

Auckland Council District Plan – Hauraki Gulf Islands Section – Operative 2018

PROPOSED PLAN MODIFICATION 16: HELIPADS

SUMMARY OF DECISIONS REQUESTED

Enclosed:

- **Explanation**
- **Summary of Decisions Requested**
- **Submissions**

Explanation

- You may make a “further submission” to support or oppose any submission already received (see summaries that follow).
- You should use Form 6.
- Your further submission must be received by 5pm on 12 June 2026
- Send a copy of your further submission to the original submitter as soon as possible after submitting it to the Council.

Summary of Decisions Requested

Plan Modification 16 - Helipads Summary of Decisions Requested				
Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
1	1.1	Steve Fortune	sdfkiwi@hotmail.com	[Submission does not seek decision to Approve or Decline PM16] - opposes further granting of helipads in my area [Waiheke]
2	2.1	Sarah Anne Hazell	hazellsa12@gmail.com	[Submission does not seek decision to Approve or Decline PM16] - opposes further granting of helipads on Waiheke
3	3.1	WA Palmer and Impey Trustee Company	brent.impey@gmail.com	Decline Plan Change - has no objections to Cablebay and Mudbrick wineries helipads - opposes any steps to restrict the businesses
4	4.1	Simon Kember	simonkember@gmail.com	Approve Plan Change without amendments - annoyance to visitors and residents - rules need to be as restrictive as possible
5	5.1	Nicolas Herren	nicolas@liteit.co.nz	Approve Plan Change with amendments - apply cumulative noise assessment to airstrips also
6	6.1	Peter Zavoda	peter.zavoda@gmail.com	Decline Plan Change - current rules are adequate
7	7.1	Duncan Stewart	duncan@greenhousecapital.co.nz	Decline Plan Change - supports helicopter activity - supports additional flight paths and landing pads - supports tourism and visitors
8	8.1	Marcus MacKenzie	marcusmackenzie3@gmail.com	Approve Plan Change with amendments - include air pollution - consent compliance (complaint about neighbouring property)
9	9.1	Andrew Charles Spence	mayandyspence@gmail.com	Decline Plan Change. Alternatively if approved - no further granting of helipads on Waiheke - reduce numbers of existing consents - rules are inadequate to deal with current nuisance level of helicopters on Waiheke. - too many helipads already - alternative transport options exist
10	10.1	Kay Nicholas Peterson	kay.n.peterson@gmail.com	Approve Plan Change with amendments - essential use only (rescue services, police and private transport (but not social visits))

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11	11.1	Stephen Ronald Picard	stephenpicard43@gmail.com	Approve Plan Change without amendments - no more helipads allowed [Waiheke].
12	12.1	Naor Benzur	naor.benzur@gmail.com	Approve Plan Change without amendments - provides greater transparency, clarity and protection for residents, environment and cultural heritage - supports assessment against NZCPS
13	13.1	John Love	John@loveandco.co.nz	Decline Plan Change Alternatively, if approved - remove assessment - in particular ecological and historic. Supports helicopters - as a transport option. Waiheke has limited transport links, there are properties with no road access or are at distance from ferry terminal - helipads are legitimate method of access - property rights
14	14.1	Bryan Patchett and Graeme Austin	bryanpatchett@hotmail.com	Decline Plan Change Alternatively, if approved - consents for helipads/airstrip to have a maximum duration of 5yrs
15	15.1	Jonathan Richard Ewer	peacockridge@gmail.com	Approve Plan Change without amendments Concern is expressed in regards to compliance with Resource Management Strategy at 13.4 "the plan restricts helipads and airstrips that are easily accessible by more conventional means of transport and where there is potential to adversely affect amenity values".
16	16.1	George Willcock	gwillcock99@gmail.com	Decline Plan Change - Claris airport is available - noise pollution - welfare of birds
17	17.1	Shona Margaret Old	bold.sold@gmail.com	Approve Plan Change - support rescue and emergency use - support restricting domestic/personal use - support recognition of impacts to environmental and cultural sites
18	18.1	Te Rere Point Ltd	david@nicoll.co.nz	Approve Plan Change with amendments - no overflying reserves, or residential sites (other than applicants site)

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19	19.1	Rick Hindshaw	RDHindshaw@Fastmail.FM	Approve Plan Change - noise and vibration effects is considered more significantly and broadly - improves regulation of helipads in end area of Waiheke and near areas of wildlife - human impacts - wildlife impacts
20	20.1	Damian Honiss	Damian@honiss.co.nz	Decline Plan Change - current rules are adequate - rules review can be undertaken as part of Auckland Unitary Plan Review
21	21.1	Ian Chapman	ianhughchapman@gmail.com	Approve Plan Change without amendments - ecological values - amenity values - private helipads should be prohibited
22	22.1	Mick Tae Tapara	mtapara21@gmail.com	Decline Plan Change - concern regarding noise effects to wider environment - residential amenity - ecological sensitivity - cultural sensitivity
23	23.1	Dion Harrison	dion@cwpsltd.co.nz	Approve Plan Change with amendments - flight paths and flying height constraints (additional control sought) - cultural effects - remove concept of vibration damage to cultural heritage items - remove references to the Treaty
24	24.1	Darren William Ebbett	darrenebbett@hotmail.com	Approve Plan Change with amendments - Reduce noise and vibration effects to cultural and ecological values
25	25.1	Rebecca Shipton-Ashwell	40 Albert Crescent, Ostend, Auckland, 1081	Decline Plan Change - does not support helicopters - noise pollution
26	26.1	James Barr	jim@callumb.com	Decline Plan Change - remove helipads - use existing airfields - review definition of 'trip' (concern that hovering without landing reduces trip count)
27	27.1	Marshall David Cowley	marshallcowleyaklnz@gmail.com	Approve Plan Change without amendments - peaceful enjoyment of amenity (natural and cultural)

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28	28.1	Frans De Court Onderwater	fransdecourt@xtra.co.nz	Approve Plan Change without amendment - alternative transport options exist (eg ferry) - amenity values - peaceful enjoyment
29	29.1	Ngatahi Trust	terry.pratley@pratleygroup.co.nz	Decline Plan Change - supports helicopter activity
30	30.1	Anne Hughes	anzshughes@gmail.com	Decline Plan Change - there are enough helicopters on Waiheke - noise effects on amenity values, outdoor peace and quiet
31	31.1	Donald Grant Cowie	dcowie@cfin.co.nz	Approve Plan Change with amendments - allow only essential community services - peaceful enjoyment
32	32.1	Ric Scarrold	ric@scarroldpacific.co.nz	Approve Plan Change with amendments - only allow helicopter landings for extreme medical emergencies - use existing airfields
33	33.1	Natalie Wimbrow	35 Trig Hill Road, Onetangi, Waiheke, 1081	Decline Plan Change. Alternatively, if approved - apply fly zones - only allow emergency services - noise effects - amenity values - ecological values - peaceful enjoyment
34	34.1	Enrico D'Urso	53 Junction Road, Palm Beach, Waiheke Island, 1081	Decline Plan Change - there are enough helicopters on Waiheke - noise effects - amenity values - ecological values
35	35.1	Tina Blackman	tina.blackman@hotmail.com	Approve Plan Change with amendments - strengthen requirements/ standards for effects assessment and operational controls [refer to full submission for details] - require public notification - consider applying a moratorium or cap

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Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
36	36.1	Janice Noelle Zane-Harris	janicezane@gmail.com	Supports Plan Change [interpreted as] with amendments - opposes helipads in any area near Waiheke Island communities, i.e., the major centres such as Oneroa, Surfdale, Onetangi, Ostend, etc., - opposes helipads near community centres and holiday destinations - Opposes helipads near domestic homes or farms. - effects are disturbing for full-time tenants, animals, and property owners, many of whom are elderly. - apply appropriate separation distances to dwellings and farms - require helicopter storage in sheds
37	37.1	Emma Farmer	emmavfarmer@hotmail.com	Approve Plan Change without amendments. - helicopter travel on an island the size of Aotea is unnecessary. - existing airport is an easy commute to most places. - rare birds around the beaches and dunes that are affected by the noise and vibrations. - the council needs to act to prevent the destruction of a pristine environment
38	38.1	The Occupier	mica.magallanes@gmail.com	Decline plan change - instead, maintain or strengthen current restrictions on helipads - any relaxation of rules around helipad activities could have environmental, ecological, and community impacts
39	39.1	Lee Short	lee@short.org.nz	Withdraw or Decline plan change entirely. If it is not fully declined, - exclude Waiheke from any changes that would allow further establishment or use of helipads. - existing helipad operations should be subject to stricter controls and require public notification. - character and amenity effects - ecological effects - Carbon intensive transport - Community vision and lifestyle effects - Community opposition
40	40.1	Lorraine Daly	ml Daly@xtra.co.nz	General submission - opposes consenting of helipads on Aotea Great Barrier Island - supports use of the two airports

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41	41.1	Ian Hamilton	ianhaction@gmail.com	Decline Plan Change - opposes helicopters except for emergency services - helipad noise intrusive with impacts to Waiheke Is. residents quality of life, and peaceful enjoyment - commercial helicopter tourism negatively impacts on residents - alternative transport options exist
42	42.1	Wayne Hollard Johnston	wayne@whj.co.nz	Approve Plan Change with amendments - support proposed changes that protect birdlife - opposes (seeks delete) proposed changes for protection of cultural sites
43	43.1	Kevin O'Meara	omeara_family@xtra.co.nz	Decline Plan Change - noise pollution in summer, particularly at peak times
44	44.1	Brian Sollis	rose1sollis@gmail.com	Decline Plan Change note: Decision sought is unclear Submission indicates support for the changes (PM15) but decision sought is to decline the plan change Additionally advises - general opposition to helipads in Hekerua Bay.
45	45.1	Manon Revuelta	manon.revuelta@gmail.com	Approve Plan Change without any amendments - disruptive, destructive and unnecessary - tighter regulation is needed
46	46.1	Louise Waghorn	louwag123@gmail.com	Approve Plan Change with amendments - strengthen requirements/ standards for effects assessment and operational controls [refer to full submission for details] - apply prohibited activity status to helipads in residential and sensitive coastal zones, except for clear public benefit e.g emergency services - Require public notification - Review of all existing helipad consents - revoking if noncompliant or no longer appropriate
47	47.1	David Glover	dpg3802@gmail.com	Approve Plan Change without any amendments - clarifies noise and vibration considerations - aids consistent interpretation and assessment - recognises cultural and ecological values

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48	48.1	David Barber	david.barber@xtra.co.nz	Approve Plan Change without any amendments - opposes helipads in residential areas on Waiheke Island. - supports resident's rights for a peaceful enjoyment - opposes ecological effects to birdlife - transport alternatives exist including public ferry transport - do not allow helicopter access other than operations supporting commercial hospitality business properties such as Mudbrick which are situated well away from main residential areas.
49	49.1	Linda Whitmore	barriermum@icloud.com	Approve Plan Change - supports the restrictions of future helipads especially on Great Barrier Island. - supports use of airport but allowing emergency landings including at schools or other open area (this not becoming the norm though)]
50	50.1	Deborah Chambers	debchambers@bankside.co.nz	Decline Plan Change PM16 is too openly worded and would be too restrictive in practice - it introduces undue restrictions on private property rights - tourism and economic wellbeing has not been not considered enough - conversation has been dominated by those who oppose helicopters - A restriction on the number of flights would be sufficient.
51	51.1	Huhana Davis	davish@waihekehigh.school.nz	Decline Plan Change - opposes discretionary activity status - noise and vibration effects on private dwellings and residents - noise and vibration effects on cultural and ecological
52	52.1	Ronald Ian Spiers and Helena O'Brien	ronandhelenagbi@gmail.com	Approve Plan Change without any amendments - supports use of airport - noise and physical disturbance
53	53.1	Greg Molloy	GregM@pfpltd.co.nz	General submission - - supports emergency services - supports some provision for helipads in non-residential parts of eastern Waiheke - opposes helipads in residential areas for transport or recreational use

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54	54.1	Brian Harris	solharris@gmail.com	Decline Plan Change Alternatively, if approved - strengthen operational controls - stricter noise limits - apply Non complying or Discretionary Activity - apply a presumption against allowing helipads - particularly in residential area, near ecological sites and in coastal zones - stricter assessment criteria
55	55.1	Chloe Ann Barker	chloe.ann.barker@gmail.com	Approve Plan Change - ecology - community - quiet enjoyment supportive of further restrictions or moratorium on new helipads
56	56.1	Michael Herden	michael.herden@hamburg.de	Decline Plan Change. Alternatively, if approved, make amendments [none specified] - objects to aircraft noise
57	57.1	Emma Jones	waihekelibrary@gmail.com	Decline Plan Change - Peaceful enjoyment [reference to Surfdale area being a quiet place]
58	58.1	Garth	garth@biggs.co.nz	Approve Plan Change with amendments - strengthen requirements/ standards for effects assessment and operational controls [refer to full submission for details] - require public notification - apply Non-complying or Prohibited activity status in residential areas - apply cap or moratorium on new applications until Auckland Unitary Plan review
59	59.1	Anthony Walshe	tony.walshe@icloud.com	Approve Plan Change without any amendments
60	60.1	Christopher G Boyce	chris@cbltd.com	Approve Plan Change with amendments - adopt Option 4 (s32 report)
Late 61	61.1	Larrissa Wade	larrissa@gulfislandinsurance.co.nz	Approve Plan Change with amendments - amend objectives, policies and rules as required to give effect to New Zealand Coastal Policy Statement 2010
62	62.1	Eledir Seren	eledirseren@gmail.com	Approve Plan Change without any amendments -opposes any more helipads on Waiheke
63	63.1	Georgina Blomfield	blomhome@icloud.com	Decline Plan Change. - use existing airport (Waiheke)
64	64.1	Jess Brunette	jessbrunette@gmail.com	Approve Plan Change without any amendments.

