

## QUEENSTOWN LAKES PROPOSED DISTRICT PLAN

### MEMORANDUM RECORDING WITHDRAWAL OF FURTHER SUBMISSIONS AND AMENDMENT OF RELIEF SOUGHT


**TO:** The Hearing Administrator

**FROM:** Skydive Queenstown Limited ("Skydive") and Totally Tourism Limited ("TTL")

1. By its submission (#122), Skydive sought, inter alia, a relaxation of the permitted activity standards for informal airports in the Rural General Zone – specifically that there be no limit on flight numbers subject to compliance with the relevant noise standards specified in Rule 36.5.14 of the Proposed Plan.
2. By its submission (#571), TTL supported the notified standards for informal airports in the proposed district plan, in particular, the restriction on weekly flight numbers.
3. Skydive, by way of further submission (#1345) opposed TTL's original submission, to the effect that compliance with noise standards, rather than flights numbers were a preferable and more justifiable standard for a permitted activity status for informal airports.
4. TTL, by its further submission (#1245) opposed the relief sought in Skydive's original submission, stating as a reason the cost and inefficiencies of a prima facie permitted activity having to show compliance with an acoustic standard, which would necessarily involve an acoustic consultant.
5. The two submitters have been in discussions concerning each other's further submissions. The parties have reached agreement regarding the terms upon which each will withdraw their further submissions. This agreement involves Skydive amending the relief sought in its submission. The amendment to the relief sought is set out below.
6. In consideration of Skydive amending the relief sought in its submission, as set out in paragraph 8, TTL withdraws its further submission opposing Skydive's original submission.

7. In consideration of TTL's withdrawal of its further submission opposing Skydive's original submission, Skydive withdraws its submission in opposition to TTL's original submission.
  
8. Skydive amends the relief sought in its submission to the effect that it will no longer pursue permitted activity status for flights from informal airports based on compliance with Rule 36.5.14. Skydive will be pursuing amended relief (which is within scope) that flights exceeding the specified limit (whether that be daily or weekly) in the permitted activity rule will default to a controlled activity status. The controlled activity standards and matters over which it is proposed to reserve control are set out in Attachment A. While not Skydive's preference, a Restricted Discretionary Activity Rule has also been drafted and this is also included in Attachment A.

DATED 27th April 2016

  
\_\_\_\_\_  
Sean Dent for Totally Tourism Limited

  
\_\_\_\_\_  
Jayne Elizabeth Macdonald for Skydive Queenstown Limited

ATTACHMENT A

Note: Rules shown as notified other than amendments which are shown highlighted

Table 6	Standards for Informal Airports	Non-compliance Status
<p>21.5.26</p> <p>Part A</p>	<p>Informal airports located on other Rural Zoned Land</p> <p><u>Informal Airports that comply with the following standards shall be permitted activities:</u></p> <p><b>21.5.26.1</b> Informal airports on any site that do not exceed a frequency of use of 3 flights* per week</p> <p><b>21.5.26.2</b> Informal airports for emergency landings, rescues, firefighting and activities ancillary to farming activities</p> <p><b>21.5.26.3</b> In relation to point (21.5.26.1), the informal airport shall be located a minimum distance of 500 metres from any formal legal road or the notional boundary of any residential unit or building platform not located on the same site</p>	<p>C if complies with Part B of this rule otherwise D</p> <p>D</p> <p>D</p>

<p>Part B (for flights* in excess of the maximum specified in Part A)</p>	<p>Informal Airports that comply with the following standards shall be controlled activities</p> <p><b>21.5.26.1</b> Flights* from Informal airports on any site that do not exceed the noise limit specified in Rule 36.5.14</p> <p><b>21.5.26.2</b> The use of land for the take-off and landing of aircraft must be part of a Commercial Recreation Activity taking place on the same site as the site upon which the Informal Airport is situated</p>	<p>D</p>
	<p>Control is reserved to all of the following:</p> <ul style="list-style-type: none"> <li>• Flight paths</li> <li>• Holding position of aircraft in relation to idling noise</li> <li>• Alignment of airstrip</li> <li>• Measures to comply with the duty under s16 of the Act to adopt the best practicable option</li> </ul>	

	to ensure noise does not exceed a reasonable level	
	<i>Note for the purposes of this rule a flight includes two aircraft movements i.e. a take-off and a landing.</i>	

**Alternative Restricted Discretionary Rule**

Table 6	Standards for Informal Airports	Non-compliance Status
21.5.26  <u>Part A</u>	<p>Informal airports located on other Rural Zoned Land</p> <p><u>Informal Airports that comply with the following standards shall be permitted activities:</u></p> <p><b>21.5.26.1</b> Informal airports on any site that do not exceed a frequency of use of 3 flights* per week</p> <p><b>21.5.26.2</b> Informal airports for emergency landings, rescues, firefighting and activities ancillary to farming activities</p> <p><b>21.5.26.3</b> In relation to point (21.5.26.1), the informal airport shall be located a minimum</p>	<p>RDIS if complies with Part B of this rule otherwise D</p> <p>D</p> <p>D</p>

	<p>distance of 500 metres from any formal legal road or the notional boundary of any residential unit or building platform not located on the same site</p>	
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<p>Part B (for flights* in excess of the maximum specified in Part A)</p>	<p><u>Informal Airports that comply with the following standards shall be restricted discretionary activities</u></p> <p><b>21.5.26.1</b> Flights* from Informal airports on any site that do not exceed the noise limit specified in Rule 36.5.14</p> <p><b>21.5.26.2</b> The use of land for the take-off and landing of aircraft must be part of a Commercial Recreation Activity taking place on the same site as the site upon which the Informal Airport is situated</p>	<p>D</p>
	<p>Discretion is restricted to all of the following:</p> <ul style="list-style-type: none"> <li>• Flight paths</li> <li>• Holding position</li> </ul>	

	<p>of aircraft in relation to idling noise</p> <ul style="list-style-type: none"> <li>• Alignment of airstrip</li> <li>• Measures to comply with the duty under s16 of the Act to adopt the best practicable option to ensure noise does not exceed a reasonable level</li> </ul>	
	<p><i>Note for the purposes of this rule a flight includes two aircraft movements i.e. a take-off and a landing.</i></p>	