

From: lestat@mackenzie.govt.nz
To: Chairman.District.Boundary@pioneer.co.nz
Subject: Anonymous User completed Further Submission Form - Plan Change 23: General Rural Zone, Natural Features and Landscapes, and Natural Character
Date: Friday, 1 March 2024 3:48:01 pm

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Anonymous User just submitted the survey Further Submission Form - Plan Change 23: General Rural Zone, Natural Features and Landscapes, and Natural Character with the responses below.

Full Name

RICHARD MILNER

Email address

EONZHUAUAVNZ@AVIATIONNZ.CO.NZ

Postal Address

[REDACTED]

Phone number

[REDACTED]

Iam:

a person who has an interest in the proposal that is greater than the interest the general public has. In this case, also explain the grounds for saying that you come within this category below

Please explain your answer above

I REPRESENT AVIATION NEW ZEALAND'S HELICOPTER ASSOCIATION OF WHICH IS MADE UP OF COMMERCIAL HELICOPTER OPERATORS WHO LIVE, WORK AND OPERATE WITHIN THE MCKENZIE DISTRICT AND THOSE IN NEIGHBOURING DISTRICTS WHO WORK AND OPERATE IN THE MACKENZIE DISTRICT. COMMERCIAL AVIATION PLAYS A SIGNIFICANT PART TO THE LOCAL ECONOMY AND PROVIDES NECESSARY RESOURCES IN EMERGENCY SITUATIONS THAT IF THE PLANS ARE TOO RESTRICTIVE WOULD DETERMINE THE DISTRICT.

I support/oppose the submission of:

(enter the name and address of original submitter and the original submitter number)

See attached table

The particular parts of the submission I support/oppose are:

(clearly indicate which parts of the submission you support or oppose, together with any relevant provisions of the proposal)

See attached table

The reasons for my support or opposition are:

(give reasons)

See attached table

I seek that the whole or part (describe part) of the submission be allowed or disallowed:

(give precise details)

See attached table

Do you wish to be heard in support of your submission?

I do

If others make a similar submission would you be prepared to consider presenting a joint case with them at any hearing?

I would not

If you have any additional supporting information as part of this submission please attach it here.

https://s3-ap-southeast-2.amazonaws.com/chq-production-australia/05dc39ea57c824ac1f5cbf80bdfc643cb024814a/original/1709261218/70a0ca10ca3300cf8e76f8a9826b43d6_240301_Aviation_NZ_on_behalf_of_NZAAA_Further_Submissions_McKenzie_District_Council.pdf?1709261218

**PLAN CHANGE 23 – GENERAL RURAL ZONE, NATURAL FEATURES AND
LANDSCAPES AND NATURAL CHARACTER**

**FURTHER SUBMISSION ON PROPOSED PLAN CHANGE 23 TO THE MACKENZIE
DISTRICT PLAN**

**FORM 6
UNDER CLAUSE 8 OF THE FIRST SCHEDULE OF THE RESOURCE MANAGEMENT ACT
1991**

Details of Further Submitter

Full Name: <small>(Required)</small>	RICHARD MILNER
Contact Person: <small>(If different from above)</small>	
Postal Address: <small>(optional)</small>	
Email Address: <small>(Required)</small>	eonzhauavnz@aviationnz.co.nz
Telephone Number: <small>(Required)</small>	

Further Submitter Declaration

I am:

a person representing a relevant aspect of the public interest. In this case, also specify the grounds for saying that you come within this category below.

a person who has an interest in the proposal that is greater than the interest the general public has. In this case, also explain the grounds for saying that you come within this category below.

(Tick one box)

I REPRESENT THE COMMERCIAL INTERESTS OF AVIATION NEW ZEALANDS - NEW ZEALAND HELICOPTER ASSOCIATION, ITS MEMBERS OF WHOM RESIDE IN, WORK IN AND CONTRIBUTE TO THE DISTRICT AND MEMBERS WHOM ARE FROM OUTSIDE THE DISTRICT THAT WORK IN AND CONTRIBUTE TO THE DISTRICTS ECONOMIC, SOCIAL AND CULTURAL WELLBEING

Further Submission Details

I support/oppose the submission of:

(enter the name and address of original submitter and the original submitter number)

[PLEASE REFERENCE ATTACHED DOCUMENT - 240301_AVIATION ON BEHALF OF NZHA FURTHER SUBMISSIONS_MCKENZIE DISTRICT COUNCIL.PDF](#)

The particular parts of the submission I support/oppose are:

(clearly indicate which parts of the submission you support or oppose, together with any relevant provisions of the proposal)

[PLEASE REFERENCE ATTACHED DOCUMENT - 240301_AVIATION ON BEHALF OF NZHA FURTHER SUBMISSIONS_MCKENZIEDISTRICT COUNCIL.PDF](#)

The reasons for my support or opposition are:

(give reasons)

[PLEASE REFERENCE ATTACHED DOCUMENT - 240301_AVIATION ON BEHALF OF NZHA FURTHER SUBMISSIONS_MCKENZIEDISTRICT COUNCIL.PDF](#)

I seek that the whole or part (describe part) of the submission be allowed or disallowed:

(give precise details)

[PLEASE REFERENCE ATTACHED DOCUMENT - 240301_AVIATION ON BEHALF OF NZHA FURTHER SUBMISSIONS_MCKENZIEDISTRICT COUNCIL.PDF](#)



I wish to be heard in support of my further submission.



I do not wish to be heard in support of my further submission.

(Tick one box)

If others make a similar further submission ~~I would / would not~~ (circle one) be prepared to consider presenting a joint case with them at any hearing.



Signature of further submitter or person authorised to sign on behalf of further submitter
(A signature is not required if you make your submission by electronic means.)

01/03/2024

Date:

The closing date for lodging a further submission is **5pm Friday 1 March 2024**. Please note that a copy of your further submission must be served on the original submitter within five working days after it is served on the Mackenzie District Council.

Your submission (or part of your submission) may also be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- it is frivolous or vexatious;
- it discloses no reasonable or relevant case;
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further;
- it contains offensive language; or
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Once the closing date for further submissions has passed, Council hearings for Plan Changes 23 to 27 will be arranged to consider all submissions. Anyone who has made a submission or further submission and indicated that they wish to be heard will have the right to attend the hearings and present their submission or further submission.

If you have any questions regarding Plan Change 23 or the further submission process, please do not hesitate to contact the Planning Department at 03 685 9010 or via email districtplan@mackenzie.govt.nz.

Further Submission points from the New Zealand Helicopter Association

Submitter	Point	Provision	Position	Submission Point Summary	Relief/ Decision Sought
New Zealand Agricultural Aviation Association	2.01	New Definition - Agricultural Aviation Activities	Support	Agricultural aviation should be defined to include primary production, biosecurity, and conservation activities undertaken by agricultural aviation.	Retain the changes sought by the submitter
New Zealand Agricultural Aviation Association	2.02	Airfield	Support	A specific definition for rural airstrips that recognises the intermittent nature of use by agricultural aircraft should be provided.	Retain the changes sought by the submitter
New Zealand Agricultural Aviation Association	2.03	New Definition - Aircraft Movement	Support	Aircraft movement should be defined to ensure clarity. Definition sought is from the Proposed Selwyn District Plan Partially Operative Selwyn District Plan (Appeals Version).	Retain the changes sought by the submitter
New Zealand Agricultural Aviation Association	2.04	Conservation Activity	Support	Retain the definition of Conservation Activities.	Retain the changes sought by the submitter
New Zealand Agricultural Aviation Association	2.05	Helicopter Landing Area	Support	Supports the definition of a Helicopter Landing Area.	Retain the changes sought by the submitter
New Zealand Agricultural Aviation Association	2.06	New Definition - Helicopter Movement	Support	Helicopter movement should be defined to ensure clarity. Definition sought is from the Proposed Selwyn District Plan Partially Operative Selwyn District Plan (Appeals Version).	Retain the changes sought by the submitter

New Zealand Agricultural Aviation Association	2.07	Primary Production	Support	Consistent with the NPS definition.	Retain the changes sought by the submitter
New Zealand Agricultural Aviation Association	2.08	Reverse Sensitivity	Support	A definition for reverse sensitivity is important.	Retain the changes sought by the submitter
New Zealand Agricultural Aviation Association	2.09	New Definition - Rural Airstrip	Support	A definition of Rural Airstrip should be included in the plan to recognise the intermittent nature of use by agricultural aircraft.	Retain the changes sought by the submitter
New Zealand Agricultural Aviation Association	2.10	NATC-P1	Support	Supports policies that recognise the natural state of wetlands, lakes, and rivers.	Retain the changes sought by the submitter
New Zealand Agricultural Aviation Association	2.11	NATC-P2	Support	Supports the preservation of wetlands, lakes and rivers particularly the removal of weeds and pests.	Retain the changes sought by the submitter
New Zealand Agricultural Aviation Association	2.12	NATC-R1	Support	There should be provision for pumps sheds adjacent to water bodies as they need to be located near the water source.	Retain the changes sought by the submitter