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65	65.1	Karen Saynor	ksaynor15@gmail.com	Approve Plan Change with amendments - strengthen criteria - noise - ecology (birdlife) - privacy
66	66.1	Lawrence Alan MEAD	lawrie@access-applications.co.nz	Approve Plan Change without any amendments. - new helipads are unnecessary - existing helipads are available
67	67.1	Mark Jenkins	jenkinsmark@icloud.com	Decline Plan Change; in alternative amend - no further granting of helipads on private land
68	68.1	Lloyd N Ellis	ellisarchitectsnz@gmail.com	Approve Plan Change without any amendments. - noise effects
69	69.1	William Trafford	willtrafford@gmail.com	Decline Plan Change; but if approved - amend to exclude Aotea Great Barrier from Plan Change - helicopters are often the only viable transport or emergency option (limited road access) - opposes PM16 changes - cultural and ecological criteria vague/unaccountable - impacts on property rights
70	70.1	Titan Trust	brucem@xtra.co.nz	Decline Plan Change - prefer Option 1, Do Nothing, Status Quo - opposed to noise effects. - supportive of helicopters for emergency services
71	71.1	Cheryl Foster	chezza.foster@gmail.com	Decline Plan Change. - opposed to helipads on Waiheke unless for emergency reasons - noise effects - ecological effects (bird life) - privacy concerns,
72	72.1	Wendy Upton	karen.upton@xtra.co.nz	Decline Plan Change - noise pollution (especially in Ostend Valley)
73	73.1	Margaret Anne Willman	annewillmann195@gmail.com	Approve Plan Change with amendments - no further [private] helipads on Waiheke - supportive of emergency services only - noise effects - ecological effects - amend references to "noise and vibration" to prohibit non-essential helicopter noise and vibration

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74	74.1	Cecily Wheeler	2cecily2@gmail.com	Approve Plan Change with amendmemts - all helicopters (except emergency services) to use airport helipad
75	75.1	Elizabeth Johnson, Garry Johnson and Joshua Johnson	garyandbethj@gmail.com	General submission - private helicopters to use commercial heliports only - supports emergency services only - opposes private helipads in residential suburbs and Hauraki Gulf Islands - Noise effects, rotorwash, downdraft
76	76.1	Christine Olsen	christineo99@xtra.co.nz	Approve Plan Change without any amendments -supports including noise and vibration, and New Zealand Coastal Policy Statement in Matters for discretion - supports including noise and vibration effects in assessment criteria for cultural and ecological values
77	77.1	Clare Mary Edwards	clare.edwards@xtra.co.nz	Approve Plan Change without any amendments - noise and vibration effects [additionally, supports banning helicopter activity in residential areas]
78	78.1	June Valerie Brookes	junebrookes55@gmail.com	Approve Plan Change with amendments - unconsented activity (commercial use) - noise effects - low level flying
79	79.1	Linda Matters	matterslinda@gmail.com	Approve Plan Change with amendments - to be clean and green cancel non essential helipads - raises safety concerns
80	80.1	Michael Corry	mike@corry.nz	Approve Plan Change without any amendments. - too much helicopter activity in Waiheke airspace
81	81.1	Peter and Trixie Dodd	pdodd60@gmail.com	Approve with amendments - no further granting of helipads on Aotea Great Barrier Island
82	82.1	Susan Gaye Tozer	gaye@gayetozer.co.nz	Approve Plan Change without any amendments. - supports clarification of rules [corrects an omission]

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83	83.1	Susan Graafland	suegraafland@gmail.com	Decline Plan Change - helicopters can use Claris airport - noise effects - ecological effects (birdlife) - retain tranquil character of Aotea Geat Barrier Island
84	84.1	Virginia Horrocks	vjhorrocks@gmail.com	Approve Plan Change without any amendments. - support option 3 of s32 Report - support references to New Zealand Coastal Policy Statement - protect character and amenity of Aotea Great Barrier - peaceful enjoyment - would prefer a moratorium on new consents
85	85.1	J.S. Morton	PO Box 331355, Takapuna, Auckland 0740	General submission [does not request approve or decline] - registers support for other submitters opposing extention of helipads on Waiheke
86	86.1	Simon Robertson	sir Robertson@icloud.com	General submission [does not request approve or decline] - registers support for helicopters
87	87.1	Kristin Lewis	leafy1lk@gmail.com	Approve Plan Change with amendments - adopt option 3 of s32 report with amendments: - strengthen requirements/ standards for effects assessment and operational controls [refer to full submission for details] - apply Discretionary or Non-complying activity status in certain circumstances - require public notification in certain circumstances - apply density cap
88	88.1	Caroline Ruth Barnes	cr.barnes@hotmail.com	Approve Plan Change without any amendments. - amenity values - cultural and ecological values
89	89.1	Stephen Mills	stephen.millsqc@counsel.nz	Approve Plan Change with amendments - supports option 3 in s32 report - supports considetation of Prohibited Activity option as part of next Auckland unitary Plan review
90	90.1	Sue Marshall	suemarshall09@gmail.com	Approve Plan Change -supports option 3 of s32 report - only allow commercial business use (and only very limited usage)

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91	91.1	Geoffrey Hills	PO Box 55, Tryphena, Great Barrier Island	Approve Plan Change without any amendments - the use of helicopters, and the helipad at Claris be for emergency use only
92	92.1	Christine Van Gisbergen	christinevangisbergen@gmail.com	Approve Plan Change with amendment - supports inclusion of word "vibration"
93	93.1	Robert L Page	waiukurob@gmail.com	Approve Plan Change with amendment - supports Option 3 (s32 report) - Claris and Okiwi airports are available for use
94	94.1	Roger Truby King	roger.king@xtra.co.nz	Approve Plan Change without amendments - supports inclusion of "vibration" in assessment of noise
95	95.1	Tony Hards	allocate@xtra.co.nz	Approve the plan change with amendments - close all private helipads
96	96.1	Derek William Bell	derek.bell@xtra.co.nz	Approve Plan Change without amendments - supports consideration of noise and vibration effects to ecological values
97	97.1	Kevin Joselph Brennan	rakinokev@gmail.com	Approve Plan Change without any amendments. [with particular reference to Rakino Island] - - supports PM16 references to noise and vibration and to New Zealand Coastal Policy Statement - clarifies scope of consideration of the assessment of effects, particularly ecological and cultural values - no need for helipads except for emergency services) - Rakino is well serviced by ferry passenger service, and barge
98	98.1	Russell and Michelle Grimshaw	grimfam@hotmail.com	Approve Plan Change with amendments - support Option 3 of the s32 report
99	99.1	Murray Peat	murraypeat@gmail.com	Approve Plan Change with amendments - noise / vibration measurement - operational flight path - human health - native birds
100	100.1	Gail Ann Prentice	prentice.oldblair@gmail.com	Approve the plan change without any amendments. - supports consideration of noise and vibration impacts - residential sensitivity - ecological sensitivity

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101	101.1	K A Smith SJ Smith GL Smith	kevin@savant-pacific.co.nz	Approve the plan change without any amendments. - supports use of Claris airport - amenity effects (low flying helicopters disrupt the otherwise idyllic environment)
102	102.1	Susan Washington	flynnwashington@gmail.com	Decline Plan Change, but if approved - change activity status: - Urban areas (make a Prohibited Activity) - Rural areas (make a Non- complying Activity)
103	103.1	Brian and Deborah Bookman	brian@premierfinefoods.co.nz	Decline Plan change - opposes private helicopter/helipad operators [supports emergency services and some commercial situations] - opposes granting extended helipad rights - environmental effects - noise effects - social effects - amenity effects - ecological effects (birds)
104	104.1	Joanna Davies	jodavies47@gmail.com	Approve Plan Change with amendments - ban private helipads
105	105.1	Lorraine Dawson	dawson.lorraine@gmail.com	Decline Plan Change - helipads incompatible with residential neighbourhoods - amenity values - natural environment disturbance - no need for any more helipads - enough existing helipads [Waiheke] including an emergency helipad at Onetangi sports park
106	106.1	Catherine Downes	cpdownes@xtra.co.nz	Approve Plan Change without any amendments - supports noise and vibration considerations in regards to cultural and ecological values
107	107.1	Perry Anthony Gallagher	info@sofasandmore.co.nz	[Submission does not seek decision to Approve or Decline PM16] Requests: - provide for only one central helipad on Waiheke with prescribed flight corridors (exemptions for defence and emergency purposes)

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108	108.1	Greg Hannah	Greg_Katie@xtra.co.nz	Support Plan Change without any amendments. - support proposed changes in relation to private transport and private helipads Supports proposed changes but would not support further restrictions to use of helicopters to lift materials to less accessible sites.
109	109.1	RA and D Harland	shonaoppert@gmail.com	[Submission does not seek decision to Approve or Decline PM16] - Claris airport and ferry service provide adequate access options - opposes private/commercial helipads - opposes environment effects - noise - fuel (global warming) - ecological effects (rotor wash)
110	110.1	Janet Holtrigher	jmholt@xtra.co.nz	Approve Plan Change - private helipads limited to emergency services only - noise must be addressed - no helicopters with loud noise - vibration problems should not be allowed
111	111.1	Richard and Ngaio Lewis	rjlewis@xtra.co.nz	Approve Plan Change with amendments - support option 3 of s32 report with amendments - strengthen requirements/ standards for effects assessment and operational controls [refer to full submission for details] - apply Discretionary or Non-complying in certain circumstances - require public notification in certain circumstances - apply density cap
112	112.1	Barbara Neil	barbneil@gmail.com	Approve Plan Change without amendments - ecology effects
113	113.1	Frank William Frederick Reinheimer	P O Box 82 Tryphena Great Barrier Island Auckland 0991	Decline Plan Change - preserve character of Aotea Great Barrier - use the airport
114	114.1	Maria Sauer	maria.sauer@ymail.com	Approve Plan Change with amendments - adopt option 4 of s32 report

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115	115.1	The Royal Forest and Bird Protection Society of New Zealand (Forest & Bird)	c.morgan@forestandbird.org.nz	Approve Plan Change with amendments - supports the PM16 proposed inclusion of the word "vibration" - amend Matters for Discretion and Assessment criteria to more fully reference the New Zealand Coastal Policy Statement [refer to submission for details]
116	116.1	Geoff Tyler	kotare226@outlook.com	Decline Plan Change - no further granting of helipads on Waiheke - noise effects - amenity effects - satisfactory transport modes already exist
117	117.1	Nicky Ward	nickyward@xtra.co.nz	[Submission does not seek decision to Approve or Decline PM16] - opposes helicopters nearby to Onetangi - noise effects - amenity effects - ecological effects - supports use of helipad at Onetangi Sports Park
118	118.1	Meriel Watts	meriel@merielwatts.net	Approve Plan Change with amendments - private helipads in urban Auckland should be a banned activity [Prohibited Activity status]
119	119.1	Ann Epston	bicycle2@xtra.co.nz	[Submission does not seek decision to Approve or Decline PM16] - seeks Prohibited Activity status in urban areas except for emergency services
120	120.1	Michelle Kean	michellerkean@gmail.com	Approve Plan Change without amendments - noise effects (flight numbers)
121	121.1	Geoffrey Hinds	geowill4@gmail.com	[Submission does not seek decision to Approve or Decline PM16] - opposes private helipads
122	122.1	Samuel Stephens	samuel@advancedflight.co.nz	Decline Plan Change - council's jurisdiction exceeded - vibration criteria undefined - noise sensitive areas - criteria referencing Maori heritage sites and ecological sites introduces ambiguity

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123	123.1	Toni Schaef	contact@manukalodge.nz	Decline Plan Change -noise effects [noise pollution] -privacy effects
124	124.1	Julie Robson	joolzr@gmail.com	Approve Plan Change without amendments - also supportive of strengthening of provisions - to minimise noise, vibration and visual intrusion - protect natural character of Aotea Great Barrier - protect ecological values of Aotea Great Barrier
125	125.1	Gregory Heap	gregory.heap@icloud.com	Approve Plan Change without amendments - would support clearer descriptions of where helipads can be located
126	126.1	Roy and Nirmala Withers	malawithers@gmail.com	Decline Plan Change - helicopters/helipads can use existing airport - amenity effects - ecological effects
127	127.1	Norman Parlane	ncparlane@gmail.com	Approve Plan Change without amendments -helipads are unnecessary
128	128.1	Robyn Rosemary Hatton	rrhatton@xtra.co.nz	Decline Proposed Plan Change - opposes increasing vibration and noise pollution - amenity effects - peaceful enjoyment - recreational natural ambience.
129	129.1	Helen Kemp	redwaveart@gmail.com	Decline Plan Change - supports landing helicopters at the existing airports (Claris, Whangapoua. - opposes other helipad locations on Aotea Great Barrier island - noise effects - privacy effects - community opposition
130	130.1	NZ Society of Friends Trust Board	treasurer@trust.quakers.nz	Approve Plan Change without amendments - access alternatives exist (helipads are unnecessary) - noise and vibration effects - ecological and cultural effects (historic Māori sites)

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131	131.1	Monique Rennhard - Van Dooren	swiss_kiwi@gmx.ch	Decline Plan Change - helipads should be a prohibited activity except at designated airportshelipads [Aotea Great Barrier] - seeks greater noise and flight restrictions - air and noise pollution - ecological effects (birdlife) - quality of life effects
132	132.1	Hunky Dory Co	kojesstenei@gmail.com	Approve Plan Change with amendments - helipads should be a prohibited activity except at designated airports - noise effects more intrusive than other forms of vehicle - opposes case by case assessment
133	133.1	Annette Melchior	melchior.annie@gmail.com	Approve Plan Change without amendments - impacts to humans - ecological effects (birds)
134	134.1	Michael Lawrence Steven	mike.steven@xtra.co.nz	Approve Plan Change with amendments - amend assessment criteria to recognise New Zealand Coastal Policy Statement Policy 13 in relation to - preservation of natural character, - amenity and recreational enjoyment
135	135.1	Angela Wright	aoteaang@gmail.com	Approve Plan Change without amendments - additional helipads are unnecessary - Aotea Great Barrier has two aerodromes and ferry, and road network, and existing consented helipads
136	136.1	Thomas Greve and Marika Czaja	thomas@waihekeweb.net.nz	Approve Plan Change with amendments - support option 3 with amendments for stronger controls - strengthen requirements/standards for effects assessment and operational controls [refer to full submission for details] - require public notification (applications in residential, and coastal areas) - apply density cap Alternatively - apply option 4 [Discretionary Activity status]

Plan Modification 16 - Helipads Summary of Decisions Requested				
Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
137	137.1	Josephine Gail Baddeley	joemike@xtra.co.nz	Approve Plan Change with amendments - full notification of applications (until amendment is in place) - amenity effects - cultural effects - ecological effects - impacts on regional parks
138	138.1	Omiha Welfare and Recreation Society	joemike@xtra.co.nz	Approve Plan Change with amendments - full notification of applications (until amendment is in place) - amenity effects - cultural effects - ecological effects - impacts on regional parks , and Forest and Bird reserve
139	139.1	Ian Douglas	ann.porter@xtra.co.nz	[Submission does not seek decision to Approve or Decline PM16] - apply Prohibited Activity status for non-essential helipads (urban and rural zones in the western part of the Island between Pie Melon Bay and Rocky Bay). - prohibit helicopter movements traversing Waiheke (from helipads in western part of the Islands to helipads in the eastern part of the Island)
140	140.1	Robyn Ryan	robynmaryryan@gmail.com	Approve Plan Change without amendments - opposes helicopters except for emergency/rescue services - noise effects
141	141.1	David Gerrett	dgerrett@xtra.co.nz	Decline Plan Change - noise effects, - amenity effects - quiet enjoyment, - island character (transforming into urban) - environmental harm (wildlife and habitat), pollution (emissions and chemical) - safety
142	142.1	Katie Lavers	katielavers8@gmail.com	Approve Plan Change with amendments - do not create less spaces for dog walkers
143	143.1	Helen Jones	helen@jubsta.co.nz	Approve Plan Change with amendments - apply Non-complying activity status for helipads outside of designated airports and/or airfields. - wider environmental and community effects - residential amenity effects - ecological sensitivity - cultural sensitivity

Plan Modification 16 - Helipads Summary of Decisions Requested				
Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
				Decline Plan Change Alternatively, if approved - remove references to NZCPS policy directives in Matters for Discretion - remove new assessment criterion X (<i>The effects of noise and vibration on natural and historic heritage...</i>) - the current rule framework is sufficient to manage the effects of helipads in the Hauraki Gulf Islands. - The proposed amendments unnecessarily broaden the scope of Rule 13.8.2 beyond Restricted Discretionary focus (managing effects on noise sensitive activities). - not opposed to including vibration as a matter for discretion, but this could be achieved without introducing NZCPS policy references.
144	144.1	Richard Howard	richard@autojapan.com	
145	145.1	Kushla Currie	kushlagrace@gmail.com	Approve Plan Change with amendments - - amend helipad rules framework (objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2010
146	146.1	Quiet Sky Waiheke	anthonykimwhitaker@gmail.com	Approve Plan Change with amendments - - amend helipad rules framework (objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2011
147	147.1	Gerda Gorgner	gerdagmob@gmail.com	Approve Plan Change with amendments - - amend helipad rules framework (objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2012
148	148.1	Graham Bruce Roberts	gbroberts@xtra.co.nz	Approve Plan Change with amendments - - amend helipad rules framework (objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2013
149	149.1	Linda Mary Hodson	lmhodson@hotmail.com	Approve Plan Change with amendments - - amend helipad rules framework (objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2014
150	150.1	Damian Sycamore	damiansycamore@gmail.com	Approve Plan Change with amendments - - amend helipad rules framework (objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2015
151	151.1	David Leslie Smith	jananddavidsmith@outlook.com	Approve Plan Change with amendments - - amend helipad rules framework (objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2016
152	152.1	Trevor Michael Newman	mike_newman@xtra.co.nz	Approve Plan Change with amendments - - no helipads in Great Barrier settlement areas - noise and vibration to be considered

