Farms	NOISE - Noise	NOISE-R7	Support	Retain as notified	Supports the consenting framework for noise sensitive activities in a General Industrial Zone as set out in NOISE-R7, particularly the discretionary consenting pathway for activities that do not provide adequate noise attenuation in habitable rooms.	Accept
S132.100	KiwiRail Holdings Ltd	NOISE - Noise	NOISE-R7	Amend	Amend as follows: Where: 1. Any habitable room within a building used for a noise sensitive activity which is located within the: (a) railway corridor overlay (within 100m of the railway corridor) (b) the state highway noise control overlay complies with NOISE-S3 ~~S3 Complies with NOISE-S3~~	Supports the need to acoustically protect activities sensitive to noise. For clarity KiwiRail recommend that the distance this relates to is included in the rule.	Reject
FS27.020	Alliance Group Limited			Oppose	Disallow	The reference to a specific distance is not necessary as the railway corridor overlay is mapped (Alliance also opposes extension from 70m to 100m - see responses to S132.002 and S132.010).	Accept
FS29.047	Silver Fern Farms Limited			Oppose	Disallow	The reference to a specific distance is not necessary as the railway corridor overlay is mapped (Silver Fern Farms also	Accept

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						opposes extension from 70m to 100m - see responses to S132.002 and S132.010).	
S28.008	Ravensdown Limited	NOISE - Noise	NOISE-R8	Support in part	NZAAA, and Ravensdown, seek to have the provisions of the Selwyn District Council Decisions rule considered which states: "Aircraft and Helicopter Movements Ancillary to Rural Production Permitted activity where: 1. Aircraft movements and helicopter movements associated with purposes ancillary to rural production including topdressing, spraying, stock management, fertiliser application, and frost mitigation, including the incidental landing and take-off of helicopters during their normal course of operation."	The Selwyn District Council Operative Plan (Decisions Version August 19th, 2023) is relevant to the Gore PDP rule NOISE-R8 for the INTERMITTENT use of Rural Airstrips or Helicopter Landing Areas but does not impose setback distances. The New Plymouth (PNPDP notified appeals version 13th May 2023) provides for agricultural aviation through a noise exemption which is enabling of agricultural aviation therefore is not relevant. The Clutha District Council Operative Plan 1998 relates to airstrips and helicopter landing pads that are used on a regular basis therefore is not relevant. NZAAA, and therefore Ravensdown, accepts that a limitation of 315 aircraft hours in a calendar year from a rural airstrip or helicopter landing area is adequate for the provision of services to support primary production. Agricultural fixed wing and helicopter operators historically, and currently, conduct take offs and landings from at least 34 rural airstrips and helicopter landing areas located within 500m of a notional boundary. A 500m setback will result in take offs and landing being undertaken from airstrips and helicopter landing areas further away from the treatment areas increasing aircraft time, increasing cost to the primary production sector and increasing the overall duration of noise. (noting that the council controls land use - once the aircraft is airborne it can operate right up to a notional boundary whilst complying with the Civil Rules).	Accept in part
S115.137	Kevin Robertson	NOISE - Noise	NOISE-R8	Oppose	Amend NOISE-R8: Activity status: Permitted ~~Where: 1. The take-off and landing is to and from a rural airstrip, a helicopter landing area located in the rural environment, or the Mandeville Aviation and Rail Precinct; 2. Take off and landings do not occur for more than 315 hours in any 12 month period; 3. The rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary on a site not being serviced by the use of the airstrip; and 4. A record of take offs and landing times and dates is maintained and available to the Council upon request.~~	SFF seeks to have the Plan provide for the intermittent use of rural airstrips and helicopter landing areas for the purposes of agricultural aviation including primary production and conservation purposes as a permitted activity without limitations. This is the approach of the Selwyn District Council in their partially operation Selwyn District Plan. The existing District Plan does not specifically limit agricultural aviation, with it being covered by an exemption to the noise rules in 4.5.1 (2) (c) "activities of normal primary production or forestry activities" It is important to note that some agricultural aviation is in response to pests in crops and therefore the activity takes place with very little notice. Fertiliser spreading activities need to take place in appropriate weather windows which can be unpredictable. Timing is also important for some sprays to avoid negative impacts to bees.	Reject
S60.139	Ronald Crispin	NOISE - Noise	NOISE-R8	Oppose	Amend NOISE-R8: Activity status: Permitted ~~Where: 1. The take-off and landing is to and from a rural airstrip, a helicopter landing area located in the rural environment, or the Mandeville Aviation and Rail Precinct; 2. Take off and landings do not occur for more than 315 hours in any 12 month period; 3. The rural airstrip or helicopter landing area is separated by at least 500m from any notional~~	SFF seeks to have the Plan provide for the intermittent use of rural airstrips and helicopter landing areas for the purposes of agricultural aviation including primary production and conservation purposes as a permitted activity without limitations. This is the approach of the Selwyn District Council in their partially operation Selwyn	Reject

