

Appendix A - Relief sought

Provision (PDP decision version)	Reason for appeal	Relief sought
Chapter 21 Rural Zone		
<p>Objective 21.2.11</p> <p>The location, scale and intensity of informal airports is managed to maintain amenity values while protecting informal airports from incompatible land uses.</p>	<p>The objective is sought to be amended to recognise that 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.</p>	<p>Amend Objective 21.2.11 as follows:</p> <p>The location, scale and intensity of informal airports is managed to maintain <u>are located to manage</u> amenity values while protecting informal airports from incompatible land uses.</p>
<p>Policy 21.2.11.1</p> <p>Ensure informal airports are located, operated and managed so as to maintain the surrounding rural amenity.</p>	<p>Protecting rural amenity values could be problematic and for existing informal airports and is a higher level of protection than anticipated through section 7 or Part 2 RMA.</p>	<p>Amend policy 21.2.11.1 as follows:</p> <p>Ensure <u>new</u> informal airports are located, operated and managed so as to maintain the surrounding rural amenity.</p>
<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>	<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>	<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>New objectives / policies 21.2.11.x</p>	<p>New objectives and / or policies are sought to be include which provide for assessment of informal airport proposals which may</p>	<p>Insert new objectives / policies 21.2.11.x</p>

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	<p>be in minor contravention of, or noncompliance with, the permitted activity standards of Table 7. Such activities can have an acceptable effects (or none) on amenity values and therefore should be anticipated and provided for in the policy framework. Suggested relief wording has been provided for these additions, however could require further amendment / refinement to achieve PDP consistent drafting.</p>	<p><u>21.2.11.x Applications for informal airport activity establishment / use which breaches Table 7 are provided for, subject to adequately managing any potential adverse effects on rural amenity values.</u></p> <p><u>21.2.11.xx Assessment of informal airport activity use which breaches Table 7 should consider the degree and extent to which non-compliance with Table 7 results in adverse effects on amenity values.</u></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 of building platform not located on the same site.</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 which require amendment or expansion. The proposed separation rule nullifies the overall enabling intent of the informal airport provisions.</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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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>Amend rule so that the noise limits are measured as Lmax, not Ldn, and consider a higher limit (60dB for informal airport activity use). 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"> - Measure R36.5.10 as Lmax (for the Rural Zone / Wakatipu Basin informal airports); - 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).
Planning Maps / Definitions Chapter 2 / Wakatipu Basin		
	<p>Provide specific policy support for rural living and development in the Wakatipu Basin and the WB Precinct and its distinctive development aspects with respect to informal airports. Given the uncertainties of the Council's approach to staging the</p>	<p>Consequentially amend planning maps / stage 2 / Wakatipu Basin Chapter 24 to give effect to the relief set out in this appeal</p>

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	<p>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>	