Plan Modification 16 - Helipads Summary of Decisions Requested				
Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
153	153.1	Patricia May Gerrett	trishgerrett@xtra.co.nz	Decline Plan Change - opposed to proliferation of helipads in Hauraki Gulf Islands - supports introduction of New Zealand Coastal Policy Statement as a matter of consideration - coastal environment values - special features (sound of sea) - amenity values - peaceful enjoyment - residents and visitors - ecological values - protection of sites and places of significance to mana whenua
154	154.1	Sandra Mary Chesterman	sanderlwaiheke@gmail.com	Approve Plan Change with amendments - - amend helipad rules framework (objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2016
155	155.1	Helen Geary	helen@geary.nz	[Submission does not seek Approve or Decline PM16] Registers support for: - the enhanced definition of "noise", as proposed. - the recognition in the Section 32 report that ecological and cultural sites can be adversely affected by helicopter noise. - the recommendation by council staff in the Section 32 report that Option 3 be adopted. also - that all applications for a restricted discretionary activity should be publicly notified,
156	156.1	Protect our Gulf	shirinlives@gmail.com	Approve Plan Change with amendments - all helipad applications should have Non-complying (or higher) activity status - give full effect to the NZ Coastal policy statement for the area covered by the Hauraki Islands District Plan .
157	157.1	Craig Adam Brown	craig@cbconsult.co.nz	Approve Plan Change with amendments - - amend helipad rules framework (objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2016
158	158.1	John Murray	johnmurray@gmail.com	Approve Plan Change with amendments - - amend helipad rules framework (objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2017
159	159.1	Isle Land Limited	wendy@isleland.co.nz	Decline Plan Change Alternatively, if approved - amend Matters for Discretion and new assessment criteria X assessment to provide greater clarity to plan users regarding scope, requirements and obligations of the Restricted discretionary activity status in relation to consideration of potential impacts of helipad activity on ecological values. [refer to submission for details of suggested changes] or delete the provisions Seeks provisions similar to those currently provided for assessment of the effects of noise on people involved in 'noise sensitive activities'. including: - identify noise limits for protection of ecological/biodiversity values - provide guidance on spatial extent of assessment required

Plan Modification 16 - Helipads Summary of Decisions Requested				
Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
160	160.1	Merrie Waters	merrie_waters@hotmail.com	Approve Plan Change with amendments - - amend helipad rules framework(objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2016
161	161.1	The Cole family	kiwi_b111@hotmail.com	Approve Plan Change with amendments - - amend helipad rules framework(objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2017
162	162.1	Sally Elizabeth Ann Scott	seascott51@gmail.com	Approve Plan Change with amendments - include the effects of noise and vibration on neighbouring residential properties. - no further granting of private helipads on Aotea – Great Barrier Island. - amenity and lifestyle impacts - social and health impacts - pollution (leaded fuel) - ecological impacts (endangered birds)
163	163.1	S G Connor	sue@isle.nz	Approve Plan Change with amendments - - amend helipad rules framework (objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2016
164	164.1	Hanne Sorensen	hanne.sorensen@yahoo.com	Approve Plan Change with amendments - - amend helipad rules framework (objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2017
165	165.1	Awaawaroa Bay Limited	sue.connor@awaawaroa.org	Approve Plan Change with amendments - - amend helipad rules framework (objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2018
166	166.1	Rob Morton	rob@gulftrees.co.nz	Approve Plan Change with amendments - - amend helipad rules framework (objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2019
Late 167	167.1	Manda Johnson	mandajanejohnson@gmail.com	Approve Plan Change with amendments - - amend helipad rules framework (objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2020
Late 168	168.1	Claire Bruell	claire@bruell.co.nz	Approve Plan Change with amendments - - amend helipad rules framework (objectives, policies, rules) to give full effect to New Zealand Coastal Policy Statement 2021

Submissions

From: [steve fortune](#)
To: [Unitary Plan](#)
Subject: Plan modification 16
Date: Wednesday, 25 June 2025 2:16:06 pm

Hi there , I just received a letter from you regarding the helipad modification plan 16.
Your website is useless as no submission form is available in the link provided.
I am the owner of 9 Te Makiri Rd (affected property).
I oppose any more granting of helipad permits in my affected area.
Thanks
Steve Fortune

| 1.1

Sent from my iPhone

From: [Sarah Hazell](#)
To: [Unitary Plan](#)
Subject: Plan modification 16-Helipads. Hauraki Gulf islands
Date: Wednesday, 25 June 2025 2:41:53 pm

I strongly believe that we should restrict helipads on Waiheke.
Helicopters are hugely disturbing especially in the summer.
The Tantalus helicopter is SO noisy when we use the Sports Park facilities.
Seriously, we have way too many already. Couldn't the airfield be used more for landings?
Absolutely no more helipads to be added to the island.
The impact on humans is one thing but what about the wildlife?
Thank you for your consideration
regards

2.1

Sarah Anne Hazell
1/304C Sea View Rd,
Waiheke Island
1081

Of course we are super grateful to the Westpac helicopter for medical assistance.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - WA PALMER and IMPEY TRUSTEE COMPANY
Date: Thursday, 26 June 2025 10:45:53 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: WA PALMER and IMPEY TRUSTEE COMPANY

Organisation name:

Agent's full name:

Email address: brent.impey@gmail.com

Contact phone number:

Postal address:

53 Church Bay Road Oneroa Waiheke 1071
 Oneroa
 Auckland 1071

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Modification Plan 16- Helipads

Property address: 53 Church Bay Road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Our view is simply that we are neighbour's of Cable Bay and Mudbrick vineyards. It is a very tough business environment. The helicopter pads are both adjacent to our property and visual. The impact in terms of noise is minimal to nil, even when the wind direction is unfavourable. We have no objection to the helicopters and oppose any steps to restrict these businesses.

3.1

I or we seek the following decision by council: Decline the plan change

Submission date: 26 June 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Simon Kember
Date: Thursday, 26 June 2025 2:31:05 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Simon Kember

Organisation name:

Agent's full name: Simon Kember

Email address: simonkember@gmail.com

Contact phone number:

Postal address:

22 Arthur Street

Auckland

Auckland 1011

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

I recommend the implementation of Option 3.

Helicopter movements around Waiheke Island are becoming a bane of the lives and well being of all those Waiheke residents and visitors who happen not to own a helicopter. they are a severe annoyance to restaurant and hospitality visitors as well as residents any where near the heli-pad or flight path. The Council rules need to be as restrictive as possible.

Pleas pursue Option 3.

4.1

Property address: 51 The Strand, Onetangi

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

I have expressed our view above.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 26 June 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - nicolas herren
Date: Thursday, 26 June 2025 5:15:56 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: nicolas herren

Organisation name:

Agent's full name:

Email address: nicolas@liteit.co.nz

Contact phone number:

Postal address:
 28 victoria road south
 onetangi
 aucklind 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 The cumulative noise and vibration levels received

Property address: 28 victoria road south, onatengi, auckland 1081

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

I live unfortunately on Auckland Airport traffic as well as the Trig Hill road airport here on the motu. And helicopter noise of course. My garden and roof (hence my drinking water) is hugely affected by the exhaust fuels from plane and probably helicopters too

The first one means that I get waken up some times as early as 4.30PM

I loved the covid lockdown, what peace and quiet!

So I believe the "The cumulative noise and vibration levels received at or within the notional boundary of any noise sensitive activity; generated by use of the proposed helipad or airstrip along with any other consented or permitted landing area" has so far been ignored

5.1

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: The cumulative noise and vibration from both helipad AND airstrip

Submission date: 26 June 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Peter Zavoda
Date: Thursday, 26 June 2025 6:30:49 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Peter Zavoda

Organisation name:

Agent's full name:

Email address: peter.zavoda@gmail.com

Contact phone number:

Postal address:

205 Godley Rd

Titirangi

Auckland 0604

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Property address: 37 Cory Road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

We believe that the current rule provides adequate provisions for restricted discretionary activities for helipads and needs no amendments.

I or we seek the following decision by council: Decline the plan change

Submission date: 26 June 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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From: [Duncan Stewart](#)
To: [Unitary Plan](#)
Subject: Proposed plan modifications 16 - helipads
Date: Thursday, 26 June 2025 6:45:11 pm

I am a property owner at 101 Hunterville Road, Waiheke.

I enjoy the flight of helicopters in our area, and I support additional flight paths and additional landing pads.

I believe that air transport provides greater premium options for domestic and foreign tourists, which I fully support.

7.1

Regards, Duncan

DUNCAN STEWART
DIRECTOR
M: +6421 599 575
Level 1, 152 Quay Street, Auckland 1010
greenhousecapital.co.nz



From: [Marcus MacKenzie](#)
To: [Unitary Plan](#)
Subject: Fwd: Submission in relation to Proposed Plan Modification 16 - Helipads
Date: Thursday, 26 June 2025 11:53:58 pm
Attachments: [Helipads - Form 5 - MMackenzie submission.pdf](#)

----- Forwarded message -----

From: **Marcus MacKenzie** <marcusmackenzie3@gmail.com>
Date: Thu, 26 Jun 2025 at 10:48 pm
Subject: Submission in relation to Proposed Plan Modification 16 - Helipads
To: <unitaryplan@aucklandcouncilgovt.nz>

Hi,

please find attached my submission on a notified proposal in relation to assessment criteria for Helipads on Waiheke Island,

regards Marcus MacKenzie

Mobile 021 280 3356

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may 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.
- 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.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Marcus Lance MacKenzie

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

195 Awaawaroa Road, Awaawaroa, Waiheke Island 1971

Telephone:

64212803356

Email:

marcusmackenzie3@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Amend Rule 13.8.2 Assessment Criteria 1 and 2; Add new assessment criteria 6 Assessment criteria

Or

Property Address

195 Awaawaroa Road

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☒

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

In addition to impact of noise levels for the many reasons listed I would like to add the effect of air pollution across neighbouring properties from Helicopters exhaust fumes.

If the wind is blowing in our direction during any Helicopter movement or when landed on the helipad strong aviation fuel exhaust fumes fill our house overpowering the fresh air.

8.1

For the past 13 years the Helipad has been in operation we know it is non compliant regarding noise levels measured at the house let alone the boundary. We agreed to approving the Helipad based on assessed noise level measurements which we know are exceeded.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

Include the effect of air pollution from strong aviation fuel exhaust fumes in assessment criteria

I wish to be heard in support of my submission ☒

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☒

Signature of Submitter

(or person authorised to sign on behalf of submitter)

06/26/2025

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ / could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☐ 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.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Andrew Charles Spence
Date: Friday, 27 June 2025 1:45:56 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Andrew Charles Spence

Organisation name:

Agent's full name:

Email address: mayandyspence@gmail.com

Contact phone number: 0272730353

Postal address:
 51s Trig Hill Road
 Waiheke Island
 Onetangi
 Waiheke Island 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Attachment A

Proposed Plan Modification (PM 15 to the Auckland Council District Plan – Hauraki

Gulf Islands section – Part 13 Transport – Rule 13.8.2 (Helipads)

Proposed Plan Modification 16 to the Auckland Council District Plan -

Hauraki Gulf Islands Section -Part 13 Transport - Rule 13.8.2 (Helipads).

Amend the Auckland Council District Plan – Hauraki Gulf Islands section (HGI Plan) – Part 13

Transport – Rule 13.8.2 as detailed below:

Strikethrough is to be read as a deletion ;

Underlining is to be read as an addition

Rule 13.8. Rules - helipads and airstrips

Rule 13.8.2 Restricted Discretionary Activities

1. Amend Rule 13.8.2 Matters of Discretion

Matters of Discretion

When considering an application to establish a helipad or airstrip, the council has restricted its discretion to the following matters*:

- Noise effects
- The visual effect of any earthworks or retaining structures required to establish a helipad or airstrip

*The scope of consideration for the listed matters includes the policy directives of the NZCPS on ecological values, cultural values, natural character, amenity and recreational enjoyment which can be adversely affected by noise (as relevant).

2. Amend Rule 13.8.2 Assessment Criteria 1 and 2; Add new assessment criteria 6

Assessment criteria

When considering the above matters of discretion, the council will have regard to the following assessment criteria:

1. The effects of noise received at or within the notional boundary of noise sensitive activities;
2. The cumulative noise levels received at or within the notional boundary of any noise sensitive activity generated by use of the proposed helipad or airstrip along with any other consented or permitted landing area;
3. The adverse visual or amenity effects resulting from the type and size of the facility to be provided.

X The effects of noise on natural and historic heritage including:

- Māori heritage sites, with particular regard given to NZCPS policy 2
- sites of ecological significance, and breeding sites/ nesting areas of threatened, endangered, or rare species (particularly indigenous taxa) with particular regard to NZCPS policy 11

4. Whether the noise generated by use of the proposed helipad or airstrip can be adequately mitigated so as not to give rise to adverse noise and amenity effects, including appropriate controls over:

- the type of helicopter(s)
- the flight procedure, (flight track I path, ground idling, hovering)
- the hours of operation and frequency of movements
- 5. • the location of helipad or airstrip.

Proposed consent conditions which provide for recording, monitoring, reporting and review.

Property address: 16 Hobson Terrace

Map or maps: All of Waiheke

Other provisions:

- Noise effects
- The visual effect of any earthworks or retaining structures required to establish a helipad or airstrip

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

They are inadequate to deal with the current nuisance level of helicopters on Waiheke Island

In summer the present of helicopters overhead is incessant. There are far too many helipads already approved on the island and many should be removed and any further absolutely denied. This is a transport solution of the rich too lazy to take the ferry or simply too priveleged to travel by public transport. There are no areas of Waiheke so remote as to justify helicopters. Helicopters are THE most destructive form of transport because of their fuel consumption and pollution of the air and our ears and eyes. They are an utter nuisance that are despised by most Waihekians.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: Deny any further helipads on Waiheke Island and work to consolidate those existing ones to bring down the number drastically.

Submission date: 27 June 2025

Attend a hearing

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

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

9.1

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Kay Nicholas Peterson
Date: Friday, 27 June 2025 2:00:51 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kay Nicholas Peterson

Organisation name: Kay Peterson

Agent's full name: Kay Peterson

Email address: kay.n.peterson@gmail.com

Contact phone number:

Postal address:
 100 Margaret Reeve Lane
 Waiheke Island
 Waiheke Island
 Waiheke Island 1971

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 Proposed amendment Rule 13.8.2 Matters of discretion
 Proposed amendment Rule 13.8.2 Assessment Criteria - add new assessment criteria 6

Property address: 100 Margaret Reeve Lane, Waiheke Island 1971

Map or maps: Te Whau Peninsula

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The effect of noise and vibration on our quality of life due to helicopters is too high. I support the use of helicopters by rescue services/police and by private residents of Waiheke Island for transport but not the excessive use by persons wanting to visit for social purposes eg. parties, lunch, or short term stays.