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
					~~boundary on a site not being serviced by the use of the airstrip; and~~ ~~4. A record of take offs and landing times and dates is maintained and available to the Council upon request.~~	District Plan. The existing District Plan does not specifically limit agricultural aviation, with it being covered by an exemption to the noise rules in 4.5.1 (2) (c) "activities of normal primary production or forestry activities" It is important to note that some agricultural aviation is in response to pests in crops and therefore the activity takes place with very little notice. Fertiliser spreading activities need to take place in appropriate weather windows which can be unpredictable. Timing is also important for some spays to avoid negative impacts to bees.	
S68.257	John Baynes	NOISE - Noise	NOISE-R8	Oppose	Amend NOISE-R8: Activity status: Permitted ~~Where: 1. The take-off and landing is to and from a rural airstrip, a helicopter landing area located in the rural environment, or the Mandeville Aviation and Rail Precinct; 2. Take off and landings do not occur for more than 315 hours in any 12 month period; 3. The rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary on a site not being serviced by the use of the airstrip; and~~ ~~4. A record of take offs and landing times and dates is maintained and available to the Council upon request.~~	SFF seeks to have the Plan provide for the intermittent use of rural airstrips and helicopter landing areas for the purposes of agricultural aviation including primary production and conservation purposes as a permitted activity without limitations. This is the approach of the Selwyn District Council in their partially operation Selwyn District Plan. The existing District Plan does not specifically limit agricultural aviation, with it being covered by an exemption to the noise rules in 4.5.1 (2) (c) "activities of normal primary production or forestry activities" It is important to note that some agricultural aviation is in response to pests in crops and therefore the activity takes place with very little notice. Fertiliser spreading activities need to take place in appropriate weather windows which can be unpredictable. Timing is also important for some spays to avoid negative impacts to bees.	Reject
S63.022	New Zealand Helicopter Association	NOISE - Noise	NOISE-R8	Support in part	Amend: 1 The take-off and landing is to ~~and or~~ from a rural airstrip, a helicopter landing areas located in the rural environment ~~or the Mandeville Aviation and rail Precinct.~~ 2. Take off and landing do not occur for more than 315 aircraft hours in any 12 month period. 3. Delete 4. A record of take offs and landing times and dates is maintained by the landholder and available to the Council upon request.	Supports the intent to enable agricultural aviation but seeks amendments (1) Take off and landings from Mandeville Aviation and Rail Precinct are provided in Note 2 as an exempt activity so should not be included in clause 1. Take-off and landing should be an 'or' not 'and'. An aircraft may have flown in from an airport. (2) The reference to the number of hours should be 'aircraft' hours to prevent ambiguity. (3) Setbacks- is not justified by the s32 Report and is inconsistent with NOISE-P2 so should be deleted. See full submission for section 32 report information on how other councils are addressing same issues- NZHA seeks provisions of the Selwyn DC considered. A 500m setback will result in take offs and landing being undertaken from airstrips and helicopter landing areas further away from the treatment areas increasing aircraft time, increasing cost to the primary production sector and increasing the overall duration of noise. (4) Problematic as it does not state who should keep the records	Reject
FS4.13	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	NZAAA supports the intent to enable agricultural aviation activities but supports the amendments sought. Take off and landings from Mandeville Aviation and Rail Precinct are provided in Note 2 as an exempt activity so should not be included in clause 1. The take-off and landing should be an 'or' not 'and'. An aircraft may have flown in from an airport to commence the activity.	Reject

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
						The reference to the number of hours should be 'aircraft' hours to prevent ambiguity. Clause 3 - setbacks- is not justified by the s32 Report and is inconsistent with NOISE-P2 so should be deleted. Clause 4 is problematic as it does not state who should keep the records. 4.5 of the Section 32 Noise report provides analysis of how other councils are addressing the same issues. The analysis does not support the provisions in NOISE-R8 namely: Condition 3. for a 500 m setback from any notional boundary on a site not being serviced by the use of the airstrip.	
FS18.14	New Zealand Helicopter Association			Support in part	Allow in part	NZHA position remains the same	Reject
S148.008	Alistair & Bernadette Hunt	NOISE - Noise	NOISE-R8	Oppose	Remove agricultural aviation restrictions.	This activity is essential to the primary sector and cannot be inhibited by the time delays or uncertainty associated with a consenting regime. The noise created is brief and temporary, and totally tolerated by the rural community in which it takes place as those who live and work in that area understand its essential nature. Location of landing areas for our operation is based 100% on proximity to a watersource - as the spray chemicals require a lot of water mixed with them for every load carried by the helicopter. For convenience to those who originally created and now those who service the water supply, these tanks are often in close proximity to a road. Therefore the restrictions on landing sites could inadvertently rule out the only suitable locations if proximity to a road is a restricting factor. These proposed rules aim to solve a problem which does not exist. Farmers and aviators manage this activity in a safe and appropriate way. There is no need for this new suite of rules.	Reject
FS4.14	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	NZAAA supports the intent to enable agricultural aviation activities without limitations. If limitations are included in the rule, then these should apply ONLY to the frequency of use of rural airstrips and helicopter landing areas that provide for the needs to adequately support primary production. Setbacks are not appropriate.	Reject
S126.136	Southland Federated Farmers of New Zealand	NOISE - Noise	NOISE-R8	Oppose	Amend NOISE-R8: Activity status: Permitted ~~Where: 1. The take-off and landing is to and from a rural airstrip, a helicopter landing area located in the rural environment, or the Mandeville Aviation and Rail Precinct; 2. Take off and landings do not occur for more than 315 hours in any 12 month period; 3. The rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary on a site not being serviced by the use of the airstrip; and 4. A record of take offs and landing times and dates is maintained and available to the Council upon request.~~	SFF seeks to have the Plan provide for the intermittent use of rural airstrips and helicopter landing areas for the purposes of agricultural aviation including primary production and conservation purposes as a permitted activity without limitations. This is the approach of the Selwyn District Council in their partially operation Selwyn District Plan. The existing District Plan does not specifically limit agricultural aviation, with it being covered by an exemption to the noise rules in 4.5.1 (2) (c) "activities of normal primary production or forestry activities" It is important to note that some agricultural aviation is in	Reject

