From: arohanet [arohanet@paradise.net.nz]
Sent: Monday, 28 May 2007 20:56
To: hgiplan
Subject: submission
Attachments: 966 HELETRANZ CO2.pdf

Further Sub No. 1200

Proposed Hauraki Gulf Islands Section 2006

Name Renaissance Aotearoa Foundation

Address for Correspondence 40 Motukaha Road, Waiheke 1971

Telephone 372-7030 Email exec@aroha.org

I / We oppose the submission of

Heletranz Limited Submission Number 966
c/o Burton Planning Consultants Limited, P.O.Box 33 817, Takapuna, Auckland, Attn David Hughes ph 917 4306, dhughes@burtonconsultants.co.nz

The Particular Parts of the above submission we oppose are -

The lack of recognition for community well-being and related amenity values of quiet

The lack of recognition that the adverse effects of helicopter operations are less than minor

The lack of recognition of cumulative effects

The lack of recognition of adverse effects due to uncoordinated and divided regulatory administration with the CAA (and the consequent inability to easily specify and regulate inwards and outwards flight paths)

The lack of reconciliation with the key principles inherent in "Essentially Waiheke"

The lack of reconciliation with the "well-being & enhancement" references of Sections 7, 8 of the HGMPA 2000

The lack of reconciliation with the balance of NZS 6807:1994 Assessment Criteria 4.1.1 which specifically says it is not to be used to increase noise conditions.

The Reasons for my/our opposition to the above submission are -

It is an application advancing pecuniary interest without sufficient regard for the well-being of the Waiheke Community at large, and for the enhancement of the life supporting capacity of the environment of the Hauraki Gulf, its islands and catchments.

Noise is a focus of community concern. Recall the loss of amenity quiet which occurred due to the Sealink ferries before their recent soundproofing

There is no recognition that the loss of amenity caused by such "tourism activities" may indeed cause the quality and quantity of tourism attractions to fall off. If people come for the peace and quiet, and this is lost, fewer people will come.

Additional reasons at attached herein

I / We seek the whole submission be disallowed - except for Item 4.2 (e) which asserts "the growing demand for domestic helicopter flights between the islands and the mainlands" which should be accepted and read with alarm. If correct, a completely different plan for helicopters needs to be formed if the HGODP is to sustainably manage resources.

I / We wish to be heard

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

Signed. Dated.23-5-07.

Further detail in opposition to submission 966 Heletranz Ltd.

Issue: Noise

1. Heletranz is a commercial operator who, unless they have a specific clause in their company charter, exists to make profits for its owners. It does not exist to enable people and communities to provide for their social, cultural and economic wellbeing, health and safety while protecting and preserving the physical and natural environment. It therefore is advancing its arguments to enable its own profits, something not provided for under the RMA.

2. Heletranz argues the case for tourists and for people travelling to meetings or to attend events, in effect saying they need more places to land, with more frequency and less rigorous tests to make permitted landings and takeoffs. Heletranz identifies growing demand for helicopter flights between the islands and the mainland.

3. At their web site, Heletranz claims to have been "the originators of "HELI DINING" which they described as a helicopter ride from the mainland to a Waiheke restaurant (mostly attached to vineyards who discovered the profits are in the restaurant, not the growing of grapes) for lunch. According to their advertising brochures, a Heli adventure dining excursion to Te Whau Lodge with a glass of champagne and a three course meal – out and return by helicopter – costs approximately $2,800 ($1,400 per person for two [$2,800] and $470 per person for six [$2,820]. To put this $2,800 for lunch in perspective, the median household income for Waiheke Island, according to the 2006 NZ Census, is $39,200.

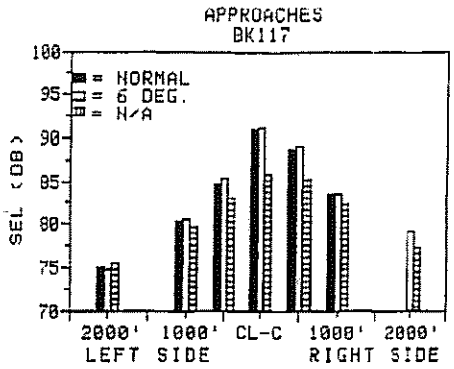
4. On its web site, Heletranz lists the following Waiheke destinations as "adventure"

   - Mudbrick Vineyard & Restaurant, Waiheke Island 10 min
   - Tangaroa Lodge, Waiheke Island 10 min
   - Te Whau Lodge, Waiheke Island 12 min
   - Te Motu Vineyard, Waiheke Island 12 min
   - Delamore Lodge, Waiheke Island 10 min
   - Waiheke Island Resort, Waiheke Island 10 min
   - The Boat Shed, Waiheke Island 12 min
   - Te Whau Vineyard Restaurant, Waiheke Island 12 min
   - Stonyridge Vineyard, Waiheke Island 12 min
   - Onetangi Rd, Waiheke Island 12 min

Newly opened destinations not yet listed but serviced include:

   - Cable Bay Restaurant – Church Bay
   - The Estate at Church Bay (heli-weddings and heli-parties)

5. Heletranz advertises the 4 passenger Eurocopter EC120B which according to the manufacturer's data sheet, attached herein generates up to 90 db on approach.