If use was limited to essential only then the effect is mitigated adequately. If use is not limited to essential only then the noise and vibration acceptable level needs to be much tougher and better controlled.

Personally I would prefer to see the construction of new helipads refused for social event purposes.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

10.1

Details of amendments: Amend the plan so as to allow the construction of new helipads for social event purposes to be refused.

Submission date: 27 June 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Stephen Ronald Picard
Date: Friday, 27 June 2025 2:45:30 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Stephen Ronald Picard

Organisation name: N/A

Agent's full name: N/A

Email address: stephenpicard43@gmail.com

Contact phone number:

Postal address:

24 Tiri Road

Oneroa

Waiheke Island

Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Hauraki Gulf islands/proposed plan modification16-Helipads

Property address: 24 Tiri Road, Oneroa, Waiheke Island

Map or maps:

Other provisions:

A limit must be placed on the number of helipads on Waiheke Island.

There are over 50 already, which is more than enough and cover all areas on the island.

No more should be allowed or built. There are plenty enough already.

Living in a supposedly residential area, the constant disturbance, particularly in summer, is horrendous and constant. It's like being on an airport flight path.

For whose benefit but wealthy individuals whose money allows them, with Council's approval, to impinge detrimentally on the whole community.

Direct such people to the plethora of helipads already here.

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

We pay residential rates for living in a residential community. That's why we put factories etc. in a commercial zone. Fundamentally, this is the same situation. Keeping community rights ahead of private ambitions.

11.1

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 27 June 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Naor Benzur
Date: Friday, 27 June 2025 3:46:21 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Naor Benzur

Organisation name:

Agent's full name: Naor Benzur

Email address: naor.benzur@gmail.com

Contact phone number:

Postal address:
 63 Kennedy Point Rd
 Surfdale
 Waiheke Island
 Auckland 1080

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 Rule 13.8.2 (Helipads)

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

I wish to provide my support for the proposed amendments to Rule 13.8.2 Restricted Discretionary Activities concerning helipads in the Hauraki Gulf Islands District Plan.

My property is located directly in a helicopter flight route, and I experience continuous and sometimes very annoying noise from helicopter activity. The noise disturbance is significant, and at times the vibration caused by the helicopters can be felt strongly, even when the helicopter is not visible. This highlights the importance of explicitly including vibration as part of the noise effects to be considered in the assessment criteria.

Additionally, I have observed adverse effects on local birdlife and the wider ecology in the area, which I believe are linked to the helicopter activity. The disturbance to habitats, especially breeding and nesting sites of indigenous and threatened species, is a serious concern that needs to be

12.1

addressed.

I strongly support the proposed amendments that clarify and broaden the scope of noise and vibration effects to explicitly include ecological and cultural values, including Māori heritage sites and sites of ecological significance. This will ensure that the assessment of helipad applications properly considers the full range of environmental effects as outlined in the New Zealand Coastal Policy Statement (NZCPS) 2010.

12.1

The proposed changes will provide greater transparency, clarity, and protection for residents, the environment, and cultural heritage. I urge Auckland Council to proceed with this plan modification to better manage the impacts of helicopter activity in the Hauraki Gulf Islands.

Thank you for the opportunity to make this submission.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 27 June 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

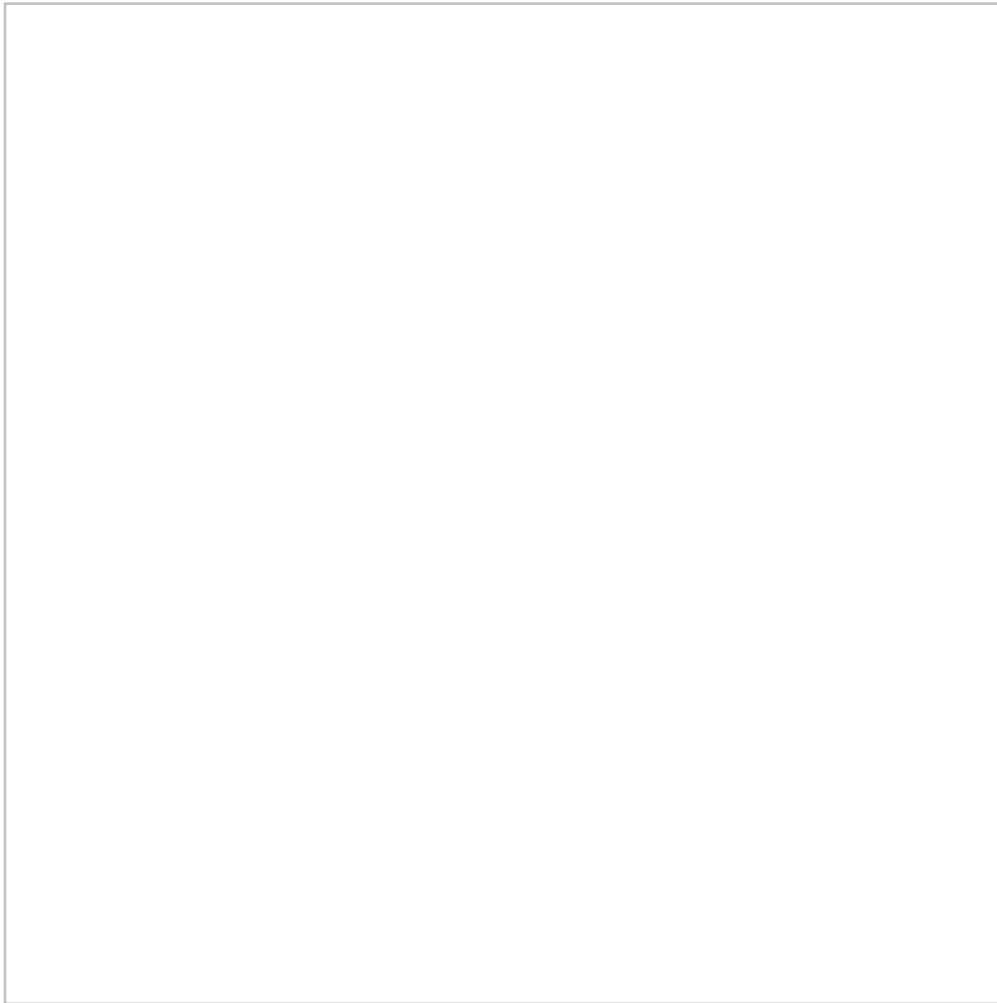
Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - John Love
Date: Saturday, 28 June 2025 10:01:07 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: John Love

Organisation name:

Agent's full name: John D Love

Email address: John@loveandco.co.nz

Contact phone number: 021353598

Postal address:
 19 Brookland Place
 Auckland
 Auckland 1050

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 Making restricted discretionary
 Assessing noise and earthworks
 Assessing ecological issues
 Assessing historic issues

Property address: 134A Cowes Bay Road waiheke

Map or maps:

Other provisions:
 We are against any changes to 13.8.2

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
 Waiheke Island is an island with limited transport links. Helicopters form an important and legitimate method of transport for bother property owners and their visitors. This is particularly important where properties do not have road access or are a distance from the ferry terminal.

The additional assessment criteria and change to restricted discretionary usurps owners property rights, will add unnecessary cost and may remove transport options.

The council should not be making any changes.

13.1

Birds and wildlife are used to the noise of human habitation.

Having to consider inanimate historic or Maori heritage objects or cultural values that are not accepted or wanted by most of the population and have no legislative basis (and hopefully kicked to irrelevance once ACT is finished) should not be used to assess a property owners rights.

I note that as residents of Auckland we have no say over flight paths for jets or the police Helicopters. So why should private landowners wanting a helipad be subject to unnecessary restrictions on their own land.

Council needs to pull their heads in and stop trying to diminish our property rights. Just because a bunch of woke lefties feel like Helicopters are a rich persons toy, they are no different to a car. They are just a form of transport available to everyone.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: Remove assessment criteria in particular ecological and historic.

Submission date: 28 June 2025

Attend a hearing

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

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

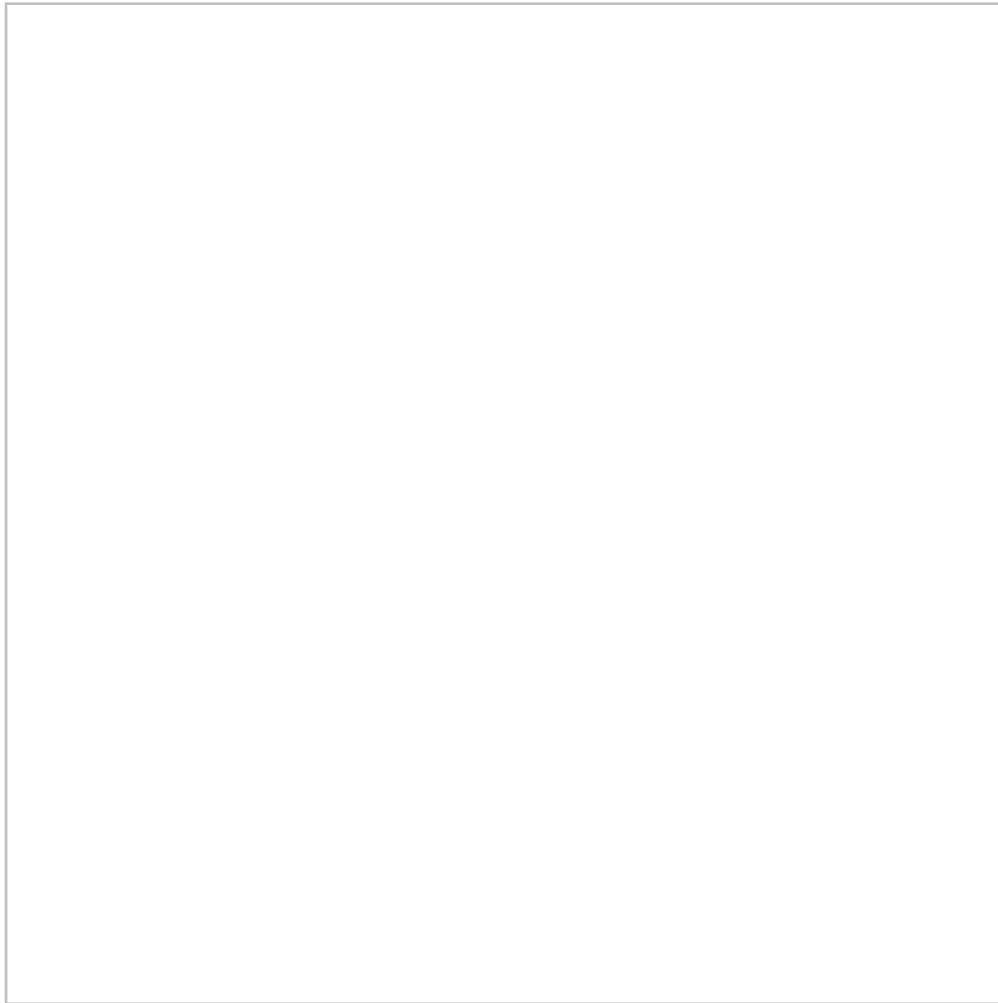
Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Bryan Patchett and Graeme Austin
Date: Saturday, 28 June 2025 2:01:37 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Bryan Patchett and Graeme Austin

Organisation name:

Agent's full name:

Email address: bryanpatchett@hotmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Rule 13.8.2

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

We support the changes to the current rule, to ensure that cumulative impacts of helipads and airstrips can be considered to ensure the adverse affects from increased helicopter and aircraft movements on Great Barrier Island. We believe that the proposed rule should be amended so that any consent for use of a new helipad or airstrip is approved for a maximum of 5 years, so that regular re consenting is required, so that the cumulative impacts of multiple helipads and airstrips can be regularly reconsidered - given the very significant intrusiveness of helicopter noise on the otherwise natural sounds environment of most of Great Barrier Island.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: Amend the rule to ensure any consent granted for the use of a helipad or airstrip has a maximum duration of 5 years, after which a new consent must be sought. And that there is no prior use right implied by the previous consent granted.

14.1

Submission date: 28 June 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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From: [Bryan Patchett](#)
To: [Unitary Plan](#)
Subject: Revised submission: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Bryan Patchett and Graeme Austin
Date: Saturday, 28 June 2025 3:07:22 pm

Kia ora,

I prepared our submission on my mobile phone and the online form was difficult to use on that device. Please amend our submission in the following ways:

We are the owners of a property at 4 Te Rangitawhiri Rd on Great Barrier Island and we have owned this property for more than 25 years.

We support the proposed changes to the current rule, to ensure that the cumulative impacts of helipads and airstrips can be considered, and to ensure that the adverse affects from increased helicopter and aircraft movements on Great Barrier Island do not adversely impact on special natural and cultural character of Great Barrier Island, including the solitude and silence present on much of the island.

We believe that the proposed rule should be amended so that any consent for use of a new helipad or airstrip is approved for a maximum of 5 years, so that regular reconsenting is required, so that the cumulative impacts of multiple helipads and airstrips can be regularly reconsidered - given the very significant intrusiveness of helicopter noise on the otherwise natural sounds environment of most of Great Barrier Island.

I or we seek the following decision by council: **Support the plan change, and if approved, make the amendments I requested**

Regards, Bryan Patchett and Graeme Austin

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
 <UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz>
Sent: Saturday, 28 June 2025 1:58 pm
To: bryanpatchett@hotmail.com <bryanpatchett@hotmail.com>
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Bryan Patchett and Graeme Austin

Thank you for your submission.

We will contact you within 10 working days to acknowledge your submission. Keep this email as your copy of your submission.

Email unitaryplan@aucklandcouncil.govt.nz or phone 09 301 0101 if you don't hear from us within 10 working days.

Contact details

Full name of submitter: Bryan Patchett and Graeme Austin
 Organisation name:

Agent's full name:
 Email address: bryanpatchett@hotmail.com
 Contact phone number:
 Postal address:

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Rule 13.8.2

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

We support the changes to the current rule, to ensure that cumulative impacts of helipads and airstrips can be considered to ensure the adverse affects from increased helicopter and aircraft movements on Great Barrier Island. We believe that the proposed rule should be amended so that any consent for use of a new helipad or airstrip is approved for a maximum of 5 years, so that regular re consenting is required, so that the cumulative impacts of multiple helipads and airstrips can be regularly reconsidered - given the very significant intrusiveness of helicopter noise on the otherwise natural sounds environment of most of Great Barrier Island.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: Amend the rule to ensure any consent granted for the use of a helipad or airstrip has a maximum duration of 5 years, after which a new consent must be sought. And that there is no prior use right implied by the previous consent granted.

Submission date: 28 June 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Jonathan Richard Ewer
Date: Saturday, 28 June 2025 3:30:58 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jonathan Richard Ewer

Organisation name:

Agent's full name:

Email address: peacockridge@gmail.com

Contact phone number:

Postal address:

70 Trig Hill Road

Waiheke Island

Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Rule13.8.2 Rules -helipad and airstrips. Restricted Discretionary Activities

Property address: 70 Trig Hill Road, Waiheke Island. 1081

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

There are over 50 approved helipads on Waiheke, which is excessive and dangerous, and very few comply with the 13.4 Resource Management Strategy for airstrips and helipads, which states:

"The Plan restricts helipads and airstrips that are easily accessible by more conventional means of transport and where there is potential to adversely affect amenity values".

