

Appendix A – Relief sought

Provision (PDP decision version)	Reason for appeal	Relief sought
Chapter 21 Rural Zone		
<p>Policy 24.2.2.4</p> <p><i>Ensure informal airports are located, operated and managed to maintain the surrounding rural amenity.</i></p>	<p>Support in part</p> <p>The intention of this policy is supported, however an amendment is sought to delete reference to 'located' – restrictions should not be enforced on the location of all informal airports, particularly where they are already established. If informal airports are operated and managed in accordance with this policy and the standards, their location should not be a concern.</p> <p>An amendment is sought to include the word 'values' to be consistent with the terminology used throughout Chapter 24.</p>	<p>Policy 24.2.2.4</p> <p><i>Ensure informal airports are located, operated and managed to maintain the surrounding rural amenity <u>values</u>.</i></p>
<p>Policy 24.2.3.1</p> <p><i>Ensure informal airports are not compromised by the establishment of incompatible activities.</i></p>	<p>Support</p> <p>This policy is supported as informal airports are an established recreational activity within the Wakatipu Basin which should continue to be provided for, and this policy assists that.</p>	<p>Retain policy.</p>
<p>Policy 24.2.5.3</p> <p><i>Provide for non-residential activities, including restaurants, visitor accommodation, and commercial recreation activities while ensuring these are appropriately located and of a scale and intensity that</i></p>	<p>Support in part</p> <p>The intention of this policy is supported however an amendment is sought to include reference to 'recreation activities' in the policy. Recreation activities such as recreational aviation are separate from commercial recreation activities and</p>	<p>Amend Policy 24.2.5.3</p> <p><i>Provide for non-residential activities, including restaurants, visitor accommodation, and commercial recreation, <u>and recreation</u> activities while ensuring these are appropriately located and of a scale and</i></p>