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
						response to pests in crops and therefore the activity takes place with very little notice. Fertiliser spreading activities need to take place in appropriate weather windows which can be unpredictable. Timing is also important for some spays to avoid negative impacts to bees.	
FS4.15	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	NZAAA supports the intent to enable agricultural aviation activities without limitations. If limitations are included in the rule, then these should apply ONLY to the frequency of use of rural airstrips and helicopter landing areas that provide for the needs to adequately support primary production. Setbacks are not appropriate.	Reject
S143.148	Rural Ratepayers Group	NOISE - Noise	NOISE-R8	Oppose	Amend NOISE-R8: Activity status: Permitted ~~Where: 1. The take-off and landing is to and from a rural airstrip, a helicopter landing area located in the rural environment, or the Mandeville Aviation and Rail Precinct; 2. Take off and landings do not occur for more than 315 hours in any 12 month period; 3. The rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary on a site not being serviced by the use of the airstrip; and 4. A record of take offs and landing times and dates is maintained and available to the Council upon request.~~	SFF seeks to have the Plan provide for the intermittent use of rural airstrips and helicopter landing areas for the purposes of agricultural aviation including primary production and conservation purposes as a permitted activity without limitations. This is the approach of the Selwyn District Council in their partially operation Selwyn District Plan. The existing District Plan does not specifically limit agricultural aviation, with it being covered by an exemption to the noise rules in 4.5.1 (2) (c) "activities of normal primary production or forestry activities" It is important to note that some agricultural aviation is in response to pests in crops and therefore the activity takes place with very little notice. Fertiliser spreading activities need to take place in appropriate weather windows which can be unpredictable. Timing is also important for some spays to avoid negative impacts to bees.	Reject
FS4.16	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	NZAAA supports the intent to enable agricultural aviation activities without limitations. If limitations are included in the rule, then these should apply ONLY to the frequency of use of rural airstrips and helicopter landing areas that provide for the needs to adequately support primary production. Setbacks are not appropriate.	Reject
S148.149	Alistair & Bernadette Hunt	NOISE - Noise	NOISE-R8	Oppose	Amend NOISE-R8: Activity status: Permitted ~~Where: 1. The take-off and landing is to and from a rural airstrip, a helicopter landing area located in the rural environment, or the Mandeville Aviation and Rail Precinct; 2. Take off and landings do not occur for more than 315 hours in any 12 month period; 3. The rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary on a site not being serviced by the use of the airstrip; and 4. A record of take offs and landing times and dates is maintained and available to the Council upon request.~~	SFF seeks to have the Plan provide for the intermittent use of rural airstrips and helicopter landing areas for the purposes of agricultural aviation including primary production and conservation purposes as a permitted activity without limitations. This is the approach of the Selwyn District Council in their partially operation Selwyn District Plan. The existing District Plan does not specifically limit agricultural aviation, with it being covered by an exemption to the noise rules in 4.5.1 (2) (c) "activities of normal primary production or forestry activities" It is important to note that some agricultural aviation is in response to pests in crops and therefore the activity takes place with very little notice. Fertiliser spreading activities need to take place in appropriate weather windows which can be unpredictable. Timing is also important for some spays to avoid negative impacts to bees.	Reject
FS4.17	New Zealand Agricultural Aviation			Support	Allow	NZAAA supports the intent to enable agricultural aviation activities without limitations. If limitations are included in the rule, then these should apply ONLY to the frequency of use of rural airstrips and helicopter landing areas that	Reject

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Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
	Association (NZAAA)					provide for the needs to adequately support primary production. Setbacks are not appropriate.	
S87.005	Ballance Agri-Nutrients	NOISE - Noise	NOISE-R8	Support in part	Amend: 1. The take-off and landing is to ~~and or~~ from a rural airstrip, a helicopter landing areas located in the rural environment or the Mandeville Aviation and rail Precinct. 2. Take off and landings do not occur for more than 315 aircraft hours in any 12 month period. 3. ~~The rural airstrip or helicopter landing area is separated by at least 500m from any notional boundary on a site not being serviced by the use of the airstrip; and~~ 4. A record of take offs and landing times and dates is maintained by the landholder and available to the Council upon request.	Ballance supports the intent to enable agricultural aviation activities but seeks some amendments. The take-off and landing should be an 'or' not 'and' - agricultural aircraft accessing rural airstrips fly in prior to commencing their activity. The reference to the number of hours should be 'aircraft' hours to prevent ambiguity. Clause 3 - setbacks- is not justified and is inconsistent with NOISE-P2 so should be deleted. The rural zone is recognised to have necessary noise at times and so the setback requirement conflicts with recognised character of the rural environment. Rural airstrips are typically established in locations which are practical for such features and have appropriate access. Placing a blanket setback requirement on rural airstrips can potentially rule out the best areas for such infrastructure and is likely to lead to significant costs for farmers to re-locate or rule out prime locations. There is also potentially increased health and safety risks if farmers are required to re-site airstrips to less than optimal locations.	Accept in part
FS4.18	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	NZAAA supports the intent to enable agricultural aviation activities supports the amendments sought. Take off and landings from Mandeville Aviation and Rail Precinct are provided in Note 2 as an exempt activity so should not be included in clause 1. The take-off and landing should be an 'or' not 'and'. An aircraft may have flown in from an airport to commence the activity. The reference to the number of hours should be 'aircraft' hours to prevent ambiguity. Clause 3 - setbacks- is not justified by the s32 Report and is inconsistent with NOISE-P2 so should be deleted. Clause 4 is problematic as it does not state who should keep the records. 4.5 of the Section 32 Noise report provides analysis of how other councils are addressing the same issues. The analysis does not support the provisions in NOISE-R8 namely: Condition 3. for a 500 m setback from any notional boundary on a site not being serviced by the use of the airstrip.	Accept in part
S28.007	Ravensdown Limited	NOISE - Noise	NOISE-R8	Support in part	Amend: 1. The take-off and landing is to ~~and or~~ from a rural airstrip, a helicopter landing areas located in the rural environment ~~or the Mandeville Aviation and rail Precinct.~~ 2. Take off and landing do not occur for more than 315 aircraft hours in any 12 month period. 3. Delete	The submitter NZAAA supports the intent to enable agricultural aviation activities but seeks amendments. Note 2 exempts takeoff and landings from Mandeville Aviation and Rail Precinct so should not be included in clause 1. An aircraft may have flown in from an airport to commence the activity, therefore the wording should be 'or' not 'and'. The reference to the number of hours should be 'aircraft'	Reject