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 28 June 2025

Attend a hearing

15.1

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - George Willcock
Date: Saturday, 28 June 2025 4:46:04 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: George Willcock

Organisation name:

Agent's full name: George Willcock

Email address: gwillcock99@gmail.com

Contact phone number:

Postal address:

32b mana st
 mornington
 vogeltown
 Wellington 6021

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Property address: 12a Rosalie Bay rd, GBI

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

Noise pollution and the welfare of the bird life across Great Barrier Island. Personally I believe that making it easier for helicopters is the last thing we need for the environment. However if individuals do want to fly in by helicopter I see no reason why they cannot continue to use Claris airport.

16.1

I or we seek the following decision by council: Decline the plan change

Submission date: 28 June 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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From: [Shona Old](#)
To: [Unitary Plan](#)
Subject: PM16 Helipads
Date: Saturday, 28 June 2025 6:47:16 pm

With reference to the proposed plan change for consent for helipads specifically on Waiheke Island.
PM16 Helipads

I am in support of consideration for changing the criteria for license to operate helicopters and use of helipads.

We live in Auckland, but have a family holiday home in Oneroa on Waiheke Island. Over the 20 or more years spending time on Waiheke we have noted the rapid increase in helicopter use.

Reference is made to environmental impact, and Maori sites, and I would endorse that those impacts can be significant.

Considerable effort is being made (and has been made) to rid the island of predators and as a direct result the increase in native birds is wonderfully noticeable. Shore birds and migratory birds are endangered and precious.

Helicopters may not be predatory, but they do have the potential to create significant negative disturbance.

Helicopters are intrusive and noisy. We value and respect the work of rescue and emergency helicopters, but support that licence for domestic/personal use be restricted.

Kind regards

Shona Margaret Old
288b Jervois Road
Herne Bay
Auckland 1011

Also
7 Tiri Road
Oneroa
Waiheke Island 1081

17.1

From: [David Nicoll](#)
To: [Unitary Plan](#)
Subject: HGI Helipad submission
Date: Monday, 30 June 2025 10:03:28 am
Attachments: [Submission Helipads AC2025.pdf](#)

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) David Nicoll and Rosey Eady

Organisation Name (if submission is made on behalf of Organisation)

Te Rere Point Ltd

Address for service of Submitter

Po Box 78 Waiheke Island

Telephone: 3724448

Email: david@nicoll.co.nz

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number PM 16

Plan Change/Variation Name Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s) PM 16 Helipads

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

- I **support** the specific provisions identified above ☒
- I **oppose** the specific provisions identified above ☐
- I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:
Tightens controls in a more cohesive manner

(continue on a separate sheet if necessary)

- I seek the following decision by Council:
- Accept the proposed plan change / variation ☐
 - Accept the proposed plan change / variation with amendments as outlined below ☒
 - Decline the proposed plan change / variation ☐
 - If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

We suggest a further amendment : That resource consent for a new helipad be granted only where the helicopter flight path does not overfly any residential site (other than the applicant's site) or public reserve.

- I wish to be heard in support of my submission ☐
- I do not wish to be heard in support of my submission ☒
- If others make a similar submission, I will consider presenting a joint case with them at a hearing ☐

D Nicolli
Signature of Submitter
(or person authorised to sign on behalf of submitter)

06/30/2025
Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ /could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☐ 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.

18.1

From: [Rick Hindshaw](#)
To: [Unitary Plan](#)
Subject: Submission plan modification 16 helipads
Date: Monday, 30 June 2025 10:51:16 am

Hello, I've received in the mail a letter dated 23 June 2025 regarding hierarchy golf Island section proposed plan modification 16 helipads.

I am the owner of the property at 21 Hillside Road, on Waiheke Island 1081. The following is my submission:

Regarding rule 13.8.2.

Tourist helicopters have already illegally been flying over this property to reach an adjacent property next to the farm at the end of Hillside Drive. This illegal activity has been already reported as the property has no validated or certified helipad on record ,

19.1

With the increase in helipads on Waiheke Island and helicopters passing over our homes, we experience significant vibration overhead that disturbs sleeping children on our property. In addition the passage of helicopters are disturbing the new Kaka bird nesting close to our property.

It is essential for the survival of our native Plant life, and our own peace of mind caring for children that every effort is made to ensure noise and vibration effects are considered more significantly and broadly to present harm.

Equally it is hoped that improvement to regulations will in fact restrict the placement of additional helipads in the end area of Waiheke Island and also on any areas when native life can be negatively impacted. This is particularly important as we are currently in the process of introducing a key population to the island.

Should my voice be requested in support of this proposal I may be contacted at (02) 7525 8809.

Signed Rick Hindshaw
RDHindshaw@Fastmail.FM

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Damian Honiss
Date: Monday, 30 June 2025 12:16:11 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Damian Honiss

Organisation name:

Agent's full name: Damian Honiss

Email address: Damian@honiss.co.nz

Contact phone number: 021732468

Postal address:
 66A Gray Road,
 Great Barrier Island
 Auckland 0991

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 Auckland Council District plan - Hauraki Gulf Islands Section.
 Proposed Plan Modification 16 - Helicopters

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
 i believe the status quo is suitable and covers the requirements adequately.
 the Auckland District plan is being reviewed and integrated into the Auckland Unitary Plan and there is no need to spend time and cost on any earlier review.

I or we seek the following decision by council: Decline the plan change

Submission date: 30 June 2025

Attend a hearing

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

Would you consider presenting a joint case at a hearing if others have made a similar submission?

Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Ian Chapman
Date: Monday, 30 June 2025 2:46:10 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Ian Chapman

Organisation name:

Agent's full name:

Email address: ianhughchapman@gmail.com

Contact phone number:

Postal address:

175 Orapiu Rd

Waiheke

Auckland 1971

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Property address: 175 Orapiu Rd

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

I believe the noise of frivolous helicopter use degrades ecological and amenity values. I believe use of helicopters for personal convenience to and from private helipads in the gulf islands should be prohibited

21.1

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 30 June 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Mick Tae Tapara
Date: Monday, 30 June 2025 6:46:04 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Mick Tae Tapara

Organisation name:

Agent's full name: Mikki-tae Tapara

Email address: mtapara21@gmail.com

Contact phone number:

Postal address:
109 Queens Drive
Oneroa
Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
Proposed Plan Modification 16 - Helipads

Property address: 109 Queens Drive

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
The noise effects of noise related effects on the wider environment, and in particular the coastal and natural environment.
The concerns are:
- residential amenity values
- ecological sensitivity (rare and threatened species)
- cultural sensitivity (kaitiakitanga responsibilities)

I or we seek the following decision by council: Decline the plan change

Submission date: 30 June 2025

Attend a hearing

22.1

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Dion Harrison
Date: Tuesday, 1 July 2025 9:30:38 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Dion Harrison

Organisation name: Personal

Agent's full name:

Email address: dion@cwpsltd.co.nz

Contact phone number:

Postal address:

55 Natzka Rd

Ostend

Waiheke 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Option 3

Property address: 55 Natzkla Rd Ostend

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Whilst the changes are a step in the right direction there would be some changes that I feel are appropriate, they are as follows.

Every helicopter flight to Waiheke in fact generates two trips and in the case of the tourist one day visits, one visit generates four trips two to deliver and two to collect.

This leaves us with a significant number of flights over built up areas on a daily basis eg upwards of 40 per day.

The problem with the current regime as I see it is two fold.

1/ The pilots are not maintaining a reasonable flying height over built up areas in fact it seems that in the once they arrive over Waiheke they are in fact gliding their machines to save fuel to reach their destination.

2/ The popular flight path from Auckland appears to be up Anzac bay which provides over water flights but also allows access to the centre of the western end of the island, this flight path is also a popular choice to access a number of restaurants and this in turn leads to a significant number of low level flights flights per day.

Our issue with this is as per the above and the noise generation on a daily basis is significant particularly in the summer seasoning and this route is over a built up area.

My suggestion to alleviate these issues is as follows

1/ Legislation forcing these machines to approach their destinations from the sea-wood side.

2/ Legislation forcing the pilots to maintain their flying height until they are over their destination, whereupon they can hover to land.

Further to the above:

I believe that the concept of vibration damage to cultural heritage items is a nonsense and should be removed as should any reference to the treaty which is yet another expensive red herring with no bearing on this issue.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Changes to Flying height and approach to Waiheke. Changes to cultural considerations.

Submission date: 1 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

23.1

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Darren William Ebbett
Date: Tuesday, 1 July 2025 10:01:57 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Darren William Ebbett

Organisation name: D W Ebbett

Agent's full name:

Email address: darrenebbett@hotmail.com

Contact phone number:

Postal address:
 24B Pembroke Crescent
 Glendowie
 Auckland 1071

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 Discretion to reference noise and vibration.
 Noise and vibration effects to cultural and ecological values.

Property address: 15 Crescent Road East. Ostend. Waiheke

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
 This property is owned by my mother and my self. It has been in our family since the early 1980's. It has been a quite in environment for many years in the valley of native trees and native birds calling. It has become too noisy with much more helicopter passing over head now.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Reduce significantly noise and vibration effects to cultural and ecological values.

Submission date: 1 July 2025

24.1

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Darren William Ebbett
Date: Wednesday, 9 July 2025 8:16:01 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Darren William Ebbett

Organisation name: D W Ebbett

Agent's full name:

Email address: darrenebbett@hotmail.com

Contact phone number:

Postal address:
24B Pembroke Crescent
Glendowie
Auckland 1071

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
Auckland Council District Plan – Hauraki Gulf islands section – Plan modifications
PM16: Helipads

Property address: 15 Crescent Road East. Ostend. Waiheke

Map or maps:

Other provisions:

- Noise and vibration and unsafe activities in residential house and building area.

The cumulative noise and vibration levels received at or within the notional boundary of any noise sensitive activity; generated by use of the proposed helipad or airstrip along with any other consented or permitted landing area

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

To have aircraft and helicopters flying in and around residential areas with houses and buildings on the Hauraki gulf islands is a noisy and unsafe activity. Which could result in an accident.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: •Noise and vibration and unsafe activities in residential house and building area.

Submission date: 9 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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email may be those of the individual sender and may not necessarily reflect the views of Council.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - rebecca shipton-ashwell
Date: Tuesday, 1 July 2025 11:15:42 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: rebecca shipton-ashwell

Organisation name:

Agent's full name: rebecca shipton-ashwell

Email address:

Contact phone number:

Postal address:

40 Albert Crescent,

ostend

Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

I don't want an helicopters overhead

Property address: 40 Albert Crescent, Ostend, Waiheke

Map or maps: waiheke island

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

I'm a nurse who works shifts. It's impossible to sleep when helicopters are passing overhead. They are also noise polluters to our environment.

I don't understand the above question I've said no to but I do not support helicopters

I or we seek the following decision by council: Decline the plan change

Submission date: 1 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

25.1

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[It's rego time. Renew before 1 August to avoid a late fee. Register Now.](#)



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - James Barr
Date: Tuesday, 1 July 2025 11:30:46 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: James Barr

Organisation name:

Agent's full name: Tilley Dunstan

Email address: jim@callumb.com

Contact phone number:

Postal address:
 25 Calais Terrace,
 Waiheke Island
 Waiheke Island 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Property address: 25 Calais Terrace, Ostend, Waiheke Island

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

All private helipads on the island should be removed and banned in perpetuity until a silent version of a helicopter is invented, unless the pad is in a genuinely remote location. The constant noise all summer of helicopters travelling to and from wineries is unrelenting. We have an airfield less than 10 minutes taxi ride from the majority of wineries, but no, everyone has to have their own little helipad in their backyard! I'm aware there are supposed to be rules re number of trips per application, but it's pretty obvious from our perspective that nobody is monitoring this in any way! One trip to Tantalus vineyard for one party involves four helicopters past our house to drop off, return to base, back for pick up, then return to Auckland - ridiculous! That's just one party. I'm told that trips are counted (if they ARE counted) in terms of landings, but if they hover and don't land that doesn't count as a trip even though they have still flown past our window!!!
 I realise this submission will be totally ignored if only because I haven't followed due process but I needed to vent on behalf of myself and my neighbours who are equally sick of the noise.

26.1

I or we seek the following decision by council: Decline the plan change

Submission date: 1 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Marshall David Cowley
Date: Tuesday, 1 July 2025 12:15:43 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Marshall David Cowley

Organisation name: N/A

Agent's full name: Marshall Cowley

Email address: marshallcowleyaklnz@gmail.com

Contact phone number:

Postal address:
128 Fairview Crescent
Omiha
Waiheke Island 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
Proposed Plan Modification (PM 15 to the Auckland Council District Plan – Hauraki Gulf Islands section – Part 13 Transport – Rule 13.8.2 (Helipads))

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
Helicopter traffic is a serious impediment to the peaceful enjoyment of the natural and cultural amenity of Waihele Island

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 1 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

27.1

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[It's rego time. Renew before 1 August to avoid a late fee. Register Now.](#)



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - FRANS DE COURT ONDERWATER
Date: Tuesday, 1 July 2025 4:15:48 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: FRANS DE COURT ONDERWATER

Organisation name: N/A

Agent's full name: N/A

Email address: fransdecourt@xtra.co.nz

Contact phone number:

Postal address:
 159 Delamore Drive / PO Box 510
 Waiheke Island
 Matiatia
 Waiheke Island
 AUCKLAND 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 13.8.2

Property address: Waiheke Island in general, NOT property specific

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

There are already some 60 Helipads on Waiheke Island. Whilst we need several Helipads for the Rescue Helicopter, there is no need for that many people and or organisations to have a helipad, just because they're too lazy or cannot be bothered to take the ferry, which is very efficient. We all choose to live on Waiheke because of the peaceful nature of the island, so we don't want choppers disrupting the peace on a regular basis.

28.1

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 1 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Ngatahi Trust
Date: Wednesday, 2 July 2025 12:01:25 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Ngatahi Trust

Organisation name:

Agent's full name: T Pratley

Email address: terry.pratley@pratleygroup.co.nz

Contact phone number: 027936934

Postal address:
121 Great Barrier Road
Oneroa
Waiheke 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
Plan change 16
Helipads

Property address: 121 Great Barrier Road , Oneroa

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
Helipads should be allowed

I or we seek the following decision by council: Decline the plan change

Submission date: 2 July 2025

Attend a hearing

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

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

29.1

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Anne Hughes
Date: Wednesday, 2 July 2025 2:16:19 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Anne Hughes

Organisation name:

Agent's full name:

Email address: anzshughes@gmail.com

Contact phone number:

Postal address:
28 Coromandel Road
Oneroa
Waiheke Island 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
Helipads

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
There are currently enough helicopters and helipads on Waiheke. The noise level is very loud, especially during summer when we wish to be outside in peace and quiet.

I or we seek the following decision by council: Decline the plan change

Submission date: 2 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

30.1

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - donald grant cowie
Date: Wednesday, 2 July 2025 5:16:10 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: donald grant cowie

Organisation name:

Agent's full name:

Email address: dcowie@cfin.co.nz

Contact phone number:

Postal address:
74 Cory road Waiheke
waiheke island
auckland 1080

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
helipad rules on islands

Property address: 74 cory road waiheke

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
the negative impact and infringement on quite enjoyment of the neighborhood

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: helipads only approved for essential community services.

Submission date: 2 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

31.1

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Ric Scarrold
Date: Wednesday, 2 July 2025 5:46:08 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Ric Scarrold
Organisation name:
Agent's full name: Ric Scarrold
Email address: ric@scarroldpacific.co.nz
Contact phone number:
Postal address:
463 Riddell Road
Glendowie AND 15 First Avenue
Onetangi
Glendowie and Onetangi
Auckland 1071 and 1081 1071

Submission details

This is a submission to:

Plan change number: Plan Modification 16
Plan change name: Helipads

My submission relates to

Rule or rules:
Plan Modification 16 - Helipads

Property address: 15 First Avenue, Onetangi

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
Helicopter noise is abhorrent.

