

Appendix B - A copy of the Appellant's submission;

Submission on the Proposed Queenstown Lakes District Plan 2015 (Stage 1)

Pursuant to Clause 6 of Schedule 1, Resource Management Act 1991

To: Queenstown Lakes District Council

Address: Sent via email to: services@qldc.govt.nz

Name of submitter: Andrew Fairfax

About the submitter: Andrew Fairfax owns land on the northern side of Malaghan Road, and regularly flies helicopters and fixed wing aircraft. He has a particular interest in the rules relating to the informal airports.

Trade Competition: The submitter cannot gain an advantage in trade competition through this submission.

Submission and decisions sought: The proposed district plan provisions this submission relates to, and the decisions sought, are as set out in the attached table.

Hearings: The submitter wishes to be heard in support of this submission.

Address for Service: Andrew Fairfax
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Phone: 03 450 0009

Date: 23rd October 2015

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)	Reasons
1	All provisions	Alternative, amended, or such other relief deemed more consistent with or better able to give effect to these submissions or the provisions referred to by these submissions.	
2	Chapter 21	Objective 21.2.10 Support the objective and policies that enable the use of land and water for occasional / infrequent for the take-off and landing of aircraft	The submitter agrees that a flexible regime should be established to enable infrequent and occasional landing and take-off of aircraft without the need for consents.
3	Chapter 21	Add new Objectives and Policies that enable assessment of proposals that exceed the occasional/ infrequent limitations	The Proposed Plan is currently silent on how applications to exceed Standards 21.5.26.1 and 21.5.26.2 will be assessed and considered.
4	Chapter 21 Table 6 Standard 21.5.26.1	Amend: Increase the daily limit to one flight per day.	<p>The submitter considers that a more flexible regime is necessary to enable the infrequent use of land for the teak-off and landing of aircraft.</p> <p>The actual level of ownership of private aircraft is comparatively low, and the effects of a single flight per day would have minimal adverse effects.</p> <p>A limitation of 3 flights per week will be difficult to monitor and likely to be an inefficient method.</p>
5	Chapter 21 Table 6 Standard 21.5.26.2	Delete: Remove the 500m separation	A 500m separation from any road or house would severely limit the prospect of any site being used, as a result the proposed separation rule nullifies the overall enabling intent.
6	Chapter 36 Table 1 - Noise Rule 36.5.13 –	Amend rule so that the noise limits are measured as Lmax, not Ldn. Also amend rule so that non-compliance is a discretionary activity, not a non-complying activity.	More appropriate means of measurement.

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)	Reasons
	noise from helicopters		