

**Attachment 1 - a copy of my submission**

**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.

Wishes to be heard:

Yes

No

Preferred hearing location:

- |   |   |  |   |
|---|---|--|---|
| <input type="checkbox"/> Ch 1 -<br>Introduction                     | <input type="checkbox"/> Ch 2 - Definitions   | <input type="checkbox"/> Ch 3 - Strategic<br>Direction                       | <input type="checkbox"/> Ch 4 - Urban<br>Development                                |
| <input type="checkbox"/> Ch 5 - Tangata<br>Whenua                   | <input type="checkbox"/> Ch 6 - Landscape   | <input type="checkbox"/> Ch 7 - Low<br>Density Residential                   | <input type="checkbox"/> Ch 8 - Medium Density<br>Residential                       |
| <input type="checkbox"/> Ch 9 - High<br>Density<br>Residential      | <input type="checkbox"/> Ch 10 - Arrowtown<br>Residential Historic<br>Management Zone | <input type="checkbox"/> Ch 11 - Large Lot<br>Residential                    | <input type="checkbox"/> Ch 12 - Queenstown<br>Town Centre                          |
| <input type="checkbox"/> Ch 13 - Wanaka<br>Town Centre              | <input type="checkbox"/> Ch 14 - Arrowtown Town<br>Centre                             | <input type="checkbox"/> Ch 15 - Local<br>Shopping Centres                   | <input type="checkbox"/> Ch 16 - Business<br>Mixed Use Zone                         |
| <input type="checkbox"/> Ch 17 -<br>Queenstown<br>Airport Mixed Use | <input checked="" type="checkbox"/> Ch 21 - Rural Zone                                | <input type="checkbox"/> Ch 22 - Rural<br>Residential and<br>Rural Lifestyle | <input type="checkbox"/> Ch 23 - Gibbston<br>Character Zone                         |
| <input type="checkbox"/> Ch 26 - Historic<br>Heritage               | <input type="checkbox"/> Ch 27 - Subdivision and<br>Development                       | <input type="checkbox"/> Ch 28 - Natural<br>Hazards                          | <input type="checkbox"/> Ch 30 - Energy and<br>Utilities                            |
| <input type="checkbox"/> Ch 32 -<br>Protected Trees                 | <input type="checkbox"/> Ch 33 - Indigenous<br>Vegetation and<br>Biodiversity         | <input type="checkbox"/> Ch 34 - Wilding<br>Exotic Trees                     | <input type="checkbox"/> Ch 35 - Temporary<br>Activities and Relocated<br>Buildings |
| <input checked="" type="checkbox"/> Ch 36 - Noise                   | <input type="checkbox"/> Ch 37 - Designations   | <input type="checkbox"/> Ch 41 - Jacks<br>Point Zone                         | <input type="checkbox"/> Ch 42 - Waterfall Park                                     |
| <input type="checkbox"/> Ch 43 -<br>Millbrook Resort<br>Zone        |   |  |   |

## Submission

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### Consultation Document Submissions

Part Four - Rural Environment > 21Rural Zone > 21.5Rules - Standards > Table 6

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

#### I seek the following decision

The current status quo has to be maintained. Including the current noise restrictions.

#### My submission is

"Informal" Airports are simply to enable helipads to be established without consent. Nearby residents will no longer have a say on their local environment. The QLDC research paper <http://www.qldc.govt.nz/assets/Uploads/Informal-Airports-Research-Report.pdf> says: "Since the enforcement of the existing District Plan provisions that relate to informal airports by Lakes Environmental, literally hundreds of resource consent applications for informal airports have been lodged with Lakes Environmental. It is recommended that a frequency of three flights per week (for either fixed or rotary wing aircraft or a combination of both) is appropriate for informal airports in the Rural General Zone with a Permitted Activity status. This would allow for infrequent flights at wedding reception venues, wineries, and private residential/commercial landings and would cover a variety of "impromptu one off landings". • ?? For the purpose of this Rule the relevant noise standards of the Zone shall not apply to informal airports. ' The acoustic consultant quoted in the research paper also said that 11,000 helicopter landings per year at the Skyline would be less than minor. It is the duty of everyone to at least maintain the environmental amenity of the Rural Zone. Any ongoing activity that does not comply with zone rules should have a consent. "Informal Airports" will increase noise pollution. Which unfortunately has not been considered by the QLDC.

#### Attached Documents

File
No records to display.