We have had helicopters land on private land on First Avenue, adjacent to the beach.

It is truly awful and also unnecessary.

If wealthy people wish to commute to our Island by noisy helicopters, there is a perfectly safe airfield up on Carsons Road that they can use.

While you're considering making amendments to noise making things, may I respectfully

suggest that you consider pushing wetbikes further out to sea. They are not only very noisy but are currently driven dangerously close to swimmers at our beautiful beach.

Thank you for your consideration..

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Banish Helicopter landings on the beach or on private land except in extreme medical emergencies.

Submission date: 2 July 2025

32.1

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Natalie Wimbrow
Date: Thursday, 3 July 2025 9:15:55 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Natalie Wimbrow

Organisation name:

Agent's full name:

Email address:

Contact phone number: 0211462241

Postal address:

35 Trig Hill road

onetangi

waiheke 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

helicopter pads on waiheke island approval

Property address: 35 trig hill road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

its one of the few places in NZ and the world where there isn't helicopters flying about, its noisy and disturbs the birds here. Waiheke island is a sanctuary for our native birds to be able to fly and live freely without the disturbance of overhead head.

Also people that live on waiheke came out here to get away from the city noise, allow this island some dignity and peace

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: fly zones implemented, allow the helicopters that are on the island to be used by Emergency services.

Submission date: 3 July 2025

33.1

Attend a hearing

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

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Enrico D'Urso
Date: Thursday, 3 July 2025 11:45:46 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Enrico D'Urso

Organisation name:

Agent's full name:

Email address:

Contact phone number:

Postal address:
 53 junction road
 palm beach
 waiheke island 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 All

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
 There are already enough Helipads and Helicopters. Instead of always being in favor of the riches, think sometime about the real Waiheke Island population and the animals.

I or we seek the following decision by council: Decline the plan change

Submission date: 3 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

34.1

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [Tina Blackman](#)
To: [Unitary Plan](#)
Subject: Submission on Proposed Plan Modification 16 (Helipads) to the Auckland Council District Plan – Hauraki Gulf Islands Section
Date: Thursday, 3 July 2025 12:15:56 pm

Note: I tried to submit through the online portal but unfortunately it didn't go through and the website seems to be faulty, so I am trying by email instead. Please let me know if there is anything further I need to do to make sure my feedback is heard.

Auckland Council
 Unitary Plan Team
 Private Bag 92300
 Auckland 1142
 Email: unitaryplan@aucklandcouncil.govt.nz

Good morning,

Submission on Proposed Plan Modification 16 (Helipads) to the Auckland Council District Plan – Hauraki Gulf Islands Section

I am writing to express my strong support for Proposed Plan Modification 16 (PM16), which seeks to clarify and strengthen the assessment of helipad applications under Rule 13.8.2.

I fully support the proposed amendments that explicitly include vibration effects, reference the New Zealand Coastal Policy Statement (NZCPS), and introduce specific assessment criteria addressing noise impacts on Māori heritage sites, ecologically significant areas, and sensitive species. These changes are much-needed and reflect the serious concerns raised by local communities and tangata whenua about the impacts of helicopter activity.

Helipad noise and associated vibrations have a significant and cumulative effect on the tranquillity, ecological integrity, and cultural values of the Hauraki Gulf Islands. The islands are treasured for their unique natural character, wildlife habitats, and cultural heritage. Protecting these values is vital for current and future generations.

While I strongly support PM16, I urge the Council to consider going even further to ensure new helipad approvals are truly exceptional and rare. In particular, I encourage the Council to:

- Strengthen the plan modification to make new helipad consents more difficult to obtain by tightening assessment criteria even further and requiring a higher standard of evidence from applicants demonstrating minimal effects on cultural and ecological values.
- Require comprehensive public notification and consultation for all new helipad

35.1

applications, to give affected residents, iwi, and community groups a genuine opportunity to be heard.

- Consider introducing a moratorium or placing a cap on the total number of helipads allowed on the Hauraki Gulf Islands, to prevent cumulative impacts from undermining the character and values of these special places.

35.1

I commend Auckland Council for taking this important step and urge you to adopt the proposed plan modification in full, with consideration given to these additional measures to provide even stronger protection.

Kind Regards,

Tina Blackman

210 Te Whau Drive, RD1, Waiheke Island 1971

From: [Jan Zane](#)
To: [Unitary Plan](#)
Subject: Plan Modification 16 - Helipads
Date: Thursday, 3 July 2025 7:49:07 pm

Dear Councilors

Auckland District Plan - Hauraki Gulf Islands Section

I wish to submit a submission regarding the above.

I am **not** in favour of allowing helipads in any area near our Waiheke Island communities, i.e., the major centres such as Oneroa, Surfdale, Onetangi, Ostend, etc., nor any community centres or holiday destinations or land near domestic homes or farms.

Rational:

To have helipads near community centres would be too disturbing for full-time tenants, animals, and property owners, many of whom are elderly.

We have purchased land and built homes on a peaceful, protected island, to live peaceably with our neighbours and our local birds, and animals. Most of us are not on the island to 'party' or disturb our neighbourhood. We settled for the peace, the tranquility, the birds, and other native island creatures and way of life.

Instead, if people need such personal travel/ I would suggest they need to use sea vessels or have their helicopter pads a distance (to be determined and written in statutes as necessary), which is away from dwellings and farms.

If they have the means to have/use helicopters, then they should be able to afford either their own, or rented, covered sheds to keep their island land vehicle (car/boat, etc. with which to reach their homes/property on the island.

I believe it is important to have Auckland Council permission for all these builds, roads, designated areas, etc, and to pay correct rates for such.

Remember, many full-time Waiheke homeowners are not super wealthy and have no wish to have their peaceful lives disturbed by others.

I am counting on wise decision-making from our council.

Janice Noelle Zane-Harris
38 Hamilton Road,
Waiheke.
(Long-time resident: formerly 53 Frank Street.)

Jan Zane
021 557 100

36.1

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Emma Farmer
Date: Thursday, 3 July 2025 9:15:45 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Emma Farmer

Organisation name:

Agent's full name:

Email address: emmavfarmer@hotmail.com

Contact phone number:

Postal address:
 35 Sandhills Road
 Great Barrier Island
 Auckland 0991

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Property address: 35 Sandhills Road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

I think Helicopter travel on an island the size of Aotea is unnecessary. There is a good Helipad at the airport which is an easy commute to most places. There are rare birds around the beaches and dunes that are affected by the noise and vibrations. The council needs to act to prevent the destruction of a pristine environment

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 3 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

37.1

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [Micaela Magallanes](#)
To: [Unitary Plan](#)
Subject: Submission in Opposition to Plan Modification 16 – Helipads
Date: Friday, 4 July 2025 8:45:14 am

To: Auckland Council – Unitary Plan Team

Re: Plan Modification 16 – Helipads

Submission from: The Occupier

Address: 16 Queens Drive, Oneroa, Waiheke Island 1081

Dear Planning Team,

I am writing to formally oppose Proposed Plan Modification 16 regarding helipads in the Hauraki Gulf Islands section of the Auckland Unitary Plan.

As a resident of Waiheke Island, I am deeply concerned about the environmental, ecological, and community impacts that any relaxation of rules around helipad activities could have. Specifically:

- **Noise and Vibration:** Helicopter activity disrupts the peace and natural atmosphere of the island. Increased flights negatively affect the well-being of residents and visitors.
- **Environmental and Ecological Impact:** Helicopters can disturb native birdlife and sensitive ecosystems. Waiheke’s natural environment must be preserved.
- **Community Character:** Helipads and frequent helicopter use do not align with the values of the local community and may contribute to increased social inequality.
- **Lack of Clear Justification:** The proposed changes risk prioritising private convenience over public and environmental good, without adequate evidence or public consultation.

38.1

I respectfully urge Auckland Council to decline Plan Modification 16 and instead maintain or strengthen current restrictions on helipads in the Hauraki Gulf Islands.

Sincerely,

The Occupier

16 Queens Drive, Oneroa

Enviado desde mi iPhone

From: [Lee Short](#)
To: [Unitary Plan](#)
Subject: Submission on Proposed Plan Modification 16: Helipads – Hauraki Gulf Islands Section (HGISS) of the Auckland District Plan
Date: Friday, 4 July 2025 11:31:46 am

Submission on Proposed Plan Modification 16: Helipads – Hauraki Gulf Islands Section (HGISS) of the Auckland District Plan

Submitter Lee Short address: 468 Sea View Road, Onetangi, Waiheke Island

Email: lee@short.org.nz (Please correspond by email)

Date: 4 July 2025

Submission Statement: Oppose Proposed Plan Modification 16

I am writing to formally oppose Proposed Plan Modification 16 to the Auckland District Plan – Hauraki Gulf Islands Section (HGISS), which seeks to amend planning provisions related to the construction and operation of helipads on the Hauraki Gulf Islands.

I strongly object to this proposal, with particular concern for its implications on **Waiheke Island**.

Reasons for Opposition:

- 1 **Degradation of Natural Amenity and Quiet Character** Waiheke Island is cherished for its tranquillity, natural beauty, and community atmosphere. The proliferation of helipads threatens to introduce unacceptable levels of noise pollution and visual intrusion, undermining the peaceful environment that residents and visitors value.
- 2 **Incompatible with Island Lifestyle and Sustainability Goals** The use of helicopters for private transport is fundamentally at odds with the values of sustainability, simplicity, and environmental stewardship that underpin Waiheke's community vision and lifestyle. It promotes elitist and carbon-intensive transport modes in an era where low-emission alternatives should be encouraged.
- 3 **Adverse Effects on Wildlife and Ecological Value** Helicopter noise can disturb native birdlife and marine species, particularly in sensitive coastal and bush areas. Waiheke Island is home to protected habitats, and increased helicopter traffic poses a threat to these vulnerable ecosystems.
- 4 **Lack of Public Benefits** The construction of private helipads provides little to no benefit to the broader public. It privileges a small number of wealthy individuals while imposing negative externalities—such as noise, disruption, and environmental harm—on the broader community.
- 5 **Undermines Local Democracy and Community Voice** Past decisions by the Waiheke Local Board and strong feedback from residents have repeatedly demonstrated opposition to the expansion of helipad activity. This plan modification disregards that clear and consistent community sentiment.

39.1

Relief Sought:

I request that:

- Proposed Plan Modification 16 should be withdrawn or declined entirely.
- If it is not fully declined, Waiheke Island should be explicitly excluded from any changes that would allow further establishment or use of helipads.
- Existing helipad operations should be subject to stricter controls and require public notification.

39.1

Hearing

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

Lee Short

From: [Mike Daly](#)
To: [Unitary Plan](#)
Subject: Helipads Great Barrier Island
Date: Friday, 4 July 2025 12:17:08 pm

Good Morning

I am a property owner on Great Barrier Island, my address is
324 Blind Bay Rd

Okupu.

I am writing on behalf of myself and all my whanau to strongly object to helipads being granted consent on our precious beautiful island.

There are 2 airports on the Island where if people want to use this form of transport, that is where helipads should be sited.

It would be an abomination to allow permission on private land where the impact would be horrendous for so many reasons. This peaceful paradise is a sanctuary to escape from this kind of invasive activity.

There is a great deal of expensive building and wealth being introduced into the Island and with it can come an expectation of entitlement. This does not sit well with this unique community.

I am certain the majority of the Islands residents would strongly oppose the granting of permission for private helipads.

Kind regards

Lorraine Daly

40.1

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - ian hamilton
Date: Friday, 4 July 2025 12:45:52 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: ian hamilton
 Organisation name:
 Agent's full name:
 Email address: ianhaction@gmail.com
 Contact phone number: 0210482289
 Postal address:
 32 belle terrace
 onetangi
 waiheke 1971

Submission details

This is a submission to:

Plan change number: Plan Modification 16
 Plan change name: Helipads

My submission relates to

Rule or rules:
 helipads

Property address: 32 belle terrace

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Helicopter noise and intrusive usage are at an unacceptable level on waiheke.
 Apart from emergency helicopter use the current "passenger" use of the quiet/tranquil/natural air space ,of a special natural island is being frequently grossly disturbed by an over use by private helicopters producing disruptive noise going to private and commercial addresses .There is alternative scenic transport-ferries/taxi,s/buses/private transport, both sea and land which is less noisy and intrusive and just as splendid as helicopter transport.Surveys have shown that Waiheke helicopter use is inordinately high in relative location terms.helicopter pilots/firms and passengers need to made aware of the gross disturbance to residents peace and quiet that frequent ,low flying helicopters make to quality of life, especially on island picturesque sanctuaries like Waiheke.The passengers come for the quality of beauty and colourful life style but their mode of aggressive transport is at odds with qualities they seek.

I or we seek the following decision by council: Decline the plan change

41.1

Submission date: 4 July 2025

Attend a hearing

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

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Wayne Hollard Johnston
Date: Friday, 4 July 2025 5:00:45 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Wayne Hollard Johnston

Organisation name:

Agent's full name: WAYNE JOHNSTON

Email address: wayne@whj.co.nz

Contact phone number:

Postal address:
 8 Beresford Ave
 Surfdale
 Waiheke Island 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 Support option 3

Property address: 8 Beresford Ave, Surfdale

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
 Protection of bird life.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: delete cultural sites

Submission date: 4 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Kevin O'Meara
Date: Friday, 4 July 2025 7:46:04 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kevin O'Meara

Organisation name: self

Agent's full name: Kevin O'Meara

Email address: omeara_family@xtra.co.nz

Contact phone number:

Postal address:

5 Kowhai Rd
 Mairangi Bay
 Mairangi Bay
 Mairangi Bay
 AUCKLAND
 Mairangi Bay
 AUCKLAND 0630

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Plan modification 16 rule 13.8.2

Property address: 73 OBrien Road Omiha(Rocky Bay)

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

We are bombarded all summer with helicopters flying directly overhead or immediately adjacent to over head with resulting noise pollution at peak times we have recorded one flight every half hour

I or we seek the following decision by council: Decline the plan change

Submission date: 4 July 2025

Attend a hearing

43.1

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Brian Sollis
Date: Saturday, 5 July 2025 10:31:09 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Brian Sollis

Organisation name:

Agent's full name:

Email address: rose1sollis@gmail.com

Contact phone number:

Postal address:

108 Wilson Rd

Warkworth

0981

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Plan modification 16 - Helipads

Property address: 3 Te Aroha Ave Hekerua Bay Waiheke Island

Map or maps: I have no map

Other provisions:

Possible helipad.

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

To allow a Helipad into our bay would be a disaster for everyone in our bay, it is an amphitheater and a nightmare for us.

I or we seek the following decision by council: Decline the plan change

Submission date: 5 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Manon Revuelta
Date: Saturday, 5 July 2025 2:01:45 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Manon Revuelta
 Organisation name:
 Agent's full name:
 Email address: manon.revuelta@gmail.com
 Contact phone number: 0272811228
 Postal address:
 32 Hekerua Road
 Oneroa
 Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16
 Plan change name: Helipads

My submission relates to

Rule or rules:
 Proposed Plan Modification 16, a proposal that seek to amend provisions for Restricted Discretionary Activities for helipads, under Rule 13.8.2 Restricted Discretionary Activities to:

- clarify the scope of consideration of the assessment of effects
- amend the Matters for Discretion to reference noise and vibration and the New Zealand Coastal Policy Statement
- amend assessment criteria to consider noise and vibration effects to cultural and ecological values

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

That helipads are a destructive, unnecessary, and disruptive feature of luxury homes and have direct effects on my family and the living world around me. They need tighter regulation wherever possible.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

45.1

Submission date: 5 July 2025

Attend a hearing

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

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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email may be those of the individual sender and may not necessarily reflect the views of Council.

