

District Plan Further Submission Form

in support of or in opposition to a submission

Please print clearly	Full name: <u>DAVID WATERS</u>	For office use only
	Organisation: (if the submission is on behalf of an organisation)	Submission No.
	Agent: (if applicable) <u>-</u>	1178
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This is a submission on the following plan modification (state plan modification name and number):

Section 13.8.5

Please tick the section of the district plan your submission relates to:

- 1999 Operative Isthmus Section Transitional Operative District Plan (Māori Auckland District Scheme)
 1996 Operative Hauraki Gulf Islands Section 2004 Operative Central Area Section
 2006 Proposed Hauraki Gulf Islands Section

AUCKLAND CITY		
REFER	ACTION	DATE
28 MAY 2007		

Please use a separate form for each separate matter for submission

I / ~~We~~ support / oppose the submission of:
 (name and address of original submitter and submission number of original submission if available)

Heletranz Ltd

Submission number

966

The particular parts of the above submission which I / ~~we~~ support / oppose are:
 (clearly indicate which parts of the original submission you support or oppose, together with any relevant provisions of the proposal)

The statement that helicopter travel is a conventional form of access to the island & seeking more access.

The reasons for my / ~~our~~ support or opposition to the above submission are: It is insane by any criteria of resource management to use a helicopter to go out for a meal. Continued →

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

I have attached additional information Yes No

I / ~~We~~ wish to be heard at the council planning hearing

Yes No

I / We would be prepared to present a joint case at the hearing with any others making a similar submission

Yes No

Signed

David Waters

Date

21/05/07



Auckland City

Regardless of the squandering of resources the noise impact of helicopter movements affects a kilometer wide swathe along the flight path and is significantly detrimental to an environment with an otherwise low ambient noise level. It is an unwarranted intrusion affecting a significant number of people. To average this noise over a seven day period, or even 24 hours, is just ludicrous.

I attach an excerpt from a recent "Gulf News" article by Waiheke resident Claude Howenz. I won't vouch for the maths but the principle is clear.

AUCKLAND CITY		
WAIHEKE SERVICE CLERK		
REFER	ACTION	DATE
		28 MAY 2007

46 — Submission 966 by Heletranz Ltd which asks Auckland City to permit more helicopter flights each week, more places to land, and to limit what factors council can consider to deny permits. They argue that helicopter air travel is a conventional form of access to Waiheke and that noise issues "can be managed".

I had a long conversation with the council noise expert about Section 13.8.5 which sets out the assessment criteria to permit a helipad. We should be worried. The new rules do not set a maximum noise limit, but measure the total noise over a seven-day period and average it - as long as it is under 50 dBA, the new rules say you are not annoyed. "It's like a bus going by." Do you disagree?

In their website, Heletranz claims to be the originators of what they call "heli-dining" and one third of their listed destinations are on Waiheke. For the mere price of \$2800, between two and six people can fly from the mainland

to one of Waiheke's finest restaurants, have a three-course meal and a glass of fine champagne and fly back again. Fly in, drop off, it comes back three hours later. To put this in context, according to the 2006 Census, the median household income on Waiheke is \$39,200. One lunch equals four weeks' pay.

As all political parties focus their attention on greenhouse gasses, Submission 966 alerts us to the "growing demand for domestic helicopter flights between the islands and the mainland."

How much CO2 in that growing demand?

Do the maths (or skip this paragraph). Heletranz 4-seater chopper, Eurocopter EC120B, is claimed by its manufacturer to be exceptionally quiet and economical. These are relative terms in contrast to other helicopters, not ferries which carry a hundred times more passengers.

In economy cruise mode (best case scenario) it burns 87 kg/hr (106 litres/hr) of fuel. The short 12-minute chop-

per trip to Waiheke and back (twice) burns more. One kg of chopper fuel pumps 3.1 kg of CO2 into the air. One 25-year old pine tree sequesters 6.82 kg of CO2 per year. It will take 350,000 trees an hour to sequester the 270 kg of CO2 wasted for one hour of flying for a three-course lunch. One lunch equals 350,000 trees

At this point, if helicopter noise or pollution bothers you, make a cross-submission. It can be simple. State what annoys or outrages you and why. Council cannot regulate air traffic, but they can regulate the destination - without a landing place, few choppers fly over you.

Technical submissions in opposition to helicopter traffic over land have been made. What the council needs to hear in no uncertain terms are from people who find helicopter activity adversely affects well-being and the environment. If it is more annoying than a bus going by, say so now, or kiss quietness goodbye. 99