6. As the chart shows, this is not just overhead. It lays down a swath of noise over half a kilometre wide with sound levels that the FAA report referenced on the next page finds 100% of people rate as unacceptable. The real life experience supports this report. The helicopter noise is invasive and diminishes the amenity value of Waiheke Island for many citizens.

7. The BK117 is s claimed by its manufacture to be exceptionally quiet and economical. These are relative terms in contrast to other helicopters, not ferries which carry a hundred times more passengers. Other helicopters used may be presumed to be even noisier.

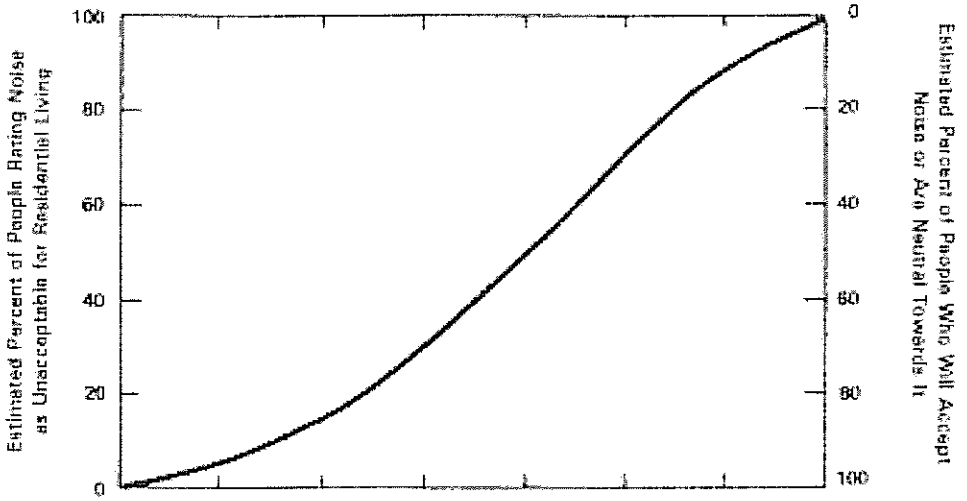
8. Heletranz's web site, claiming to have been "the originators of "HELI DINING" are promoting the ultimate in unsustainable management of resources... flying up to four or six people from the mainland to cross over the homes of thousands of Waiheke citizens, and disturb visitors to its parks, beaches and outdoor amenities solely to enable two to six people to have a three course meal and a bottle of wine. It is entirely inappropriate for such activities to be encouraged or supported in the operative district plan.

9. It is especially worrisome to note Heletranz prediction that demand for such services will increase. The helicopter rule in the current district plan was adopted to enable rural land owners for whom road access was difficult or impossible to get to their land. During the tenure of that plan several vineyard restaurants struck a deal with helicopter operators to offer heli-dining. Now more such destinations (including heli-weddings) are being build, thus it is time to face the issue and provide appropriate planning. At a minimum private helipads should be restricted to the original target group, rural landowners with limited access (and not for heli dining) and the new plan should call for a public helipad (or several strategically placed helipads) following the same process as used in selecting wharfs and airports.

Supporting Evidence

10. I attach and reference ADA-154319 "AVIATION NOISE EFFECTS" a report by the US FEDERAL AVIATION ADMINISTRATION, WASHINGTON, DC. It contains this chart which illustrates the problem of noise.

Figure 3.5



11. Heletranz states in 4.3 (b) (iii) page 5 "While it is accepted that air transport can create noise issues, there are ways this can be managed." While such a statement may be accurate in theory, it has little relevance to the people who deem the real life helicopter noise of Heletranz and its competitors to be unacceptable.

12. Please see the current district plan relevant sections:

13. The proposed rules refer to NZS 6807:1994 Table one, which in effect removes the LMax of 85 db and replaces it with Ldn average sound levels.

14. NZS 6807:1994 it says "This standard is intended to apply to helicopter landing areas, where flight movements are likely to result in a maximum sound level (Lmax) exceeding 90 dBA" **90 dBA is significantly louder than the current 85 dBA.**

Section 4.1.1 of NZS 6807:1994 states The following criteria represents the minimum acceptable degree of protection for public health and the environment. In some cases, controls that provide for a greater degree of protection may be appropriate when taking into account community expectations, local conditions, or the maintenance and enhancement of amenity values. Nothing in this Standard shall be used to increase noise limits in conditions of resource consents or rules in plans which have been set to ensure a high standard of environmental protection."

