

Submission on Proposed Timaru District Plan - He Po. He Ao. Ka Awatea.

Form 5 Submission on publically notified proposal for policy statement or plan, change or variation

Clause 6 of Schedule 1, Resource Management Act 1991

To: Timaru District Council - Planning Unit

Date received: 15/12/2022

Submission Reference Number #:45

This is a submission on the following proposed plan (the **proposal**): Proposed Timaru District Plan - He Po. He Ao. Ka Awatea.

Submitter:

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I wish to be heard: Yes

I am willing to present a joint case: Yes

Could you gain an advantage in trade competition in making this submission?

- **No**

Are you directly affected by an effect of the subject matter of the submission that

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition

- **No**

Submission points

Point 45.1

Section: GRUZ – General Rural Zone

Sub-section: Rules

Provision:

GRUZ-R14 Use of airstrips and helicopter landing sites

General Rural Activity status: Permitted Zone

Activity status where compliance not achieved: Discretionary

Where:

PER-1

The flights are for emergency purposes such as medical evacuations, search and rescue, firefighting or civil defence; or

PER-2

The use is for primary production including spraying, stock management, fertiliser application or frost protection for:

1. a maximum of seven days within any three month period where the airstrip or helicopter landing site is setback between 500m-1,000m from:
 - a. any Residential zone; and
 - b. the notional boundary of a building containing a noise sensitive activity, not located on the site of the airstrip or helicopter land site; or
2. the airstrip or helicopter landing site is setback greater than 1,000m from:
 - a. any Residential zone; and
 - b. the notional boundary of a building containing a noise sensitive activity, not located on the site of the airstrip or helicopter land site; or

PER-3

Take offs or landings must not exceed 10 per month; and the airstrip or landing site is setback a minimum of 500m from:

1. any Residential zone; and
2. the notional boundary of a building containing a noise sensitive activity not located on the site of the airstrip or helicopter land site.

Sentiment: Oppose

Submission:

Concerning PER-3

The limit of 10 take-offs and landings per month is overly restrictive and excessively limits the existing use and rights of aviators operating aircraft on private airstrips for the likes of recreation/business/training and social (fly-ins). Aviation and private airstrips have been associated with the district for at least 75 years and as such, implementation of movement restrictions could and should only be in response of that activity occurring in our district having ever been a significant issue. Aircraft present a minimal overall noise impact given the duration of time to take off and land an aircraft is low, contrary to other permitted rural and business/recreational activities permitted within the General Rural Zone.

Where one can take-off and land with no adjoining property occupant even knowing that this activity has occurred (as is the case for many rural airstrips with pilots increasingly conscious and flying aircraft accordingly) questions what issue is resolved through limiting movements within PER-3. In many other cases, adjoining properties have no issue/concern with the number of movements, so who does this rule protect?

Private airstrips are often used for flight training purposes, through the consent of landowners. These environments offer better instructional value for certain aspects of training versus established airports. PER-3 will limit the ability of pilots to receive adequate training within our district.

Relief sought

Amend PER-3.

The proposed District Plan should preserve the existing rights and freedoms of aviators and private land owners, through removal of movement (take off and landing) frequency limitations in PER-3.

The proposed District Plan should preserve the existing right to host a fly-in, as organised by organisations such as the Aircraft Owner's and Pilots Association (AOPA).