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					4. A record of take offs and landing times and dates is maintained by the landholder and available to the Council upon request.	hours to prevent ambiguity. Clause 3 - setbacks- is not justified by the s32 Report and is inconsistent with NOISE-P2. Clause 4 is problematic as it does not state who should keep the records. 4.5 of the Section 32 Noise report provides analysis of how other councils are addressing the same issues. The analysis does not support the provisions in NOISE-R8 namely: Condition 3. for a 500 m setback from any notional boundary on a site not being serviced by the use of the airstrip.	
FS4.19	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	NZAAA supports the intent to enable agricultural aviation activities supports the amendments sought. Take off and landings from Mandeville Aviation and Rail Precinct are provided in Note 2 as an exempt activity so should not be included in clause 1. The take-off and landing should be an 'or' not 'and'. An aircraft may have flown in from an airport to commence the activity. The reference to the number of hours should be 'aircraft' hours to prevent ambiguity. Clause 3 - setbacks- is not justified by the s32 Report and is inconsistent with NOISE-P2 so should be deleted. Clause 4 is problematic as it does not state who should keep the records. 4.5 of the Section 32 Noise report provides analysis of how other councils are addressing the same issues. The analysis does not support the provisions in NOISE-R8 namely: Condition 3. for a 500 m setback from any notional boundary on a site not being serviced by the use of the airstrip.	Reject
S156.006	New Zealand Agricultural Aviation Association	NOISE - Noise	NOISE-R8	Support in part	Amend: 1. The take-off and landing is to ~~and~~ or from a rural airstrip, a helicopter landing areas located in the rural environment ~~or the Mandeville Aviation and rail Precinct~~ . 2. Take off and landing do not occur for more than 315 aircraft hours in any 12 month period. 3. Delete 4. A record of take offs and landing times and dates is maintained by the landholder and available to the Council upon request. NZAAA seeks to have the provisions of the Selwyn District Council Decisions rule considered which states: " Aircraft and Helicopter Movements Ancillary to Rural Production Permitted activity where: 1. Aircraft movements and helicopter movements associated with purposes ancillary to rural production including topdressing, spraying, stock management, fertiliser application, and frost mitigation, including the incidental landing and take-off of helicopters during their normal course of operation. "	Supports the intent to enable agricultural aviation but seeks some amendments. Take off and landings from Mandeville Aviation and Rail Precinct are provided in Note 2 as an exempt activity so should not be included in clause 1. The take-off and landing should be an 'or' not 'and'. An aircraft may have flown in from an airport to commence the activity. The reference to the number of hours should be 'aircraft' hours to prevent ambiguity. Clause 3 - setbacks- is not justified by the s32 Report and is inconsistent with NOISE-P2 so should be deleted. Clause 4 is problematic as it does not state who should keep the records. 4.5 of the Section 32 Noise report provides analysis of how other councils (listed in original submission) are addressing the same issues. The analysis does not support the provisions in NOISE-R8 namely: Condition 3. for a 500 m setback from any notional boundary on a site not being serviced by the use of the airstrip. A 500m setback will result in take offs and landing being undertaken from airstrips and helicopter	Reject

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						landing areas further away from the treatment areas increasing aircraft time, increasing cost to the primary production sector and increasing the overall duration of noise. NZAAA accepts that a limitation of 315 aircraft hours in a calendar year.	
FS18.13	New Zealand Helicopter Association			Support	Allow	NZHA supports NZAA on this point	Reject
S156.007	New Zealand Agricultural Aviation Association	NOISE - Noise	NOISE-R9	Oppose	TBC	TBC	Reject
S63.011	New Zealand Helicopter Association	NOISE - Noise	NOISE-R9	Support in part	Clause 1: Take off OR landing area too OR from a helicopter landing area. Clause 2: Delete Clause 3: Delete	Clause 1: Helicopters may have travelled from other locations to land or take off to depart to other locations. Clause 2: setbacks- is not justified by the s32 Report and is inconsistent with NOISE-P2 so should be deleted. Clause 3: NZHA would like the district to consider the use of Helicopters and drones in the temporary category. Within the Noise rules districts don't define Helicopter landing areas as temporary but in many cases that is exactly what it is. Examples- gravelling a track may make 100 movements in a day but not repeated for several years, removing damaged trees- 100 movements, may never be repeated, carnival joy ride operation- once per year with 160movements in a day.	Reject in part
FS4.20	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	Helicopters are critical in establishing, maintaining and repairing infrastructure including energy and communication systems.	Reject in part
FS18.27	New Zealand Helicopter Association			Support	Allow	This rule significantly affects the Commercial Helicopter sector in the region to conduct its business to contribute to the positive economy in the area. NZHA is happy to provide examples of how the limited number of movements would significantly hinder the operations of activities that the district would need and create unnecessary additional hinderance to the public of the region by extending operational times out significantly or would lead to other less effective modes of completing operations causing greater harm to the public and the environment. NZHA would support Movements to be increased to 260/ 3 month period which would enable operations such as concreting, traveling, gully and drain clearing, erection of power poles, construction and infrastructure, nuisance tree removal etc. These movements could be conducted in one day of intensive operations or spread out over the 3 month period.	Reject in part
S147.017	New Zealand Defence Force	NOISE - Noise	NOISE-R9	Amend	Noise from the take-off and landing of helicopters (Other than for agricultural aviation and TMTA) Activity status: Permitted Where:	Not clear how this rule relates to helicopter landing/take off when it is not in a heli landing area which would be relevant to TMTA where helicopter use may be one-off or on a	Accept in part

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					3. The number of movements to and from the helicopter landing area does not exceed: (a) 2 movements per day; and (b) 4 movements per week; and (c) 10 movements per month. Alternatively, add the following permitted activity standard: 4. The number of helicopter movements associated with temporary activities including TMTA does not exceed:(a) 6 movements per day; and (b) 30 movements per year	intermittent basis. An exception to this rule, or an additional permitted activity standard is requested to specifically address this.	
FS4.21	New Zealand Agricultural Aviation Association (NZAAA)			Support in part	Allow in part	NZAAA supports that agricultural aviation activities are exempt from the rule, however the alternative limitation proposed by the submitter would limit the ability to adequately support primary production. Further, the proposed limitation on helicopter movements (other than agricultural) would limit the ability for helicopters to respond to the need to support the establishment, maintenance and repair of critical infrastructure such as energy and communication systems.	Accept in part
FS18.15	New Zealand Helicopter Association			Support in part	Allow in part	NZHA agrees the definition is unclear however does not support the limited numbers of movements in time.	Accept in part
S101.073	Transpower New Zealand Limited	NOISE - Noise	NOISE-R9	Support in part	Amend Rule NOISE-R9 as follows: "Activity status: Permitted Where: x. The take-off and landing are to and from a location adjacent to the National Grid where the helicopter use is for the operation, maintenance and upgrading of the National Grid; or 1. The take-off and landing are to and from a helicopter landing area which is:	Transpower is concerned that the Rule does not contemplate the use of helicopters for inspections, maintenance and upgrading of the National Grid. Transpower seeks that Rule NOISE-R9 explicitly allow for such use in order to give effect to Policy 2 and Policy 5 of the NPSET. (...)	Accept in part
FS18.30	New Zealand Helicopter Association			Support	Allow		Accept in part
S107.002	Ronald Ashby	NOISE - Noise	NOISE-S1	Oppose	Reduced maximum noise level	Proposed noise increase in the range of 20% is substantial and will apply across various zones of township. Unlike perimeter area being rezoned industrial into Mixed use this area is characterised as framed by recreation / parkland & centre of town with established dwellings. Plan supports new retail but rejects established element.	Reject
S108.001	HWR Property Limited	NOISE - Noise	NOISE-S1	Support	Retain noise levels in 7 as notified	Supports operation of the industrial zone	Accept
S121.078	Alliance Group Limited	NOISE - Noise	NOISE-S1	Support	Retain as notified	Alliance supports the consenting framework for noise generated in a General Industrial Zone as set out in NOISE-S1(7). The amenity expectations of the General Industrial Zone necessarily differ to those of other zones. Therefore, a restricted discretionary consenting pathway for activities that do not comply with the permitted noise limits is an appropriate approach.	Accept
S128.033	Greenbriar Ltd.	NOISE - Noise	NOISE-S1	Support	No amendments required	Noise standards are appropriate for the various zones	Accept
S147.023	New Zealand Defence Force	NOISE - Noise	NOISE-S1	Support	Retain.	Broadly set out clear and appropriate standards for noise within various zones.	Accept