13. Replacing the current standards of 6B.1.3.4 in the HGODP with Table one of NZS 6807:1994 is using it to increase noise limits to helicopter landing areas where flight limits are likely to exceed 90 dBA.

14. This breaches the intent of Section 4.1.1. It proposes to use this standard to increase noise limits.

PART 11 - DEFINITIONS

Helipad
means a site (as defined herein) set aside primarily for the take-off and landing of helicopters used for more than 4 inward movements and 4 outward movements in any 7 day period or more than 10 movements in any one month. A helipad may include passenger facilities but shall not have servicing, hangaring or freight handling facilities

Page 5

6B.1.3.5 NOISE

(iii) The noise from the use of any aircraft landing area shall not exceed an Lmax of 85dBA measured at any adjacent notional boundary

Page 10

Page 11

Reason/Explanation

The Council has a responsibility in terms of the Act to control the emission of noise and to mitigate the effects of noise. Noise can have an adverse effect on the amenity values of an area and excessive noise can be detrimental to public health. Quantitative noise limitshave been prescribed in the Plan to maintain existing background noise levels and to maintain amenity. These general limits have been varied in a number of land units in recognition of the type of activity occurring and where a lower environmental amenity is acceptable

The landing and take off of aircraft involving up to 8 movements in any 7 day period and not more than 10 in any 30 day period, is a permitted activity in all land units [except Land Units 11, 12 and 20] and all Policy Areas [except the Claris Airport Protection Area] providing that the specified noise controls are met

15. The F.A.A. report ADA-154319 "AVIATION NOISE EFFECTS" provides a useful explanation of noise:

What is the Most Important Effect of Aviation Noise?

Annoyance is the most prevalent effect of aircraft noise. It is important to note that while the overall, or average, community attitude about a noise level is usually what is reported, some individuals will be much more and others much less upset or annoyed with the sound in question. Figure 1.1 shows this typical response pattern. This variation in response is what makes the science of measuring "community response" a rather complicated matter.

How Do You Measure Aircraft Noise?

Sound is often measured using a sound level meter with a filter which simulates the human hearing response. This filter and the human ear give greater emphasis to sounds in the speech-important frequency bands and less emphasis to the lower and higher frequencies. This differential response in the human ear may have developed over the course of human evolution as a way to filter the sounds of wind and water which might interfere with survival-related communications such as "Here comes a Tyrannosaurus Rex--run for it!" In any event, this filter is called the A-weighting filter, and the sound measured with this filter is called the A-level (AL).

Now I Know What AL is, but I Am Confused About "Energy Dose." What Exactly is the Sound Exposure Level (SEL)?

When our sound level meter is measuring the AL, think of the sound falling on the microphone like rain or snow. The maximum rate of rainfall is the maximum AL. Now consider the sound level meter as a bucket or pail. After the "noise event" has passed (aircraft flyover or truck passby) the rain or snow collected in the bucket (having passed through the microphone) is the noise dose or Sound Exposure Level (SEL). Essentially, loud noise events create a large bucket (dose) of sound energy, while quieter events create smaller buckets.

Now What Do I Do With "Buckets" of Noise (the Leq and DNL)?

The buckets are typically collected over a 24-hour time period and are poured into a large container. The total volume collected during the 24-hour time period is averaged to formulate a value called the "Equivalent sound Level", or Leq. When the buckets collected during the nighttime hours are multiplied by 10 (because of greater potential for disturbing people) and then the volume averaged, we formulate a value called the "Average Day Night sound Level" or DNL. The Leq and DNL are values one often encounters in looking at the overall noise exposure from an airport operation.

How people perceive loudness or noisiness of any given sound depends on several measurable physical characteristics of the sound. These factors are:

A. Intensity. In general, a ten decibel increase in intensity may be considered a doubling of the perceived loudness or noisiness of a sound; however, other psychoacoustic evidence suggests that a somewhat greater than IO decibel increase in peak level of airplane flyover noise is required to produce a perceived doubling of loudness.

B. Frequency Content. Sounds with concentration of energy between 2,000 Hz and 8,000 Hz are perceived to be more noisy than sounds of equal sound pressure level outside this range.

C. Changes in Sound Pressure Level. Sounds that are increasing in level are judged to be somewhat louder than those decreasing in level (consider police and emergency vehicle sirens).

D. Rate of Increase of Sound Pressure Level. Impulsive sound (ones reaching a high peak very abruptly, such as pile drivers or jack hammers) are usually perceived to be very noisy.

3.3 VARIABLES AFFECTING RESPONSE

Individual human response to noise is subject to considerable natural variability, over the past 35 years, researchers have identified many of the factors which contribute to the variation in human reaction to noise.