From: [Louise Waghorn](#)
To: [Unitary Plan](#)
Subject: Submission on Plan Modification 16 - Helipads
Date: Saturday, 5 July 2025 3:31:02 pm

Kia ora,

I'm a long-time Waiheke Island resident, and I'm writing in strong **support of the proposed changes** to helipad approval rules under the Hauraki Gulf Islands District Plan. However, I believe **Auckland Council needs to go even further to properly protect the unique character of our islands and coastal areas.**

Firstly, I feel strongly that helipads should be entirely **prohibited** in residential and sensitive coastal zones, except in extremely rare cases where there is a clear public benefit, eg, emergency medical use. Private helipads are not a necessity; they're a luxury that comes at the expense of community wellbeing and the natural environment. Most applicants don't genuinely "need" a helipad — it is a selfish convenience that disrupts the peace and quiet enjoyed by residents and visitors alike.

I have personally been interrupted by helicopters coming and going many times in the last few years as the number of flights has increased markedly. The worst time this happened was when I was saying the eulogy for my partner at the Waiheke cemetery, and we had to stop in the middle of it as 2 helicopters came and went to the neighbouring vineyards dropping off people for lunch. This really spoiled a very important time for me and my whānau.

Alongside banning new helipads in these areas, I fully support:

- i) **Mandatory public notification** for all helipad applications, so local communities can have their say and cumulative impacts are properly assessed.
- ii) **Comprehensive cumulative effects assessments**, instead of treating each application in isolation, to better understand the real noise and amenity impacts on our neighbourhoods and natural surroundings.
- iii) **Stricter controls on noise levels, flight frequency, and operating hours**, to protect community health and wildlife.
- iv) **A thorough review of all existing helipad consents**, with the aim of revoking those that are non-compliant or no longer appropriate given the growing impacts on the environment and community.

These stronger measures would ensure that the proposed changes don't just tweak the current system but actually set a clear direction against the spread of private helicopter use in sensitive and residential areas.

Thank you for considering my feedback. I urge the Council to take a bold, protective approach that prioritises the long-term well-being of our community and environment.

Sincerely,

Louise Waghorn

48 Shelly Beach Road

Waiheke Island

Auckland 1081

46.1

1

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - David Glover
Date: Saturday, 5 July 2025 4:01:04 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: David Glover

Organisation name:

Agent's full name:

Email address: dpg3802@gmail.com

Contact phone number:

Postal address:

32 Okoka Rd

Omiha

Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

The Hauraki Gulf section of the Auckland Council District Plan, specifically Plan Modification 16:
Amend Matters for Discretion to reference noise and vibration and the New Zealand Coastal Policy
Statement and Assessment Criteria to consider noise and vibration effects to cultural and ecological
values -

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions
identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

Considerations of noise and vibration effects not specified clearly enough and therefore effects
could be inconsistently and inadequately managed and assessed. Noise and vibration effects on
cultural and ecological values are important and not currently considered.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 5 July 2025

47.1

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - David Barber
Date: Sunday, 6 July 2025 4:01:08 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: David Barber

Organisation name:

Agent's full name:

Email address: david.barber@xtra.co.nz

Contact phone number:

Postal address:
david.barber@xtra.co.nz

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
plan modification/amendment 16, rule 13.8.2, helipads as proposed by Auckland Council

Property address: 28 Hekerua Road, Waiheke

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

I am opposed to helipads being approved in residential areas on Waiheke Island. Helicopters are very noisy and intrusive and thus completely disrupt resident's rights for a peaceful enjoyment of their lives on the Island.

Waiheke is known for its quiet, peaceful environment where people come to relax, and rowdy helicopters coming and going have no place on the Island.

The Island is well served with public ferry transport, and residents wish that to continue as main access with other marine craft, but no helicopter access should be allowed apart from operations strictly within commercial hospitality business properties such as Mudbrick which are situated well away from main residential areas.

Helicopters would completely disturb and frighten native bird life when coming in and taking off on Waiheke, so would have a detrimental effect on the bird population which Waiheke is well known for.

I or we seek the following decision by council: Approve the plan change without any amendments

48.1

Details of amendments:

Submission date: 6 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [Linda Whitmore](#)
To: [Unitary Plan](#)
Subject: Helipads
Date: Monday, 7 July 2025 7:54:16 am

I wish to support the restrictions of future helipads especially on Great Barrier Island.
The airport is the most suitable place for these to land. Thus restricting noise inconvenience to this area.
However I would like to say I would be happy for a helicopter to land at school or any other open area in cases of extreme emergencies as we never know when they could be needed -this not becoming the norm though
Linda Whitmore
Sent from my iPhone

49.1

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Deborah Chambers
Date: Monday, 7 July 2025 10:46:30 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Deborah Chambers

Organisation name:

Agent's full name:

Email address: debchambers@bankside.co.nz

Contact phone number:

Postal address:
 53 great barrier road
 oneroa
 waiheke
 auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 Proposed plan modification 16 helipads

Property address: 53 Great Barrier Road Waiheke

Map or maps: Waiheke island

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

I do not agree with undue restrictions in regard to helicopters on Waiheke. There does need to be limits on the number of flights but the approach suggested in the plan modification will be too restrictive in practice. It is worded in such an open way. It will be a wonderful excuse for your council officers to say no constantly. Waiheke is changing and we should recognise that it is going to be one of our jewels for tourism. I think that is fabulous and I think economic well-being is not been considered enough here nor is residents convenience in terms of being able to use helicopters. I also disagree with your whole approach of having a few people who make the most noise and who have plenty of spare time to dominate the conversation. And it seems to me that local iwi do that far too much and so does the community board. Believe me this time round I'm definitely going to vote in regard to that community board but I don't think they represent the majority of people on Waiheke by any stretch of the imagination. So I think the answer is restrict the number of flights and that is sufficient. I also think this is a backward step in terms of the

50.1

government we just elected which is sensibly much more in favour of the principal that you can do what you like with your own land subject of course to the need to consider others and the obvious necessary restrictions of course. I do not think this plan change is in that group of appropriate restrictions. I don't have a helicopter pad and I don't think I will ever get one but I'm not going to try and impose my views on other land owners in regard to this issue. It seems to me that the council's only role is to stop large numbers of helicopters because of the noise possible disruption to species that need to be protected although frankly I'd have to be persuaded that that was actually a real thing rather than just a made up excuse. You need to stop restricting people constantly in terms of what they want to do with their own property and recognise that if someone wants a super quiet life and don't want what Waiheke is becoming then move to somewhere quieter and cheaper such as great barrier or large tracks of the rest of New Zealand. In the meantime don't impose your views on everybody else. Council should be much more mindful of undue restriction.

I or we seek the following decision by council: Decline the plan change

Submission date: 7 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [Huhana Davis](#)
To: [Unitary Plan](#)
Subject: Re Proposed plan modification 16 - Helipads
Date: Monday, 7 July 2025 11:26:26 am

ATT: Auckland Council
Unitary Plan
Planning Technician
Date: 7/7/2025

We as long term owners and occupiers of 12 Hobson Terrace, Onetangi, Waiheke Island oppose any proposed discretionary activities being proposed for (helipads) for the Auckland District Plan - Hauraki Gulf Islands Section Operative 2018.s as identified as proposed plan modification 16 - Helipads.

Concerns raised are noise and vibration effecting private dwellings and a residents along with cultural and ecological concerns in respect that our property is alongside a native bush reserve with many native birds including endangered species Koka and and Titiwai - glowworms.

Owner of 12 Hobson Terrace, Onetangi, Waiheke Island
Huhana Davis

51.1

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Ronald Ian Spiers and Helena O'Brien
Date: Monday, 7 July 2025 11:31:00 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Ronald Ian Spiers and Helena O'Brien

Organisation name:

Agent's full name:

Email address: ronandhelenagbi@gmail.com

Contact phone number:

Postal address:

P.O Box 38

Tryphena Great Barrier Island New Zealand 0962

Great Barrier Island

Great Barrier Island 0962

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

plan modification 16

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Object to private helipads, request they use the airport, noise and physical disturbance- dust etc

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 7 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

52.1

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [Greg Molloy \[PFP\]](#)
To: [Unitary Plan](#)
Subject: Hauraki Gulf Helipads Submission
Date: Monday, 7 July 2025 12:41:15 pm

Hi Sarah - thanks for the invitation to make a submission on Hauraki Island helipads.

My view is that helicopter landings in the Hauraki Gulf should generally be restricted to emergency services. They should not be permitted in any residential areas for transport or recreational use. Helicopters are intrinsically intrusive due to noise levels and downdrafts.

53.1

I have no objection to some level of landings in non-residential areas such as the eastern end of Waiheke Island.

Regards

Greg Molloy
40 Tiri Rd
Oneroa
Auckland 1081

021 596002

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Brian Harris
Date: Monday, 7 July 2025 1:16:14 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Brian Harris

Organisation name:

Agent's full name: Sol Harris

Email address: solharris@gmail.com

Contact phone number:

Postal address:
51 Wilma Road
Waiheke Island
Waiheke Island 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
PM16 Helipads

Property address: 51 Wilma Road, Auckland

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
Summary:

I oppose Proposed Plan Modification 16 - Helipads.

The Hauraki Gulf Islands are a unique and treasured environment. Proposed Plan Modification 16, even with its proposed amendments, fails to adequately protect this environment and the well-being of its residents from the pervasive and detrimental impacts of helicopter operations. Stronger protections are urgently needed.

Details:

I am directly affected by the effects of helipads, which adversely affect the environment of Waiheke Island and the Hauraki Gulf, and these effects do not relate to trade competition.

I oppose Proposed Plan Modification 16 because, despite its stated aim to clarify and amend provisions, it does not go far enough to adequately protect the unique environment, tranquility, and cultural values of the Hauraki Gulf Islands from the adverse effects of helipads. In fact, by refining the "restricted discretionary" pathway, it may inadvertently facilitate more helipad applications rather than restricting them.

My specific concerns and reasons for opposition:

Noise and Vibration:

Inherent Problem: Helipads, by their very nature, generate significant noise and vibration that is fundamentally incompatible with the peaceful and sensitive environment of the Hauraki Gulf Islands. The current or proposed amendments, even with clearer assessment criteria, cannot mitigate this fundamental impact.

Impact on Amenity: Noise and vibration from helicopters severely degrade the residential amenity and quality of life for residents, particularly during peak seasons. This impacts enjoyment of homes, outdoor spaces, and the general tranquility of the island.

Impact on Tourism: Many visitors come to Waiheke for its natural beauty and tranquility. Increased helicopter traffic detracts significantly from this appeal, potentially undermining the very tourism industry it purports to serve.

Ecological Impact: Even with "consideration" of noise and vibration effects, the actual impact on native birdlife, marine mammals, and other sensitive ecosystems within the Hauraki Gulf (a protected marine park) is profound and often underestimated. Helicopters disrupt breeding patterns, feeding, and migration.

Cultural Impact: For Māori, the noise and visual intrusion of helicopters can be a desecration of wāhi tapu (sacred places) and a disturbance to their spiritual connection with the land and sea. The proposed amendments do not adequately address the depth of this cultural impact.

New Zealand Coastal Policy Statement (NZCPS) (Referencing PM16's proposed reference to NZCPS):

Contradiction with NZCPS Objectives: The NZCPS aims to protect the natural character of the coastal environment and its values. Helipads, with their associated noise, visual impact, and potential for environmental disturbance (e.g., fuel spills, dust), inherently contradict these objectives.

Loss of Natural Character: The increasing presence of helipads and helicopter traffic contributes to the industrialisation and urbanisation of the Hauraki Gulf's coastal areas, eroding its natural character, which the NZCPS seeks to preserve.

Public Access and Enjoyment: Excessive helicopter traffic can diminish the public's enjoyment of coastal areas, beaches, and walking tracks due to noise pollution and perceived intrusion.

Scope of Consideration and Matters for Discretion (Referencing PM16's proposed amendments):

Insufficient Scope: Even with expanded "scope of consideration," the current framework for restricted discretionary activities is inadequate for managing the cumulative effects of multiple helipads. Each application is often considered in isolation, failing to account for the broader impact of increased air traffic.

Cumulative Effects: The cumulative impact of existing and proposed helipads on noise, amenity, and the environment is severe and largely unaddressed by the current plan or PM16. The "restricted discretionary" pathway does not allow for a robust assessment of these cumulative effects.

Lack of Precautionary Principle: Given the sensitivity of the Hauraki Gulf, a precautionary approach should be adopted. PM16 does not strengthen this principle; instead, it refines a pathway that still

allows for potentially damaging activities. There should be a presumption against new helipads in sensitive areas.

Ecological Values (Referencing PM16's proposed consideration of noise/vibration effects to ecological values):

While PM16 proposes to consider noise and vibration effects on ecological values, the fundamental issue is that these effects are often unavoidable and highly detrimental in a sensitive ecological area like the Hauraki Gulf. The current scientific understanding of helicopter noise impact on wildlife often falls short, leading to insufficient mitigation.

Consideration is not prevention. The plan needs stronger mechanisms to prevent harm, not just consider it.

Alternative Solutions/Desired Outcome (If applicable to PM16, otherwise general opposition):

I seek the withdrawal of Proposed Plan Modification 16.

Alternatively, if the Plan Modification proceeds, I seek further and more stringent amendments to the Auckland Council District Plan (HGI section) to:

Introduce a general presumption against new helipads in the Hauraki Gulf Islands, particularly in residential areas, near sensitive ecological sites, and coastal zones.

Implement significantly stricter noise limits and operational restrictions (e.g., hours of operation, flight paths, minimum altitudes) for all helicopter movements over the Hauraki Gulf Islands.

Require comprehensive cumulative effects assessments for any new helipad applications, considering existing air traffic.

Prioritise the protection of the Hauraki Gulf's natural character, tranquility, and cultural values over private commercial interests.

Reclassify helipads as Non-Complying Activities or Discretionary Activities requiring a higher threshold of scrutiny and environmental benefit to proceed.

I or we seek the following decision by council: Decline the plan change

Submission date: 7 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

54.1

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Chloe Ann Barker
Date: Monday, 7 July 2025 4:46:04 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Chloe Ann Barker

Organisation name:

Agent's full name: Chloe Barker

Email address: chloe.ann.barker@gmail.com

Contact phone number:

Postal address:

16 Kuaka Road

Oneroa

Waiheke Island 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Property address: 16 Kuaka Road (as owner) and all other areas impacted

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

I am writing as a long-term resident of Waiheke Island to express my strong support for Plan Modification 16 (PM 16) to the Auckland Council District Plan – Hauraki Gulf Islands section.

This modification is a necessary and overdue step toward protecting the unique ecological and community values of the Hauraki Gulf Islands.

Ecological Concerns

Waiheke Island is home to sensitive native ecosystems and endangered bird species whose survival depends on the preservation of quiet, undisturbed habitats. The increasing number of private helipads and associated helicopter traffic poses a direct threat to:

- Nesting seabirds and native forest birds, which are highly sensitive to noise and vibration.
- Marine and coastal ecosystems, which are already under pressure from development and tourism.

- Restoration efforts led by community groups and iwi, which are undermined by the unchecked proliferation of helicopter activity.

