

Form 33 Notice of person's wish to be party to proceedings

Section 274, Resource Management Act 1991

To the Registrar
Environment Court
Auckland, Wellington, and Christchurch

I, Christine Byrch, wish to be a party to the following proceedings:

- The Arthurs Point Protection Society appeal of the decision by the Queenstown Lakes District Council on the Queenstown Lakes Proposed District Plan (ENV-2018-CHC-67).
- Clive Manners Wood's appeal of the decision by the Queenstown Lakes District Council on the Queenstown Lakes Proposed District Plan (ENV-2018-CHCH-57).

I am a person who made a submission (no. 243) about the subject matter of the proceedings.

I am not a trade competitor for the purposes of section 308C or 308CA of the Resource Management Act 1991.

I am interested in all of the proceedings.

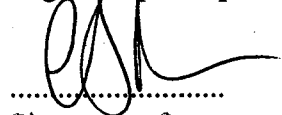
I support the relief sought because—

Peace and quiet is increasingly rare and precious, and QLDC should do what it can to reduce noise. Helicopter noise does not meet the QLDC general noise standard. However, rather than accept this, QLDC has written a specific helicopter noise standard that will accommodate helicopter by averaging it over 24 hours. There is no good reason for allowing helicopter noise to exceed the general noise standard, and this helicopter standard should be deleted.

Any noise can be made to meet a standard if it is averaged over a long enough time. If the helicopter noise standard is accepted, it will set a precedent for people with other activities that do not meet the general noise standard to write their own standard, and I do not think QLDC will be able to make a case that helicopters alone should have a special dispensation. I am disappointed that council has incorporated this standard that has already been rejected by ratepayers when plan change 27 was applied for.

Further, this acceptance of helicopter noise is reflected in the activity status given to informal airports in rural residential and rural lifestyle zones, that is, a discretionary activity status. This is contrary to the primary purpose of these zones which is to provide for 'residential living opportunities'. Informal airports are not a requirement for residential living. Informal airports would in fact be contrary to this purpose, and contrary to residents' expectations for quiet and privacy. I therefore seek that informal airports have a non complying activity status, or are prohibited, in these zones.

I agree to participate in mediation or other alternative dispute resolution of the proceedings.



Signature of person wishing to be a party

Date 5/7/2018

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