3.3.1 Emotional Variables. Knowledge of the existence of these individual variables helps to understand why it is not possible to state simply that a given noise level from a given noise source will elicit a particular community reaction or have a certain environmental impact. In order to do that, it would be necessary to know how much each variable contributes to human reaction to noise. Research in psychoacoustics has revealed that an individual's attitudes, beliefs and values may greatly influence the degree to which a person considers a given sound annoying. The aggregate emotional response of an individual to noise has been found to depend on:

A. Feelings about the Necessity or Preventability of the Noise. If people feel that their needs and concerns are being ignored, they are more likely to feel hostile towards the noise. This feeling of being more tolerant of the noise and are willing and able to accommodate higher noise levels.

B. Judgment of the Importance and Value of the Activity which is Producing the Noise. If the noise is produced by an activity which people feel is vital, they are not as bothered by it as they would be if the noise producing activity was considered superfluous.

C. Activity at the Time an Individual Hears a Noise. An individual's sleep,, rest and relaxation have been found to be more easily disrupted by noise than his communication and entertainment activities.

D. Attitudes about Environment. The existence of undesirable features in a person's residential environment will influence the way in which he reacts to a particular intrusion.

E. General Sensitivity to Noise. People vary in their ability to hear sound, their physiological predisposition to noise and their emotional experience of annoyance to a given noise.

F. Belief about the Effect of Noise on Health. The extent to which people believe that exposure to aircraft noise will damage their health affects their response to aviation noise.

G. Feeling of Fear Associated with the Noise. For instance, the extent to which an individual fears physical harm from the source of the noise will affect his attitude toward the noise.

3.3.2 Physical Variables. A number of physical factors have also been identified by researchers as influencing the way in which an individual may react to a noise. These factors include:

A. Type of Neighborhood. Instances of annoyance, disturbance and complaint associated with a particular noise exposure will be greatest in rural areas, followed by suburban and urban residential areas, and then commercial and industrial areas in decreasing order. The type of neighborhood may actually be associated with one's expectations regarding noise there. People expect rural neighborhoods to be quieter than cities. Consequently, a given noise exposure may produce greater negative reaction in a rural area.

B. Time of Day. A number of studies has suggested that noise intrusions are considered more annoying in the early evening and at night than during the day.

C. Season. Noise is considered more disturbing in the summer than in the winter. This is understandable since, during the summer, windows are likely to be open and recreational activities take place out of doors.

19. Heli-dining tours that pass over peoples homes are perceived as more annoying because they go overhead, their sound pressure increases rapidly as they approach, the rate of increase of the propeller is impulsive (live a jack hammer). It has been commented by an expert official that the infrequency is treated in the same way as a bus going by ones house. We respectfully disagree. If buses were as loud as helicopters with the same jack hammer pulsing sound, and if buses drove over ones home, this may be a good analogy, but given the distinctive character of helicopter noise, it is not a useful comparison. Also a bus is heard for seconds. The helicopter is heard miles offshore, overhead, landing and taking off.

20 As 3.3.1 A identifies, citizen response to the emergency helicopter (which has a distinctive sound) waking one up at 3 a.m. is tolerated because citizens know someone's life is being saved.

210 In contrast, as B identifies, the daytime Heli-dining noise engenders hostility. This not to be discounted because it is an emotional judgement. Humans are emotional beings, and the emotional impact of Heli Dining is real, and it is adverse. It is increasing, and submission 966 says it will increase more.

22 As 3.3.2 A identifies, the areas of highest annoyance is in rural neighbourhoods. The Gulf Islands are the quietest part of Auckland City with daytime measurements often well below 45 dBA where all one hears is the breeze, distant waves and wildlife. Even Waiheke's villages are quiet relative to the urban environment of Auckland. For this reason, helicopter noise is deemed more annoying in the rural and semi-rural areas where on Waiheke significant numbers of citizens live.

23. As C identifies, summer is the more disturbing time. The prime time for heli-dining are the warm weekend and holiday days, the very time people on the island are most likely to be outdoors enjoying the tranquillity of their homes.

