

Provision (PDP decision version)	Reason for appeal	Relief sought
Chapter 21 Rural Zone		
General objectives and policies	The Society seeks the inclusion of the proposed objectives and policies outlined in the section 32 evaluation report which reduce consenting requirements for informal airports in rural locations where such activities are not a nuisance to people	Amend Chapter 21 objectives and policies relevant to informal airports (objective 21.2.11 and associated policies) to provide for permitted informal airport activity use
<p>Policy 21.2.11.2</p> <p>Protect rural amenity values, and amenity of other zones from the adverse effects that can arise from informal airports.</p>	There is no expectation in the Rural Zone that amenity values will always be retained to the same level as that which currently exists. Management of amenity values should be in accordance with an effects- based assessment in each application case and in accordance with applicable noise standards.	<p>Amend Policy 21.2.11.2 as follows:</p> <p>Protect <u>Provide for</u> rural amenity values, and amenity of other zones from the adverse effects that can arise from <u>new</u> informal airports.</p>
<p>Table 7 – 21.10.2 Informal Airports (Rural Zone)</p> <p>21.10.2.2 Informal airports for emergency landings, rescues, fire-fighting and activities ancillary to farming activities;</p> <p>21.10.2.3 In relation to point Rule 21.10.2.1, the informal airport shall be located a minimum distance of 500 metres from any other zone or the notional boundary of any residential unit</p>	<p>Rule 21.10.2.2 should be expressed as an exception to the activity standards table 7 rather than its own rule, as it could presently be construed that use of informal airports which are not those as listed in 21.10.2.2 default to a discretionary activity status.</p> <p>A 500m separation from any road or house would severely limit the prospect of any site being used for appropriate informal airport activities, and could affect existing established uses</p>	<p>Delete Rule 21.10.2.2 and replace as an exception to Table 7 so that emergency landings, rescues, fire-fighting and activities ancillary to farming activities are permitted activities.</p> <p>Delete 21.10.2.3</p>

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of building platform not located on the same site.	which require amendment or expansion. The proposed separation rule nullifies the overall enabling intent of the informal airport provisions.	
Chapter 36 Noise		
<p>36.5.10</p> <p>Sound from any helicopter landing area must be measured and assessed in accordance with NZ 6807:1994 Noise Management and Land Use Planning for Helicopter Landing Areas. Sound from helicopter landing areas must comply with the limits of acceptability set out in Table 1 of NZS 6807. In assessing noise from helicopters using NZS 6807: 1994 any individual helicopter flight movement, including continuous idling occurring between an arrival and departure, shall be measured and assessed so that the sound energy that is actually received from that movement is conveyed in the Sound Exposure Level (SEL) for the movement when calculated in accordance with NZS 6801: 2008.</p>	<p>Evidence presented in Stage 1 hearings noted that recent Environment Court decisions found a helicopter noise limit of 60dB in conjunction with a limit of four helicopter flights a day to be appropriate. This should therefore be reflected for informal airport activity use which is low scale (two flights per day).</p> <p>Also amend rule so that noncompliance is a discretionary activity, not a non-complying activity. The noise standards applicable are relatively low, and default to non-compliance for what could be a technical or minor breach is not justified / does not give effect to the informal airport activity rules.</p>	<p>Amend Rule 36.5.10 as follows:</p> <ul style="list-style-type: none"> - Apply a 60dB noise limit (for the Rural Zone / Wakatipu Basin informal airports); - Amend non-compliance status of R36.5.10 Discretionary (for the Rural Zone / Wakatipu Basin informal airports).

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Planning Maps / Definitions Chapter 2 / Wakatipu Basin		
	<p>Given the uncertainties of the Council's approach to staging the District Plan, these matters are included in this Appeal. There is no justification for a different activity status or rule regime for informal airports in the Wakatipu Basin, as compared to the Rural Zone and therefore</p>	<p>Consequentially amend planning maps / stage 2 / Wakatipu Basin Chapter 24 to give effect to the relief set out in this appeal</p>