

Form 5

Submission on a Publicly Notified Proposal for Policy Statement or Plan

Clause 6 of First Schedule, Resource Management Act 1991

To: **Queenstown Lakes District Council** (“the Council”)

Name of Submitter: **Roger Francis Monk**

Introduction:

1. This is a submission on the proposed **Queenstown Lakes District Plan** (“the Proposed Plan”) notified on 26 August 2015.
2. The submitter could not gain an advantage in trade competition through this submission.
3. The submitter has an interest in the Proposed Plan as a whole, and as such the submission relates to the Proposed Plan in its entirety. The submitter has particular interest in all provisions relating to aircraft/airport activities and the associated controls and effects.
4. The specific provisions of the Proposed Plan that this submission relates to includes, but is not limited to, the provisions in the following chapters:
 - a. Chapter 2: Definitions;
 - b. Chapter 3: Strategic Direction;
 - c. Chapter 21: Rural;
 - d. Chapter 22: Rural Residential & Rural Lifestyle;
 - e. Chapter 23: Gibbston Character Zone;
 - f. Chapter 27: Subdivision & Development;
 - g. Chapter 36: Noise
 - h. Planning Maps.
5. The Proposed Plan seeks to introduce further controls on the establishment of informal airstrips and landing areas (defined as “informal airports”), the numbers of craft movement and controls on the proximity of such activities to various features.

General Reason for Submission:

6. The submitter supports the effort to clarify the existing rules in the Operative Plan surrounding “informal” airports. The current rule framework captures nearly every landing location that is used more than a handful of occasions; this is impractical and unnecessary.
7. The submitter also supports the efforts of the Council to reduce administration and costs associated with needing to obtain land use consent for informal airports.¹
8. In reference to the section 32 report titled “Informal Airports”, it states that the focus of the changes are on reducing statutory approvals for landings on Crown land and enabling aircraft into the “back country”.² It fails to acknowledge and provide for the essential and fundamental activities that rural landowners have in the district: recreationally, practically and economically.
9. The submitter agrees that location controls are a necessary response to help avoid potential adverse effects of aircraft activity in rural areas. The submitter however **opposes** the level of controls that have been adopted by the Council.
10. It is noted in the section 32 report that “... *separation of informal airports from noise sensitive receivers was identified as the key attribute in mitigating the variety of adverse environmental effects that may arise from the operation of informal airports*”.³ The section 32 report is a relatively detailed document however it is very light on what issues have been experienced by residents in rural areas and whether there is a need for the level of control proposed by the Council on aircraft location and movements.
11. To this end, the section 32 report has relied on acoustic advice from Dr Stephen Chiles, however the methods adopted are largely inconsistent with the acoustic advice.⁴ For instance, the acoustic report suggests a much reduced setback with greater provision for aircraft movements each day than has been adopted in the Proposed Plan.
12. No explanation is given as to how the Council arrived at the low number of movements specified in the Proposed Plan.
13. The Proposed Plan also refers to “formed roads” as being a trigger to control the location of informal airports. It is requested that reference to this is removed as quite often roads in rural areas are infrequently used and should not be treated as sensitive receivers. The same applies to property

¹ Page 9 of Section 32 report

² Page 9 of Section 32 report

³ Page 14 of Section 32 report

boundaries; such reference should be removed with the onus placed solely on the proximity to residential dwellings.

14. Many operators of aircraft have been doing so for a number of years and in some cases, existing use rights are likely to apply. The Proposed Plan should include provision to recognise existing uses and the associated effects.

15. Making the changes as proposed will:

- a. Promote the sustainable management of natural and physical resources, will be consistent with Part 2 of the Resource Management Act 1991 ("RMA") and ultimately achieve its purpose;
- b. Enable the social, economic and cultural well-being of the community;
- c. Meet the reasonably foreseeable needs of future generations; and
- d. Represent the most appropriate means of exercising the Council's functions, having regard to the efficiency and effectiveness of the provisions relative to other means.