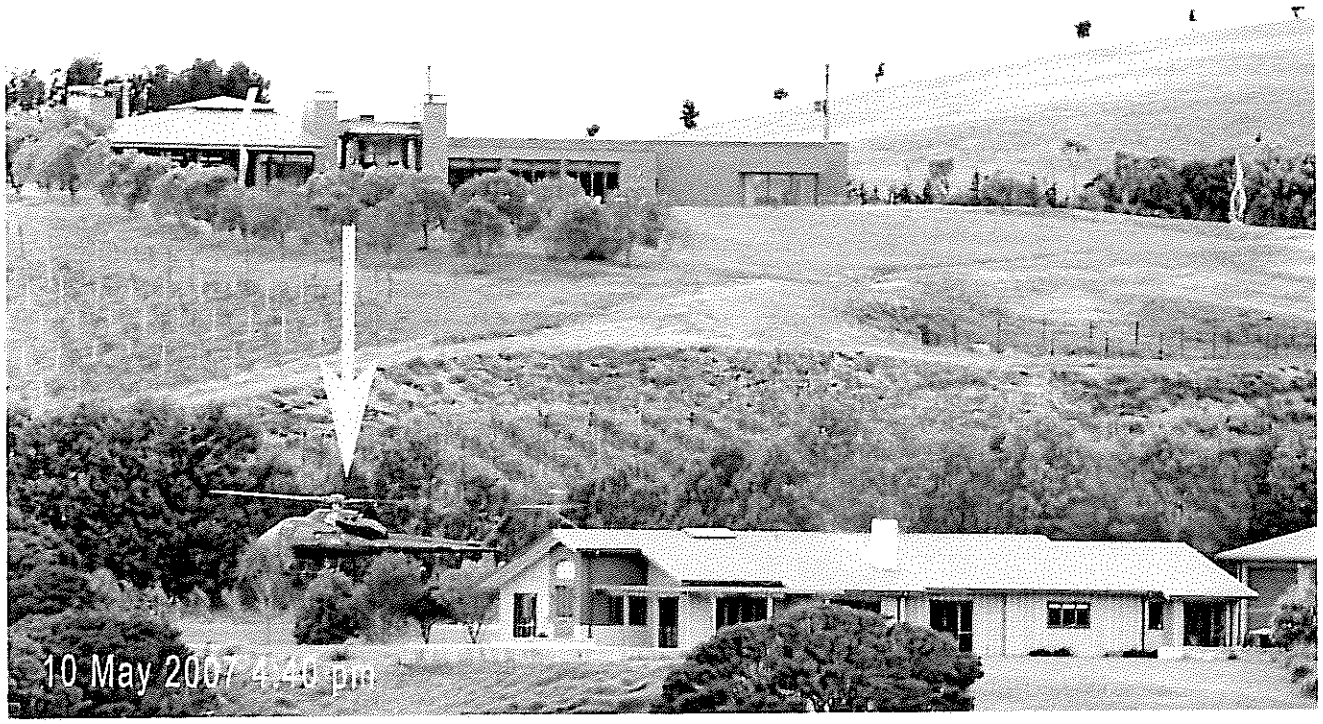
24. The problem with using Table A (as referenced in the proposed language of HGODP) on Waiheke is that it sets an Ldn limit of acceptability of 50 dBa when the summertime, windless noise level is substantially lower. The Hauraki Gulf Marine Park is a park because of its distinctive amenities, which include peace and quiet. This is why Section 4.1 of NZS 6807:1994 says controls that provide for a greater degree of protection may be appropriate when taking into account community expectations, local conditions, or the maintenance and enhancement of amenity values. The Gulf Islands, especially Waiheke Island, finds the local community most annoyed about heli-dining traffic, and seeks higher protection, not lesser protection of the amenity values of tranquillity.

25. The problem with helicopter noise on Waiheke is predominantly during daylight hours. The primary activity is not the transport of people who must "attend to everyday activities, such as meetings, attendance at events, etc." From observation, this submitter can testify the problems are the listed destinations of the "adventure" restaurants.

26. The next problem with helipads has to do with concentration of activities. When the current HGODP was adopted there were few boutique rural restaurants on Waiheke. Looking at the Heletranz list, perhaps only Mudbrick and Stoneridge were destinations. Now Church Bay alone has MudBrick, Cable Bay, The Estate at Church Bay, Tangaroa, Kereru Lodge, Te Rere, The Winemaker's Loft and at least five private residences who arrive by helicopter. On busy weekends Church Bay sounds more like Apocalypse Now than the promised tranquil lifestyle community. It needs to be remembered when the rules were originally adopted, the trend of Heli Dining did not exist. The rules were never written for such activities, and the people have been suffering, and continue to suffer, as the "lifestyles of the rich and famous" imposes its noise and pollution on a community valued for its tranquillity.