New Zealand Agricultural Aviation Association	2.13	NATC-S1	Support	It should be clear that NATC-S1 only applies to activities specified in rules NATC-R1-R4.	Retain the changes sought by the submitter
New Zealand Agricultural	2.14	GRUZ-O1	Support	Supports objectives that priorities primary production and supporting activities.	Retain the changes sought by the submitter
New Zealand	2.15	GRUZ-O2	Support	Supports objectives recognising activities that have a functional need within the zone and that allows primary production and	Retain the changes sought by the submitter
New Zealand Agricultural Aviation Association	2.16	GRUZ-P1	Support	Supports policies that enable primary production and seek to have supporting activities enabled consistent with the heading for the policy. It should also be clear that points 1 and 2 don't limit the policy intent .	Retain the changes sought by the submitter
New Zealand Agricultural Aviation Association	2.17	GRUZ-P2	Support	Supports recognition of the importance of primary production and activities which support it.	Retain the changes sought by the submitter
New Zealand Agricultural Aviation Association	2.18	GRUZ-P3	Support	Supports policies that protect primary production and supporting activities from reverse sensitivities.	Retain the changes sought by the submitter
New Zealand Agricultural Aviation Association	2.19	GRUZ-P8	Support	Supports policies that enable agricultural aircraft activities to support primary production and conservation.	Retain the changes sought by the submitter

New Zealand Agricultural Aviation Association	2.20	GRUZ-R15	Support	Supports Part 1. a to g. as it enables agricultural aviation to support primary production and conservation. New definitions for aircraft and helicopter movements are however sought so that the rule only applies to the take-off and landing of aircraft and helicopters.	Retain the changes sought by the submitter
Wanaka Helicopters Ltd	5.01	Aerial Agricultural Aviation/Aircraft movements	Support	Support of NZAAA (PC23.02) as they act in interests of Agricultural Aviation.	Retain the changes sought by the submitter
New Zealand Transport Agency	15.22	GRUZ-P8	Support in Part	NZHA understands the submitters POV but would like consideration given to the use of Temporary helicopter landing areas close to the statehighway for construction, infrastructure and asset management where by setbacks as proposed in other rules are not possible in the landscape of the Mckenzie district.	Retain the submitters postion with consideration to NZHA Summary point
New Zealand Transport Agency	15.24	GRUZ-R14	Support in Part	NZHA supports the postion of the submitter on the rule and would like consideration given to the maintenace and removal of shelterbelts often conducted by helicopter. Helicopters require temporary landing sites that will often be less than the proposed setbacks in GRUZ R16 and limited movements will signifincantly hinder operations in GRUZ R15. NZHA seeks that for the	Retain the submitters postion with consideration to NZHA Summary point
New Zealand Transport Agency	15.25	GRUZ-R16	Oppose	GRUZ R16 should be ammended to allow the intermittent use of Helicopter Landing sites by COMMERCIAL helicopter aviation as a permitted activity. Commercial helicopters are critical for the establishment, maintenance, and security of infrastructure. NZHA supports the provision for the intermittent use of commercial helicopters as a permitted activity with workable location limitations.	Change to include Coomercial Operations by Helicopters are a permitted activity and exempt from the Requirements within GRUZR15 - Items 2,3,4

New Zealand Transport Agency PC23.15	15.25	GRUZ-R16	Oppose	Commercial helicopters are critical for the establishment, maintenance, and security of infrastructure. NZHA supports the provision for the intermittent use of commercial helicopters as a permitted activity with workable location limitations.	Reject the support of the submitter
Simpson Family Trust PC23.16	16.11	GRUZ-P8	Support in part	The intermittent use of commercial helicopters for the establishment, maintenance and security of infrastructure should also be provided for.	Accept the changes sought by the submitter but <u>delete:</u> Enable aircraft and helicopter movements within the rural area when ancillary to rural
Simpson Family Trust PC23.16	16.14	GRUZ-R15	Oppose	Commercial helicopters are critical tools in the establishment, maintenance, and security of infrastructure especially critical infrastructure such as energy and communication. The intermittent use of commercial helicopters for the establishment, maintenance and security of infrastructure should also be provided for.	Reject the changes sought by the submitter and accept the changes sought by submission point 19.17 made by Aviation NZ on behalf of the NZ Helicopter Association