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S40.059	Silver Fern Farms	NOISE - Noise	NOISE-S1	Support	Retain as notified	Silver Fern Farms supports the consenting framework for noise generated in a General Industrial Zone as set out in NOISE-S1(7). The amenity expectations of the General Industrial Zone necessarily differ to those of other zones. Therefore, a restricted discretionary consenting pathway for activities that do not comply with the permitted noise limits is an appropriate approach.	Accept
S121.079	Alliance Group Limited	NOISE - Noise	NOISE-S2	Support	Retain as notified	The prescribed maximum noise levels at a notional boundary are supported. The levels are generally consistent with similar provisions in the recently decided or notified Central Hawkes Bay, New Plymouth, Selwyn, Timaru and Te Tai o Poutini district plans.	Accept
S40.060	Silver Fern Farms	NOISE - Noise	NOISE-S2	Support	Retain as notified	The prescribed maximum noise levels at a notional boundary are supported. Consistent with other district plans	Accept
S112.113	Waka Kotahi NZ Transport Agency	NOISE - Noise	NOISE-S3	Support in part	Amend the wording of clause (1) to as follows, or use similar wording that achieves the same intent: 1. The following internal noise levels shall be met for any new building, or alterations to or additions to any existing building, including relocated buildings , containing a noise sensitive activity: And Insert Table 1, taken from the Section 32 report attached as Attachment 3 of this submission, into this standard and amend the wording of the standard so that that Table is used to define internal noise levels within buildings used for noise sensitive activities located within the State Highway Noise Control Overlay. And make the following amendments to clause 2: Include a lower limit of 18 degrees Celsius into (a) ; and Add a minimum air flow of 1 change per hour into (b) ; and Change (c) so that the noise limit applies at 1 metre and not 2 metres , and delete the following text from (c) ~~"once the room temperature has been achieved"~~ ; and Change the three notes so that they become explicitly part of the standard rather than potentially being advice.	Waka Kotahi in principle supports the inclusion of this standard, as it stipulates internal design noise levels to be achieved through acoustic treatment of buildings containing a noise sensitive activity. However, we note that clause (1) of this Standard limits the acoustic treatment requirements to only "new" buildings. We suggest that these requirements should also be met for all additions to and alterations of existing buildings that could contain a noise sensitive activity, including relocated buildings, and to be consistent with associated rule NOISE-R7. We also note that this standard uses noise metrics that should not be applied to road noise (those used are contrary to National Planning Standards) and it does not give criteria for other types of noise sensitive activities. We recommend that the noise limits from Table 1 of the Section 32 report, which is attached as Attachment 3 to this submission, is inserted into NOISE-S3 and used instead of the existing Table to define internal noise levels within buildings used for noise sensitive activities located within the State Highway Noise Control Overlay. It is also our view that the temperature specification in clause 2(a) should include a lower limit of 18 degrees Celsius; clause 2(b) should be amended to add a minimum air flow of 1 change per hour; that clause 2(c) should be changed so that the noise limit applies at 1 metre and not 2 metres; the following text "once the room temperature has been achieved" in clause 2(c) should be deleted; and change the notes to be explicitly part of the standard rather than potentially being advice	Accept
S121.080	Alliance Group Limited	NOISE - Noise	NOISE-S3	Support	Retain as notified	The acoustic treatment standard (35dB/40dB LAeq 15 min) for noise sensitive activities locating in a General Industrial Zone is supported and is generally consistent with similar provisions of other recent district plans.	Accept in part
S40.061	Silver Fern Farms	NOISE - Noise	NOISE-S3	Support	Retain as notified	Supported and consistent with other Districts	Accept in part