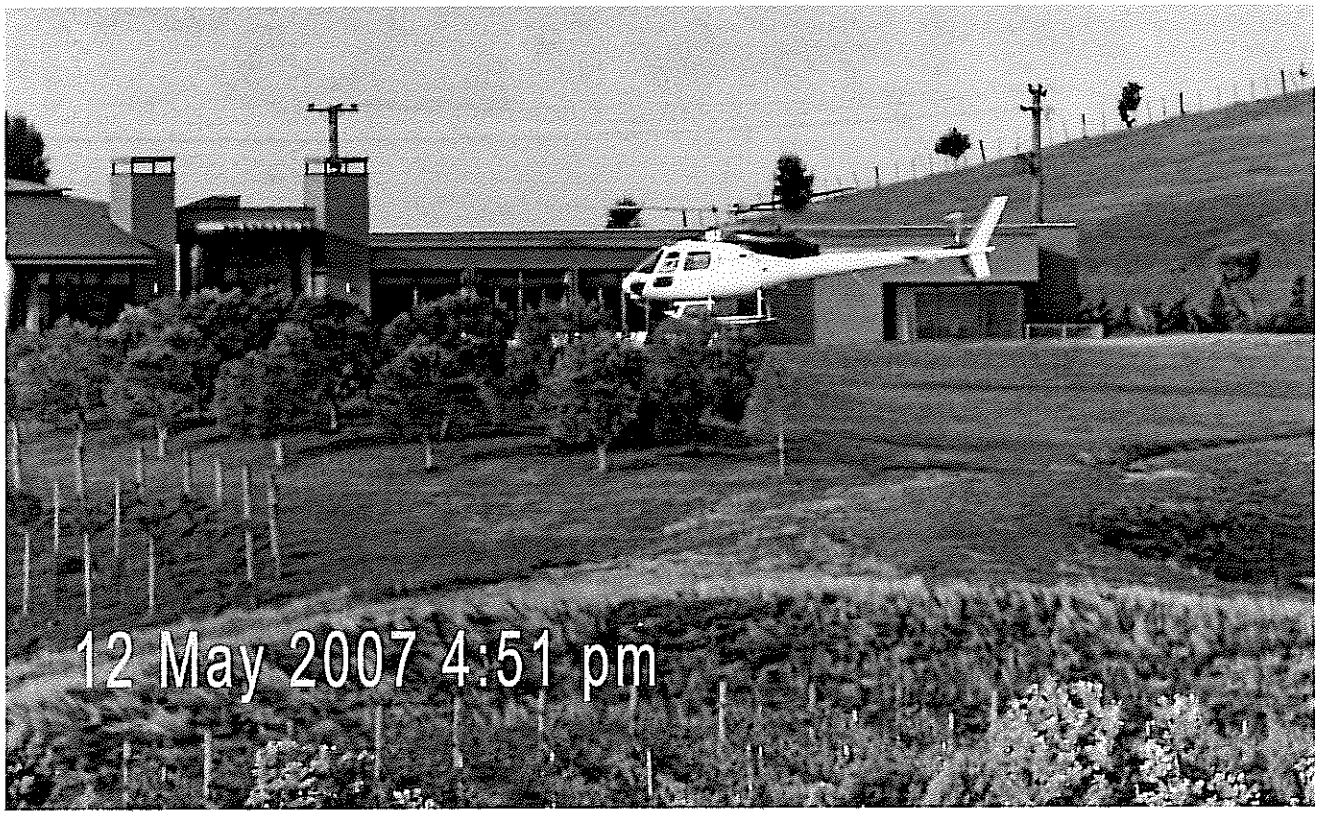
27. Consider these photographs taken from the office window. I was working at my desk, concentrating on writing, when the first helicopter went directly over. It was loud and broke my concentration, but I continued to write. Then a second went over and I walked out to see what was going on. I took this photograph which shows one white helicopter on the ground, but rotors still moving while a second was landing.

28. Note that the first two helicopters landed on the lawn of the restaurant, but the blue helicopter landed a few hours later at the private residence of the restaurant's managing director. In this way, even though the rules limit a property to 4 inbound and 4 outbound movements in a 7 day period, this restaurant gets double that amount by using two adjacent properties.

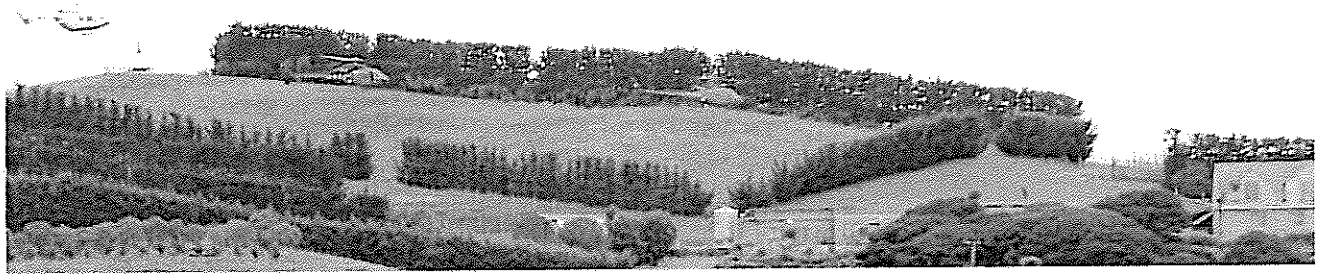


29. About 15 minutes later, a – second this time white – helicopter lands at the private residence. This one also flew over head and disturbed my work.