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<p><i>ensures that the amenity, quality and character of the Precinct is retained.</i></p>	<p>should equally be provided for in the Lifestyle Precinct.</p> <p>An amendment is sought to replace the wording 'amenity, quality and character' to 'landscape character and amenity values' to be consistent with the wording used throughout Chapter 24.</p>	<p><i>intensity that ensures that the amenity, quality and character landscape character and amenity values of the Precinct is <u>are</u> retained.</i></p>												
<p>Table 24.1 – Activities in the Wakatipu Basin Rural Amenity Zone</p> <table border="1" data-bbox="147 528 797 687"> <thead> <tr> <th colspan="2">Table 24.1 – Activities in the Wakatipu Basin Rural Amenity Zone</th> <th>Activity status</th> </tr> </thead> <tbody> <tr> <td>24.4.12</td> <td>Informal airports</td> <td>P</td> </tr> </tbody> </table>	Table 24.1 – Activities in the Wakatipu Basin Rural Amenity Zone		Activity status	24.4.12	Informal airports	P	<p>Support</p> <p>The status of informal airports as a permitted activity in the Wakatipu Basin Rural Amenity Zone is supported as this activity status reflects established practice in the Rural Zone.</p>	<p>Retain rule.</p>						
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<p>Table 24.2: Activities in the Wakatipu Basin Lifestyle Precinct</p> <table border="1" data-bbox="147 775 797 935"> <thead> <tr> <th colspan="2">Table 24.2 – Activities in the Wakatipu Basin Lifestyle Precinct</th> <th>Activity status</th> </tr> </thead> <tbody> <tr> <td>24.4.27</td> <td>Informal airports</td> <td>D</td> </tr> </tbody> </table>	Table 24.2 – Activities in the Wakatipu Basin Lifestyle Precinct		Activity status	24.4.27	Informal airports	D	<p>Oppose</p> <p>Andrew Fairfax considers there is no justification to require a different approach to informal airports in the Lifestyle Precinct as compared to the Rural Amenity Zone. The use of informal airports for recreational flying is of a very low scale in the Wakatipu Basin that can be accommodated in the Lifestyle Precinct without adverse effects on amenity values. Compliance with the noise standards for the Lifestyle Precinct (rule 36.5.2) will be sufficient to ensure informal airport activities do not adversely affect residential amenity.</p>	<p>Amend Rule 24.4.27 so that informal airports are a permitted activity in the Wakatipu Basin Lifestyle Precinct:</p> <table border="1" data-bbox="1458 871 2112 1031"> <thead> <tr> <th colspan="2">Table 24.2 – Activities in the Wakatipu Basin Lifestyle Precinct</th> <th>Activity status</th> </tr> </thead> <tbody> <tr> <td>24.4.27</td> <td>Informal airports</td> <td>D P</td> </tr> </tbody> </table>	Table 24.2 – Activities in the Wakatipu Basin Lifestyle Precinct		Activity status	24.4.27	Informal airports	D P
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24.5.18	<p>Informal airports</p> <p><i>Other than in the case of informal airports for emergency landings, rescues, fire-fighting and activities ancillary to farming activities:</i></p> <p><i>a. Informal airports shall not exceed a frequency of use of 2 flights per day;</i></p> <p><i>b. Informal airports shall be located a minimum distance of 500 metres from any other zone or the notional boundary of any residential dwelling not located on the same site;</i></p> <p><i>Advice note: For the purpose of this rule a flight includes two aircraft movements i.e. an arrival and a departure.</i></p>	D	<p>24.5.18 are not necessary and that informal airport activities can be carried out in the Rural Amenity Zone and Lifestyle Precinct without adversely affecting amenity values, without the requirement for overly restrictive standards.</p> <p>The requirement for a 500m minimum distance between an informal airport and the boundary of any residential dwelling is not only overly restrictive based on actual noise effects, but is also entirely unworkable – given the spread of residential dwellings throughout the Wakatipu Basin it is practically impossible to comply with this requirement.</p> <p>As stated above, compliance with the noise standards for the Rural Amenity Zone (rule 26.5.1) Lifestyle Precinct (rule 36.5.2) will be sufficient to ensure informal airport activities do not adversely affect residential amenity, without the requirement for a standard on minimum distance.</p> <p>A discretionary non-compliance status is considered unreasonable given the low intensity nature of informal airport activities in the Basin.</p>	<p>make informal airports within the Wakatipu Basin Lifestyle Precinct a permitted activity, amend Standard 24.5.18 as follows:</p> <table border="1"> <thead> <tr> <th colspan="2">Table 24.3 – Standards</th> <th>Non-compliance status</th> </tr> </thead> <tbody> <tr> <td>24.5.18</td> <td> <p>Informal airports</p> <p><i>Other than in the case of informal airports for emergency landings, rescues, fire-fighting and activities ancillary to farming activities:</i></p> <p><i>a. Informal airports shall not exceed a frequency of use of 2 flights per day;</i></p> <p><i>b. Informal airports shall be located a minimum distance of 500 150 metres from any other zone or the notional boundary of any residential dwelling not located on the same site;</i></p> <p><i>Advice note: For the purpose of this rule a flight includes two aircraft movements i.e. an arrival and a departure.</i></p> </td> <td> <p>D <u>C</u></p> </td> </tr> </tbody> </table>	Table 24.3 – Standards		Non-compliance status	24.5.18	<p>Informal airports</p> <p><i>Other than in the case of informal airports for emergency landings, rescues, fire-fighting and activities ancillary to farming activities:</i></p> <p><i>a. Informal airports shall not exceed a frequency of use of 2 flights per day;</i></p> <p><i>b. Informal airports shall be located a minimum distance of 500 150 metres from any other zone or the notional boundary of any residential dwelling not located on the same site;</i></p> <p><i>Advice note: For the purpose of this rule a flight includes two aircraft movements i.e. an arrival and a departure.</i></p>	<p>D <u>C</u></p>
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Chapter 36 Noise										
Rule 36.5.10	<p><i>Sound from any helicopter landing area must be measured and assessed in accordance with NZ 6807:1994 Noise Management and Land Use Planning</i></p>		<p>Oppose</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</p>	<p>Amend Rule 36.5.10 as follows:</p> <p>1. Apply a 60dB noise limit for informal airports within the Wakatipu Basin Rural Amenity Zone and Wakatipu Basin Lifestyle Precinct; and</p>						

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<p><i>for Helicopter Landing Areas.</i></p> <p><i>Sound from helicopter landing areas must comply with the limits of acceptability set out in Table 1 of NZS 6807.</i></p> <p><i>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.</i></p> <p><i>For the avoidance of doubt this rule does not apply to Queenstown Airport and Wanaka Airport.</i></p> <p><i>Advice Note: See additional rules in Rural Zone Chapter at 21.10.1 and 21.10.2.</i></p>	<p>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 the 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>2. Amend the non-compliance status to Discretionary for informal airports within the Wakatipu Basin Rural Amenity Zone and Wakatipu Basin Lifestyle Precinct.</p>