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S121.010	Alliance Group Limited	Interpretation	noise sensitive activity	Support	Retain as notified	The definition appropriately captures noise sensitive activities and provides appropriate exclusions under clauses (a) and (b).	Accept
S125.003	Ministry of Education	Interpretation	noise sensitive activity	Support	Retain as proposed.	The submitter supports the inclusion of the 'noise sensitive activity' which includes educational facilities.	Accept
S40.008	Silver Fern Farms	Interpretation	noise sensitive activity	Support	Retain as notified	The definition appropriately captures noise sensitive activities and provides appropriate exclusions under clauses (a) and (b).	Accept
S126.035	Southland Federated Farmers of New Zealand	Interpretation	noise sensitive activity	Support	Retain as notified	SFF supports the activities listed as noise sensitive.	Accept
S115.036	Kevin Robertson	Interpretation	noise sensitive activity	Support	Retain as notified	SFF supports the activities listed as noise sensitive.	Accept
S143.047	Rural Ratepayers Group	Interpretation	noise sensitive activity	Support	Retain as notified	SFF supports the activities listed as noise sensitive.	Accept
S148.048	Alistair & Bernadette Hunt	Interpretation	noise sensitive activity	Support	Retain as notified	SFF supports the activities listed as noise sensitive.	Accept
S60.038	Ronald Crispin	Interpretation	noise sensitive activity	Support	Retain as notified	SFF supports the activities listed as noise sensitive.	Accept
S68.156	John Baynes	Interpretation	noise sensitive activity	Support	Retain as notified	SFF supports the activities listed as noise sensitive.	Accept
S112.006	Waka Kotahi NZ Transport Agency	Interpretation	noise sensitive activity	Support in part	Amend as follows, or use words of similar intent: Noise sensitive activity means any: (a) health care centre or hospital where overnight accommodation is provided. (b) educational facility, excluding trade and industrial training facility. (c) residential activity., including student or retirement accommodation. (d) visitor accommodation. (e) places of worship. (f) marae or Papatipu Rūnanga complex. (g) Graveyard or urupā. Excludes those rooms used solely for the purposes of an entrance, passageway, toilet, bathroom, laundry, garage or storeroom.	Suggests that residential activity is amended to explicitly include student and retirement accommodation to provide certainty for plan users. We also recommend that specific rooms within a building, that are used solely for the purposes of an entrance, passageway, toilet, bathroom, laundry, garage or storeroom, are noted as being excluded from the definition and therefore exempt from the mitigative measures required by other plan provisions for buildings used for noise sensitive activities.	Reject
FS19.1	New Zealand Defence Force			Support	Allow	NZDF supports the definition and proposed changes requested by Waka Kotahi NZ Transport Agency	Reject
FS28.003	Kainga Ora			Support	Allow	Kāinga Ora agrees that the rooms noted by the submitter should be excluded from 'noise sensitive activity'.	Reject
FS29.005	Silver Fern Farms Limited			Oppose	Disallow	The definition as drafted is appropriate. If further exclusions are to be specified (which is not considered necessary), they need to include "seasonal workers accommodation" (consequent to other amendments sought by Silver Fern Farms).	Accept
S132.009	KiwiRail Holdings Ltd	Interpretation	noise sensitive activity	Amend	Noise sensitive activity means any lawfully established: (a) Residential activity including activity in visitor accommodation or retirement accommodation, including boarding houses, residential visitor accommodation and papakainga; (b) Educational activity; (c) Health care activity, including hospitals; (d) Congregation within any place of worship; and	All noise sensitivities should be included to assist with clear interpretation.	Reject

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					~~(e) Activity at a marae. (a) Health care centre or hospital where overnight accommodation is provided. (b) Educational facility, excluding trade and industrial training facility. (c) Residential activity. (d) Visitor accommodation. (e) Places of worship. (f) Marae or Papatipu Runanga complex (g) Grave ar or urupa~~		
FS29.006	Silver Fern Farms Limited			Oppose	Disallow	The definition is appropriate as notified	Accept
S121.011	Alliance Group Limited	Interpretation	notional boundary	Support	Retain as notified	Alignment with the National Planning Standards 2019 is appropriate	Accept
S40.009	Silver Fern Farms	Interpretation	notional boundary	Support	Retain as notified	Alignment with the National Planning Standards 2019 is appropriate.	Accept
S126.036	Southland Federated Farmers of New Zealand	Interpretation	notional boundary	Support	Retain as notified	The notified definition follows the National Planning Standards.	Accept
S115.037	Kevin Robertson	Interpretation	notional boundary	Support	Retain as notified	The notified definition follows the National Planning Standards.	Accept
S143.048	Rural Ratepayers Group	Interpretation	notional boundary	Support	Retain as notified	The notified definition follows the National Planning Standards.	Accept
S148.049	Alistair & Bernadette Hunt	Interpretation	notional boundary	Support	Retain as notified	The notified definition follows the National Planning Standards.	Accept
S60.039	Ronald Crispin	Interpretation	notional boundary	Support	Retain as notified	The notified definition follows the National Planning Standards.	Accept
S68.157	John Baynes	Interpretation	notional boundary	Support	Retain as notified	The notified definition follows the National Planning Standards.	Accept
S132.001	KiwiRail Holdings Ltd	How the Plan works	Relationship between spatial layers	Amend	Amend as follows: Re draw the Railway Noise Control Overlay so that the overlay is 100m either side of the railway corridor boundaries.	KiwiRail supports the inclusion of a Railway Noise Control Overlay, however it should be the required 100m either side of the rail boundary.	Reject
FS5.7	Hamish Weir			Oppose	Disallow	The length of Kiwi Rail owned track in the District is approximately 39km which if the 100m buffer applies corresponds to 780 Ha of land. This seems to place an unreasonable restriction on the District and would need to be justified by specific evidence as to how an increase from 70m to 100m will improve noise outcomes.	Accept
FS29.003	Silver Fern Farms Limited			Oppose	Disallow	No justification has been provided for a 100m buffer corridor and the PDP 70m corridor is considered sufficient.	Accept
S148.012	Alistair & Bernadette Hunt	RLZ - Rural Lifestyle Zone	RLZ - General	Oppose	We do not support the new rules restricting agricultural aviation.	This activity is essential to the primary sector and cannot be inhibited by the time delays or uncertainty associated with a consenting regime. The noise created is brief and temporary, and totally tolerated by the rural community in which it takes place as those who live and work in that area understand its essential nature. Location of landing areas for our operation is based 100% on proximity to a watersource - as the spray chemicals require a lot of water mixed with them for every load carried by the helicopter. For convenience to those who originally created and now those who service the water supply, these tanks are often in	Reject