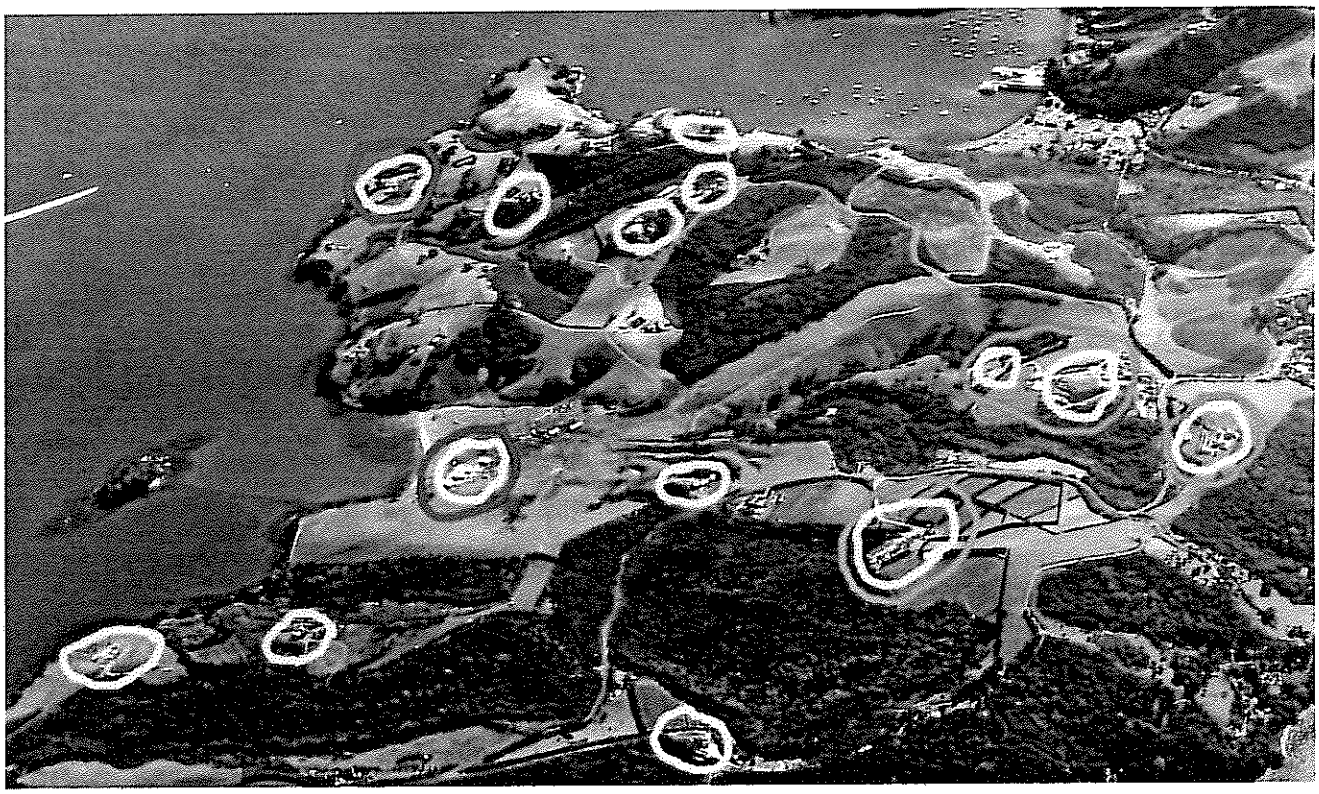
30. Two days later, the white inbound helicopter went overhead at 1:50 pm. I was leaving for the ferry, so I did not take a photograph, but I noted the extreme smell of fuel exhaust when I drove by the restaurant at 1:52. Coincidentally a few days later I ran into a man who happened to be dining in the restaurant at the time this helicopter landed. He said the doors and windows were closed, but the whole place filled with the smell. I was back at my desk writing that afternoon, and this photograph is of the helicopter departing.



31. Consider this photograph of the Mud Brick Restaurant taken before nearby Cable Bay Vineyard was built. Three inbound helicopters landing at one time.



32. Consider the aerial photograph of Church Bay taken from a 747. The yellow marks sections where helicopters land. Some are private homes, others HeliDining destinations. The blue circles mark the ones which tend to have less impact because they come in off the sea and do not fly over residences. The red circles mark Mud Brick, Cable Bay Restaurant and the next door property owned by a principal of the restaurant, and The Estate. These four sections marked in red tend to be the primary destinations for the Heli Dining in Church Bay. Between them we can have



a dozen inbound helicopters on a single weekend afternoon.

33. While I am using Church Bay as an example, this is because I am there and citing evidence is easy. The same problem exists in many parts of the island, and the irritation factor impacts thousands of residents when a Heli Diner flies over Oneroa, Surfdale, Ostend and part of Onetangi to get to Stoneyridge Vineyard Restaurant.