Relief sought:

16. The submitter requests the following decision:

- a. Provision is made in the Proposed Plan to recognise existing uses;
- b. For new informal airports, the restriction on movements be amended to 10 in any calendar week;
- c. The setback on new alighting areas be 100 metres for fixed wing and 100 metres for rotary wing aircraft;
- d. Any other additional or consequential relief to the Proposed Plan, including but not limited to, the maps, issues, objectives, policies, rules, discretions, assessment criteria and explanations that will fully give effect to the matters raised in this submission.

17. The suggested revisions do not limit the generality of the reasons for the submission.

18. The submitter wishes to be heard in support of its submission.

19. If others make similar submissions, the submitter will consider presenting a joint case at any hearing.



Signed by or on behalf of the submitter

23/10/15

Date

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Queenstown

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				<p>Informal Airports that comply with the following standards shall be permitted activities:</p> <p>21.5.26.1 Informal airports on any site that do not exceed a frequency of use of 10 flights* per week;</p> <p>21.5.26.2 Informal airports for emergency landings, rescues, fire-fighting and activities ancillary to farming activities;</p> <p>21.5.26.3 In relation to point (21.5.26.1), the informal airport shall be located a minimum distance of 500 100 metres for rotary wing aircraft and 100 metres for fixed wing aircraft from any formed legal road of the notional boundary of any residential unit of building platform not located on the same site.</p> <p>* note for the purposes of this Rule a flight includes two aircraft movements i.e. an arrival and departure.</p>
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			associated activity from reverse sensitivity effects.	<u>living by avoiding dwellings in close proximity to informal airports and/or placing controls on new dwellings, including legal instruments, to avoid potential adverse reverse sensitivity effects.</u>
7	Rule 21.4.25	Support	Support a permitted activity rule for the establishment and use of informal airports. Support informal airports on public conservation and crown pastoral land.	Retain Informal Airports Located on Public Conservation and Crown Pastoral Land
8	Rule 21.5.25 – Table 6	Amend	In reference to Rule 21.5.25.4, remove reference to “formed legal road”.	Informal airports that comply with the following standards shall be permitted activities: 21.5.25.1 Informal airports located on Public Conservation Land where the operator of the aircraft is operating in accordance with a Concession issued pursuant to Section 17 of the Conservation Act 1987; 21.5.25.2 Informal airports located on Crown Pastoral Land where the operator of the aircraft is operating in accordance with a Recreation Permit issued pursuant to Section 66A of the Land Act 1948; 21.5.25.3 Informal airports for emergency landings, rescues, fire-fighting and activities ancillary to farming activities; 21.5.25.4 In relation to points (21.5.25.1) and (21.5.25.2), the informal airport shall be located a minimum distance of 500 100 metres from any formed legal road the notional boundary of any residential unit or approved building platform not located on the same site.
9	Rule 21.5.26 – Table 6	Amend	Support permitted activity standards however amend the frequency and location controls.	Informal Airports Located on other Rural Zoned Land

Annexure A: General Provisions

Point #	Provision	Support, Oppose, Amend	Submission	Decision Sought (strike-out, bold and underlined)
Chapter 21: Rural				
1	Objective 21.2.4	Support	Aircraft activity is an anticipated rural land use and should be protected. Locating dwellings in close proximity to existing informal airports should be discouraged without appropriate mechanisms to protect the existing use.	21.2.4 Objective - Manage situations where sensitive activities conflict with existing and anticipated activities in the Rural Zone.
2	Policy 21.2.4.1	Support	Aircraft activity is an anticipated rural land use and should be protected. Locating dwellings in close proximity to existing informal airports should be discouraged without appropriate mechanisms to protect the existing use.	21.2.4.1 Recognise that permitted and established activities in the Rural Zone may result in effects such as odour, noise, dust and traffic generation that are reasonably expected to occur and will be noticeable to residents and visitors in rural areas.
3	Objective 21.2.11	Conditionally Support	This objective is supported providing the changes to the location and frequency controls requested by the submitter are adopted.	21.2.11 Objective - Manage the location, scale and intensity of informal airports.
4	Policy 21.2.11.1	Conditionally Support	This objective is supported providing the changes to the location and frequency controls requested by the submitter are adopted.	21.2.11.1 Recognise that informal airports are an appropriate activity within the rural environment, provided the informal airport is located, operated and managed so as to minimise adverse effects on the surrounding rural amenity.
5	Policy 21.2.11.2	Conditionally Support	This objective is supported providing the changes to the location and frequency controls requested by the submitter are adopted.	21.2.11.2 Protect rural amenity values, and amenity of other zones from the adverse effects that can arise from informal airports.
6	New Policy 21.2.11.2	New Policy	Introduce a new policy that recognises and protects existing informal airports and their	<u>Protect existing informal airports and their associated activity from new rural residential</u>