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						close proximity to a road. Therefore, the restrictions on landing sites could inadvertently rule out the only suitable locations if proximity to a road is a restricting factor. These proposed rules aim to solve a problem which does not exist. Farmers and aviators manage this activity in a safe and appropriate way. There is no need for this new suite of rules.	
S156.017	New Zealand Agricultural Aviation Association	RLZ - Rural Lifestyle Zone	RLZ-R6	Oppose in part	Delete RLZ-R6 1. Retain RLZ-R6 2. (subject to the amendments sought in submission point S1.11 to NOISE-R8)	NZAAA supports enabling agricultural aviation activities for the use of rural airstrips and helicopter landing areas. Any setbacks as proposed GRUZ-S9 do not enable the provision of services to support primary production (refer reasons in submission for NOISE-R8). Council controls land use NOT aircraft in flight	Reject in part
S126.174	Southland Federated Farmers of New Zealand	RLZ - Rural Lifestyle Zone	RLZ-R6	Support in part	Adopt RLZ-R6 as notified, pertaining to changes being accepted under GRUZS8.	We support this rule provided our changes under GRUZ-S8 are accepted.	Reject in part
S115.175	Kevin Robertson	RLZ - Rural Lifestyle Zone	RLZ-R6	Support in part	Adopt RLZ-R6 as notified, pertaining to changes being accepted under GRUZS8.	We support this rule provided our changes under GRUZ-S8 are accepted.	Reject in part
S143.186	Rural Ratepayers Group	RLZ - Rural Lifestyle Zone	RLZ-R6	Support in part	Adopt RLZ-R6 as notified, pertaining to changes being accepted under GRUZS8.	We support this rule provided our changes under GRUZ-S8 are accepted.	Reject in part
S148.187	Alistair & Bernadette Hunt	RLZ - Rural Lifestyle Zone	RLZ-R6	Support in part	Adopt RLZ-R6 as notified, pertaining to changes being accepted under GRUZS8.	We support this rule provided our changes under GRUZ-S8 are accepted.	Reject in part
S60.177	Ronald Crispin	RLZ - Rural Lifestyle Zone	RLZ-R6	Support in part	Adopt RLZ-R6 as notified, pertaining to changes being accepted under GRUZS8.	We support this rule provided our changes under GRUZ-S8 are accepted.	Reject in part
S68.295	John Baynes	RLZ - Rural Lifestyle Zone	RLZ-R6	Support in part	Adopt RLZ-R6 as notified, pertaining to changes being accepted under GRUZS8.	We support this rule provided our changes under GRUZ-S8 are accepted.	Reject in part
S63.021	New Zealand Helicopter Association	RLZ - Rural Lifestyle Zone	RLZ-R6	Oppose in part	Delete RLZ-R6 (1). Retain RLZ-R6 (2)- subject to the amendments sought in NOISE-R8)	NZHA supports enabling agricultural aviation activities for the use of rural airstrips and helicopter landing areas. Any setbacks as proposed GRUZ-S9 do not enable the provision of services to support primary production (refer reasons in submission point NOISE-R8). Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed.	Reject in part
FS4.72	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	NZAAA supports enabling agricultural aviation activities for the use of rural airstrips and helicopter landing areas. Any setbacks do not enable the provision of services to support primary production.	Reject in part
FS18.17	New Zealand Helicopter Association			Support	Allow		Reject in part
S87.012	Ballance Agri-Nutrients	RLZ - Rural Lifestyle Zone	RLZ-R6	Oppose in part	Delete RLZ-R6 1. Retain RLZ-R6 2. (subject to the amendments sought in submission point S1.6 to NOISE-R8)	Ballance supports enabling agricultural aviation activities for the use of rural airstrips and helicopter landing areas. Any setbacks as proposed GRUZ-S9 do not enable the provision of services to support primary production.	Reject in part

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FS4.73	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	NZAAA supports enabling agricultural aviation activities for the use of rural airstrips and helicopter landing areas. Any setbacks do not enable the provision of services to support primary production.	Reject in part
S28.018	Ravensdown Limited	RLZ - Rural Lifestyle Zone	RLZ-R6	Oppose in part	Delete RLZ-R6 1. Retain RLZ-R6 2. (subject to the amendments sought in submission point S28.07/08 to NOISE-R8)		Reject in part
FS4.74	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	NZAAA supports enabling agricultural aviation activities for the use of rural airstrips and helicopter landing areas. Any setbacks do not enable the provision of services to support primary production.	Reject in part
S156.018	New Zealand Agricultural Aviation Association	RLZ - Rural Lifestyle Zone	RLZ-S8	Oppose	Delete RLZ-S8	Any setbacks as proposed do not enable the provision of services to support primary production (refer reasons in submission point for NOISE-R8) and are not justified by the s32 Report. Council controls land use NOT aircraft in flight.	Reject
S63.023	New Zealand Helicopter Association	RLZ - Rural Lifestyle Zone	RLZ-S8	Support in part	Delete RLZ-S8	Any setbacks as proposed do not enable the provision of services to support primary production (refer reasons in submission point NOISE-R8) and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed.	Reject
FS4.75	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	Any setbacks as proposed do not enable the provision of services to support primary production and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed.	Reject
FS18.16	New Zealand Helicopter Association			Support	Allow		Reject
S28.019	Ravensdown Limited	RLZ - Rural Lifestyle Zone	RLZ-S8	Oppose	Delete RLZ-S8	The setbacks proposed do not enable the provision of services to support primary production (refer reasons in submission point NOISE R8- 07/08) and are not justified by the s32 Report. Council controls land use and not aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed.	Reject
FS4.76	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	Any setbacks as proposed do not enable the provision of services to support primary production and are not justified by the s32 Report. Council controls land use NOT aircraft in flight. It is inappropriate to include inflight horizontal setbacks as proposed.	Reject
S126.043	Southland Federated Farmers of New Zealand	Interpretation	rural airstrip	Support in part	Amend definition and make any necessary consequential amendments: Means any area of land in the rural environment intended or designed to be used, whether wholly or partly, for aircraft movement or servicing, excluding helicopters. This does not include land which is primarily used for grazing but intermittently as an airstrip or land area.	The definition of rural airstrips will inappropriately capture an airstrip on a farm which is only used when fertiliser or spraying is done on that same farm. These airstrips will be located within a primary production property at a distance from settlements, so adverse effects will be internalised and/or are very short term and occasional. When not in use for aircraft, the airstrip will be used for grazing as part of the farm. Neighbours often work together and use the same contractor, so proximity to neighbours can be	Reject