Conclusion

34. HeliTranz submission seeks to advance pecuniary interest under the guise of increasing tourism and flying people to meetings and events. In advancing that pecuniary interest the propose to adversely impact amenity values of noise and environmental impact of both increased, and wholly unnecessary greenhouse gas emissions as well as general air pollution of the ordinary kind.

35. Helipads should be a discretionary activity only in places where a flight path can be set that does not adversely impact people on the island. This mostly means along the coast. Recommendations are contained in submission 49.

36. Helipads should not be discretionary by individual land section. Rather they should be managed the same way airports and wharfs are managed, with specific sites, carefully selected and designated so as to not have more than minor adverse impact on wellbeing and the environment.

To The Manager, City Planning, Private Bag 92516, Wellesley Street, Auckland 1036

Re Proposed Hauraki Gulf Islands Section 2006

Name Renaissance Aotearoa Foundation

Address for Correspondence 40 Motukaha Road Waiheke

Telephone 372-7030

Email .....exec@aroha.org.....

I / We oppose the submission of Heletranz Limited (Submission Number 966):

c/o Burton Planning Consultants Limited. Address: PO Box 33 817, Takapuna, Auckland.

Attention: David Hughes. Telephone: 917 4306. Email: dhughes@burtonconsultants.co.nz

The Particular Parts of the submission I / we oppose are:

Heli Dining is an unsustainable activity completely unsupported by the purpose of the RMA.

The Reasons for my / our opposition to the above submission are:

1. At their web site, Heletranz claims to have been "the originators of "HELI DINING" which they described as a helicopter ride from the mainland to a Waiheke restaurant (mostly attached to vineyards that discovered the profits are in the restaurant, not the growing of grapes) for lunch. According to their advertising brochures, a Heli adventure dining excursion to Te Whau Lodge with a glass of champagne and a three course meal – out and return by helicopter – costs approximately $2,800 ($1,400 per person for two [$2,800] and $470 per person for six [$2,820].

2. On its web site, Heletranz lists the following Waiheke destinations as "adventure"

   - Mudbrick Vineyard & Restaurant, Waiheke Island 10 min
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   - Te Whau Vineyard Restaurant, Waiheke Island 12 min
   - Stonyridge Vineyard, Waiheke Island 12 min
   - Onetangi Rd, Waiheke Island 12 min

   Newly opened destinations not yet listed but serviced include:

   - Cable Bay Restaurant – Church Bay
   - The Estate at Church Bay

We may presume that the above times do not include warm up, ground time or "tiki tours"

3. Heletranz advertises the 4 passenger Eurocopter EC120B which according to the manufacturer's web site (www.eurocopter.com) consumes 87 kg/hr (406 litres/hour) in economy cruise mode. Takeoff and less than ideal conditions use more fuel. Advertising for this model states that it is exceptionally quiet and economical. These are relative terms in contrast to other helicopters, not other forms of transport such as ferries and busses

which carry ten to one hundred times the number of passengers. Heletranz also feature a 6 passenger helicopter.

4. Jet kerosene produces 2.5 kg of CO_2 per litre of burned fuel. Thus the EC120B emits at least 218 kg of CO_2 into the atmosphere every hour it travels. This is the actual burn result, and does not include the CO_2 required to make and deliver the fuel along with all the subsidiary systems which enable helicopter travel. With short ten minute flights, we can presume the real CO_2 emissions to be a quarter tonne or more per hour.

5. Allowing for real average use (warm up, running on the ground, lift-off, adverse winds, less than ideal weather conditions, hovering and tiki touring en route), one may presume that each 12 minute trip is closer to 15-20 minutes. Thus to deliver 1 to 4 passengers to Waiheke and pick them up again the helicopter can be presumed to be running about an hour, possibly more. In round numbers this is about a quarter tonne of CO_2 for each two way booking. Four bookings = one tonne of CO_2.

6. We suggest that with all political parties now committed to reducing greenhouse gasses, while Heletranz may identify growing demand for helicopter flights between the islands and the mainland, this emissions issue alone places the purpose of the Resource Management Act in clear opposition to the submission.

7. Further, we suggest that while some carbon transport is essential, and we must find ways to mitigate it, we suggest that Heletranz's web site, claiming to have been "the originators of "HELI DINING" are promoting the ultimate in anti-environment behaviour... flying up to four or six people from the mainland to Waiheke to have a three course meal and a bottle of wine.

8. This submission should be read alongside our submission on the adverse effects of helicopter noise on the people and communities of Waiheke Island.

I / We seek... The whole submission be disallowed -

I / We wish to be heard at the council hearing.

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

Signed.....Director.....Date.....28 May 2007.