Submitter Details

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Trade competition and adverse effects:

I could I could not

gain an advantage in trade competition through this submission

I am I am not

directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

Note to person making further submission. A copy of your further submission must be served on the original submitter within 5 working days of making the further submission to the Council

Wishes to be heard:

Yes

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Preferred hearing location:

Chapter 24 - Wakatipu Basin (Wakatipu Basin Variation)

Chapter 25 - Earthworks

Chapter 29 - Transport

Chapter 31 - Signs

Chapter 38 - Open Space and Recreation

Visitor Accommodation - Variation

Hearing Needs:

Correspondence to:

Submitter

Agent

Both

Submission**Consultation Document Submissions**

Chapter 24 - Wakatipu Basin Rural Amenity Zone

- Support
- Oppose
- Other - Please clearly indicate your position in your submission below

My Submission is:

1. Oppose LCU 24; ; placed in the Wakatipu Basin Rural Amenity Zone when it has a high capacity to adsorb development .This new proposed zoning does not reflect the rural residential / I lifestyle character of McDonnell Road and surrounds.
2. Oppose LCU 13 placed in the Wakatipu Basin Rural Amenity Zone when it is already zoned Rural Residential .
- 3 .Oppose the 80 ha minimum rule for subdivision in the Wakatipu Basin Rural Amenity Zone. This should be as status quo and discretionary.
4. LCU 24 for Arrowtown South needs rewritten to better reflect the character of the area.
5. The Variation is not supported by an adequate section 32 analysis.

I seek the following:

1. LCU 24; be Zoned Wakatipu Basin Lifestyle Precinct
2. LCU 13 to remain Rural Residential
2. Wakatipu Basin Lifestyle Precinct zoning if adopted to be 4000m2 average lot size.
3. IN Rural General Area Keep the status quo no minimum lot area, discretionary activity in the Rural General Zone
- 4 .page 24.66 delete sentence However, this greenbelt effect , together with the legibility of the escarpment as a robust defensible edge to Arrowtown has been significantly compromised by the Arrowtown Lifestyle Village Retirement Village SHA which confers a distinctly urban character in a prominent and sizeable part of the unit.

page 24- 67 replace Queenstown Country Club with Arrowtown Lifestyle Village Retirement Village

Rules Standards

24.5.2a; delete 10m add 6m

24.5.3.a; delete 6m add 8m

24.5.4; oppose 75m in precinctandnbsp;andnbsp;; should be operative for Rural Residentialandnbsp;andnbsp;

24.5.8;delete 50m; add 150m

Attached Documents

File
No records to display.

Need Help?

Contact Customer Services on 03 441 0499 (Queenstown) or 03 443 0024 (Wanaka).

Privacy Statement

When a person or group makes a submission or further submission on a District Plan or Plan Change this is public information.

Please note that by making a submission your personal details, including your name and addresses will be made publicly available under the Resource Management Act 1991. This is because, under the Act, any further submission supporting or opposing your submission must be forwarded to you as well as to QLDC.

There are limited circumstances when your submission or your contact details can be kept confidential. If you consider you have compelling reasons why your submission or your contact details should be kept confidential please contact the District Plan Administrator on 03 441 0499 to discuss.