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						advantageous, and there is broad acceptance and understanding of the activity in the rural community.	
S3.100	Stoney Creek Station Limited	Interpretation	rural airstrip	Support	Retain 'rural airstrip' definition as notified.	Supportive of this definition.	Accept
S113.100	Trudy Bokser	Interpretation	rural airstrip	Support	Retain 'rural airstrip' definition as notified.	Supportive of this definition.	Accept
S116.100	Nathan Bokser	Interpretation	rural airstrip	Support	Retain 'rural airstrip' definition as notified.	Supportive of this definition.	Accept
S118.100	AW+ JA Johnston Family Trust	Interpretation	rural airstrip	Support	Retain 'rural airstrip' definition as notified.	Supportive of this definition.	Accept
S127.136	Peters Farm LtdKaren Peters	Interpretation	rural airstrip	Support	Retain 'rural airstrip' definition as notified.	Supportive of this definition.	Accept
S18.102	Reaby Downs Farm Ltd	Interpretation	rural airstrip	Support	Retain 'rural airstrip' definition as notified.	Supportive of this definition.	Accept
S19.102	Karen Temple	Interpretation	rural airstrip	Support	Retain 'rural airstrip' definition as notified.	Supportive of this definition.	Accept
S20.102	Sarah and Peter Barclay	Interpretation	rural airstrip	Support	Retain 'rural airstrip' definition as notified.	Supportive of this definition.	Accept
S24.102	Helen McIntosh	Interpretation	rural airstrip	Support	Retain 'rural airstrip' definition as notified.	Supportive of this definition.	Accept
S68.104	John Baynes	Interpretation	rural airstrip	Support	Retain 'rural airstrip' definition as notified.	Supportive of this definition.	Accept
S115.044	Kevin Robertson	Interpretation	rural airstrip	Support in part	Amend definition and make any necessary consequential amendments: Means any area of land in the rural environment intended or designed to be used, whether wholly or partly, for aircraft movement or servicing, excluding helicopters. This does not include land which is primarily used for grazing but intermittently as an airstrip or land area.	The definition of rural airstrips will inappropriately capture an airstrip on a farm which is only used when fertiliser or spraying is done on that same farm. These airstrips will be located within a primary production property at a distance from settlements, so adverse effects will be internalised and/or are very short term and occasional. When not in use for aircraft, the airstrip will be used for grazing as part of the farm. Neighbours often work together and use the same contractor, so proximity to neighbours can be advantageous, and there is broad acceptance and understanding of the activity in the rural community.	Reject
S143.055	Rural Ratepayers Group	Interpretation	rural airstrip	Support in part	Amend definition and make any necessary consequential amendments: Means any area of land in the rural environment intended or designed to be used, whether wholly or partly, for aircraft movement or servicing, excluding helicopters. This does not include land which is primarily used for grazing but intermittently as an airstrip or land area.	The definition of rural airstrips will inappropriately capture an airstrip on a farm which is only used when fertiliser or spraying is done on that same farm. These airstrips will be located within a primary production property at a distance from settlements, so adverse effects will be internalised and/or are very short term and occasional. When not in use for aircraft, the airstrip will be used for grazing as part of the farm. Neighbours often work together and use the same contractor, so proximity to neighbours can be advantageous, and there is broad acceptance and understanding of the activity in the rural community.	Reject
S148.056	Alistair & Bernadette Hunt	Interpretation	rural airstrip	Support in part	Amend definition and make any necessary consequential amendments: Means any area of land in the rural environment intended or designed to be used, whether wholly or partly, for aircraft movement or servicing, excluding helicopters. This does not include land which is primarily used for grazing but intermittently as an airstrip or land area.	The definition of rural airstrips will inappropriately capture an airstrip on a farm which is only used when fertiliser or spraying is done on that same farm. These airstrips will be located within a primary production property at a distance from settlements, so adverse effects will be internalised and/or are very short term and occasional. When not in use for aircraft, the airstrip will be used for grazing as part of the	Reject

Appendix B – Recommendations on Submissions – Noise

Submission Point	Submitter (S) / Further Submitter (FS)	Section	Provision	Position	Summary of Decision Requested	Reasons	Officer recommendation
						farm. Neighbours often work together and use the same contractor, so proximity to neighbours can be advantageous, and there is broad acceptance and understanding of the activity in the rural community.	
S60.046	Ronald Crispin	Interpretation	rural airstrip	Support in part	Amend definition and make any necessary consequential amendments: Means any area of land in the rural environment intended or designed to be used, whether wholly or partly, for aircraft movement or servicing, excluding helicopters. This does not include land which is primarily used for grazing but intermittently as an airstrip or land area.	The definition of rural airstrips will inappropriately capture an airstrip on a farm which is only used when fertiliser or spraying is done on that same farm. These airstrips will be located within a primary production property at a distance from settlements, so adverse effects will be internalised and/or are very short term and occasional. When not in use for aircraft, the airstrip will be used for grazing as part of the farm. Neighbours often work together and use the same contractor, so proximity to neighbours can be advantageous, and there is broad acceptance and understanding of the activity in the rural community.	Reject
S68.164	John Baynes	Interpretation	rural airstrip	Support in part	Amend definition and make any necessary consequential amendments: Means any area of land in the rural environment intended or designed to be used, whether wholly or partly, for aircraft movement or servicing, excluding helicopters. This does not include land which is primarily used for grazing but intermittently as an airstrip or land area.	The definition of rural airstrips will inappropriately capture an airstrip on a farm which is only used when fertiliser or spraying is done on that same farm. These airstrips will be located within a primary production property at a distance from settlements, so adverse effects will be internalised and/or are very short term and occasional. When not in use for aircraft, the airstrip will be used for grazing as part of the farm. Neighbours often work together and use the same contractor, so proximity to neighbours can be advantageous, and there is broad acceptance and understanding of the activity in the rural community.	Reject
S117.100	Greg Bokser	Interpretation	rural airstrip	Support	Retain 'rural airstrip' definition as notified.	Supportive of this definition.	Accept
S156.001	New Zealand Agricultural Aviation Association	Whole Plan	Whole Plan	Oppose in part	Amend provisions to ensure that they are justified in the s32 report	S32 Report does not provide rationale and justification for the approach taken to the setback rules for agricultural aviation.	Reject
FS5.1	Hamish Weir			Support	Allow	The matters raised could have significant cost implications for what are permitted activities under the current plan.	Reject
FS18.1	New Zealand Helicopter Association			Support in part	Allow		Reject
S63.012	New Zealand Helicopter Association	TEMP - Temporary Activities	TEMP-R1	Support in part	Add that the use of Helicopters is permitted and are exempt from NOISE R9- Clause 3 (Movements). Also seek that R9 clause 2 is removed.	This inclusion would allow for one of the activities that would have many movements in a day to be mitigated.	Reject
FS4.85	New Zealand Agricultural Aviation Association (NZAAA)			Support	Allow	The intermittent use of helicopters should be a permitted activity to support the establishment, maintenance and security of the district's infrastructure.	Reject
FS18.24	New Zealand Helicopter Association			Support	Allow	NZHA supports NZAA on this point	Reject