The inclusion of ecological values and reference to the New Zealand Coastal Policy Statement in the matters of discretion is a critical improvement that will help ensure decisions are made with proper regard for long-term environmental sustainability.

Right to Quiet Enjoyment

As a resident, I have experienced firsthand the disruption caused by helicopters—often for non-essential, recreational purposes. I am positioned close to both Cable Bay and Mudbrick Vineyards and the noise, particularly during weekends, holidays and the summer season, is an absolute breach of the peace which I came to live in Waiheke for. The noise pollution from even occasional flights:

- Disrupts the peace that defines life on Waiheke;
- Intrudes on the mental wellbeing of residents and visitors alike;
- Undermines the intent of the Hauraki Gulf Marine Park Act, which emphasises the protection of the Gulf's natural and cultural heritage.

The current planning framework does not adequately protect the rights of residents to quietly enjoy their homes and surroundings. PM 16 begins to address this imbalance by requiring more rigorous assessment of noise and amenity impacts.

Conclusion

I fully support Plan Modification 16 and urge the Council to adopt it without delay. It reflects a more ecologically responsible and community-focused approach to managing helicopter activity in the Hauraki Gulf Islands.

I would also encourage the Council to consider further restrictions or a moratorium on new helipad consents until the full Unitary Plan review in 2026.

Thank you for the opportunity to submit.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 7 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

55.1

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Michael Herden
Date: Tuesday, 8 July 2025 2:15:40 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Michael Herden

Organisation name:

Agent's full name:

Email address: michael.herden@hamburg.de

Contact phone number: 00491702705466

Postal address:

61 Anzac Road

Orapiu / Waiheke Island

Auckland 1971

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

I object to the aircraft noise caused by the helicopters. My property is located directly in the flight path.

Property address: 61 Anzac Road, Orapiu / Waiheke Island

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

I object to the aircraft noise caused by the helicopters. My property is located directly in the flight path.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: I object to the aircraft noise caused by the helicopters. My property is located directly in the flight path.

Submission date: 8 July 2025

Attend a hearing

56.1

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

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Emma Jones
Date: Tuesday, 8 July 2025 9:15:25 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Emma Jones

Organisation name:

Agent's full name:

Email address:

Contact phone number:

Postal address:
24 Marama Avenue Surfdale
Waiheke Island
Tamaki Makarau 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
Making a plan opposing heli pads plan modification 16

Property address: Affected property 16 Marama Avenue

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
I oppose this submission in all its entirety- i've lived here for 31 years now- Surfdale is a quiet place- there's a lot of us elderly there now.

I or we seek the following decision by council: Decline the plan change

Submission date: 8 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

57.1

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Emma Jones
Date: Tuesday, 8 July 2025 9:30:45 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Emma Jones

Organisation name:

Agent's full name:

Email address: waihekelibrary@gmail.com

Contact phone number:

Postal address:
24 Marama Avenue Surfdale
Waiheke Island
Tamaki Makarau 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

My submission relates to the opposition of the Helipads- plan modification 16

Property address:

Map or maps:

Other provisions:

I oppose this in all its entirety. Surfdale is full of elderly people and i have lived there 31 years and am not happy about this at all.

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

As above

I or we seek the following decision by council: Decline the plan change

Submission date: 8 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: garth@biggs.co.nz
To: [Unitary Plan](#)
Cc: garth@biggs.co.nz
Subject: Submission on Hauraki Gulf Islands Plan Modification 16 – Helipads
Date: Wednesday, 9 July 2025 10:54:59 am

Thank you for the opportunity to submit on this important matter. I wish to make a submission regarding Plan Modification 16 to the Hauraki Gulf Islands District Plan, specifically in relation to the consenting of helipads on Waiheke and Aotea Great Barrier Islands. I strongly urge the Council to further strengthen the rules so that it becomes significantly more difficult to obtain permission for new helipads.

58.1

Key Points of Concern:

- **Escalating Number of Helipads:** The proliferation of helipads, particularly on Waiheke Island, has led to substantial community concern. Waiheke has 64 consented helipads, with many used by part-time residents even when public airfields are available nearby.
- **Noise and Amenity Impacts:** The noise and vibration from helicopter operations have a major impact on residents' quiet enjoyment of their properties and the overall amenity values of the islands.
- **Ecological and Cultural Effects:** There are significant risks to endangered birds, nesting sites, and Māori heritage areas, which are not adequately protected under the current regime.
- **Cumulative Effects:** The cumulative impact of multiple helipads and increased helicopter traffic is not being sufficiently addressed in the current assessment process.

Recommendations for Strengthening the Plan Modification:

- **Expand Assessment Criteria:** Applications should be required to demonstrate that there will be no adverse effects on ecological sites, endangered species, Māori heritage, and residential amenity values. The assessment should explicitly include cumulative effects from all helicopter activity in the vicinity, not just the individual proposal.
- **Mandatory Public Notification:** All helipad consent applications should be publicly notified, allowing those affected—including residents under projected flight paths—to make submissions. This

will ensure transparency and community input.

- **Stricter Environmental Thresholds:** The plan should set clear, high environmental and cultural thresholds that must be met before any consent can be granted. This includes referencing the New Zealand Coastal Policy Statement and other relevant national standards.
- **Restrict in Residential Areas:** Consider prohibiting or making non-complying the establishment of helipads in residential zones, as proposed by some councillors, to protect the character and peace of these neighbourhoods.
- **Temporary Moratorium or Cap:** While a legal moratorium may be difficult, the plan could introduce a cap on the number of helipads allowed per island or per area until the full Auckland Unitary Plan review is completed.
- **Regular Review of Existing Consents:** Ensure that existing helipad consents are regularly reviewed for compliance and that any lapsed or non-complying consents are promptly revoked.

Conclusion

The current and proposed rules are a step in the right direction, but they do not go far enough to protect the unique environment, heritage, and community values of the Hauraki Gulf Islands. I urge the Council to adopt the strongest possible measures to make it much more difficult to obtain new helipad consents, prioritizing the wellbeing of residents, the environment, and the cultural heritage of these special places. This submission is informed by recent council discussions, local board statements, and relevant planning documents to reflect the concerns and aspirations of the affected communities, and I urge you to consider these in your deliberations too.

1. <https://aoteagbi.news/2025/04/16/local-board-welcomes-stricter-rules-for-new-helipads-despite-split-in-community-opinion/>
2. <https://ourauckland.aucklandcouncil.govt.nz/media-centre/2025/april/higher-bar-for-consenting-helipads-on-waiheke-and-aotea-great-barrier/>
3. <https://waihekegulfnews.co.nz/proposed-plan-change-to-tighten-helipad-consent-rules/>
4. <https://quietskywaiheke.nz/wp->

- [content/uploads/2022/01/auckland-council-response-to-waiheke-local-board-nom-helicopters-3-dec-2021.pdf](#)
5. <https://www.greatbarrier.co.nz/mike-lees-bid-to-ban-chopper-pads-across-much-of-gulf-islands/>
 6. <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/hgi-district-plan/Pages/hgi-district-plan-modifications.aspx>
 7. <https://www2.nzherald.co.nz/classifieds/linead.cfm?pillar=11&subpillar=42&adid=12511370001>
 8. https://infocouncil.aucklandcouncil.govt.nz/Open/2025/04/20250410_PEPCC_MIN_11327_WEB.htm
 9. <http://www.aucklandcity.govt.nz/council/documents/hgidecision/docs/hgiApp16.pdf>
 10. <http://www.aucklandcity.govt.nz/council/documents/islands/updates/updidx.asp>
 11. <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/hgi-district-plan/Documents/hauraki-gulf-islands-district-plan-text-part-13.pdf>
 12. https://infocouncil.aucklandcouncil.govt.nz/Open/2025/04/20250410_PEPCC_AGN_11327_WEB.htm
 13. <https://www.nzherald.co.nz/nz/waiheke-and-aotea-great-barrier-helipads-tougher-consenting-rules-proposed-by-auckland-council/S6V2CY64IFBZFJCVBZF6242HYM/>
 14. https://eds.org.nz/wp-content/uploads/2022/01/RMLR-Hauraki-Gulf-Report_FINAL-V2.pdf
 15. <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/pc16-section32.pdf>
 16. <https://quietskywaiheke.nz/wp-content/uploads/2021/10/planorama-memorandum.pdf>
 17. <https://www.rnz.co.nz/news/national/471665/island-residents-vow-to-step-up-opposition-as-auckland-council-approves-more-helipads>

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Anthony Walshe
Date: Wednesday, 9 July 2025 3:00:33 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Anthony Walshe

Organisation name:

Agent's full name:

Email address: tony.walshe@icloud.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

- clarify the scope of consideration of the assessment of effects
- amend the Matters for Discretion to reference noise and vibration and the New Zealand Coastal Policy Statement

Property address: 88E Church Bay Rd, Waiheke 1081

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

My neighbour has a helipad close to the designated building site on my property

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 9 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

59.1

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Christopher G Boyce
Date: Tuesday, 8 July 2025 5:00:27 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Christopher G Boyce

Organisation name:

Agent's full name:

Email address: chris@cnbld.com

Contact phone number:

Postal address:

2/23 The Strand

Waiheke Island

Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Property address: 2/23 The Strand

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

I think Option 4 of the proposed amendments should be adopted

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Option 4

Submission date: 8 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

60.1

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[It's rego time. Renew before 1 August to avoid a late fee. Register Now.](#)



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Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may 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.
- 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.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Larrissa Wade

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

46 The Esplanade, Oneroa, Waiheke Island 1081

Telephone:

210315734

Email:

larrissa@gulfislandinsurance.co.nz

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

All provisions pertaining to helipads, including the objectives and policies, rules, activity statuses, and matters for consideration

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

PM16 is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). This is an error because it is required by sections 55(2), 57(2) & 55(2D)(a) of the RMA. The proposal to keep the policies, objectives and activity statuses the same is wrongful. A substantial revision is therefore required.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

That the objectives and policies of the district plan be amended to give full effect to the NZCPS.

That new rules are developed for helipad consenting, that flow through from those revised objectives and policies.

That the new rules have a more restrictive activity status and include more matters for consideration;

again as required to give effect to the New Zealand Coastal Policy Statement (2010) (NZCPS).

I wish to be heard in support of my submission ☐

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☐

61.1



Signature of Submitter
(or person authorised to sign on behalf of submitter)

08/21/2025

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ / could not ☐ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☐ 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.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Eledir Seren
Date: Tuesday, 8 July 2025 1:30:52 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Eledir Seren

Organisation name:

Agent's full name: Eledir Seren

Email address: eledirseren@gmail.com

Contact phone number:

Postal address:

64 Waitoa Road

Hataitai

Hataitai 6021

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Rule 13.8.2 Restricted Discretionary Activities (helipads)

Proposed Plan Modification 16

Property address: 35 Hekerua Road, Waiheke Island

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

I oppose the building of any more helipads on Waiheke Island, particularly in the urban areas.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 8 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

62.1

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Georgina Blomfield
Date: Tuesday, 8 July 2025 2:01:29 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Georgina Blomfield

Organisation name:

Agent's full name:

Email address: blomhome@icloud.com

Contact phone number:

Postal address:

P O Box 3455

Newmarket

Brisbane Australia 4051

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Plan Modification 16 - Helipads

Property address: 18 Valley Road, Omiha

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

An airport for air traffic already exists within close proximity to all homes on Waiheke Island, and I feel that noise and vibration intrusion should be concentrated on an already designated aerial traffic zone.

I or we seek the following decision by council: Decline the plan change

Submission date: 8 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Jess Brunette
Date: Wednesday, 9 July 2025 2:16:09 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jess Brunette
Organisation name:
Agent's full name: Jess Brunette
Email address: jessbrunette@gmail.com
Contact phone number:
Postal address:

Submission details

This is a submission to:

Plan change number: Plan Modification 16
Plan change name: Helipads

My submission relates to

Rule or rules:
Plan Modification 16

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
Helicopters are so bad!

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 9 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

64.1

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Karen Saynor
Date: Tuesday, 8 July 2025 11:31:34 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Karen Saynor

Organisation name:

Agent's full name: Karen Saynor

Email address: ksaynor15@gmail.com

Contact phone number:

Postal address:
 28 Ridge road
 Oneroa
 Waiheke Island. 1081
 Waiheke Island
 Waiheke Island 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 Noise

Property address: 28 Ridge road oneroa

Map or maps: Blackpool

Other provisions:
 Tightening up of criteria allowing helipads including privacy, noise and protection of birdlife on Waiheke Island

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
 Damage to our Quiet skies and environment .lack of privacy and endangerment of our birdlife and their habitat on the Island

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Noise reduction, amend movements of helicopters through reduction of consented helipads.

65.1

Submission date: 8 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Lawrence Alan MEAD
Date: Wednesday, 9 July 2025 11:15:46 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Lawrence Alan MEAD

Organisation name:

Agent's full name:

Email address: lawrie@access-applications.co.nz

Contact phone number:

Postal address:
 51 Turama Road,
 Royal Oak,
 Auckland 1023

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 Helipads

Property address: 46-48 Palm Road, Palm Beach, Waiheke Island

Map or maps: 46-48 Palm Road, Palm Beach, Waiheke Island

Other provisions:

The council proposed to raise the bar that must be met in applications for new helipads on the islands

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

I can't see why anybody needs to land a helicopter at their property when there are plenty of safe , existing helipads to use already.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 9 July 2025

Attend a hearing

66.1

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Mark Jenkins
Date: Wednesday, 9 July 2025 11:30:35 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Mark Jenkins

Organisation name:

Agent's full name:

Email address: jenkinsmark@icloud.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Hayraki Gulf Islands section proposed Plan Modification 16 - Helip[ads

Property address: 88i Church Bay Rd Oneroa Waiheke

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

We strongly object to the approval of new Helipads in the Greater Auckland area. The use of a helicopter, drone or other personal vertical take off aircraft is not a "right inherently associated with residential land use". The use of helicopters, drones and other personal aircraft has an impact on the community and the environment.

We own and occupy a property in the flight path of helicopters permitted to land and take off from Mud Brick Restaurant and we find the activity intrusive, impacting on our community and environment.

Technology will enable cheaper forms of air travel with the development of personal vertical take off aircraft. Both central and local government need to enact legislation to restrict take off, landing and flight paths to designated public zones and designated flight paths.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

67.1

Details of amendments: No further approval of helipad landings on private land

Submission date: 9 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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email may be those of the individual sender and may not necessarily reflect the views of Council.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - MR L N ELLIS
Date: Wednesday, 9 July 2025 11:31:05 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: MR L N ELLIS

Organisation name:

Agent's full name: lloyd Ellis

Email address: ellisarchitectsnz@gmail.com

Contact phone number:

Postal address:

24 Ariki Street

Auckland

New Zealand.

Auckland

New Zealand. 1021

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Mod 16, Rule 18.8.2

Property address: 230 Schooner Bay Road, Tryphena

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Less noise the better, we are on a hill on the flight path back to Auckland.

No helicopters please,

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 9 July 2025

Attend a hearing

68.1

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - William Trafford
Date: Thursday, 10 July 2025 5:30:39 am
Attachments: [Submission.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: William Trafford

Organisation name:

Agent's full name:

Email address: willtrafford@gmail.com

Contact phone number: 0272108604

Postal address:
529 Rosalie Bay Road
RD 1
Great Barrier Island
Great Barrier Island 0991

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

Property address:

Map or maps:

Other provisions:

My submission relates to:

Rule or rules (optional): Rule 13.8.2 – Helicopter Landing and Take-off Areas, along with any associated overlays or provisions applied across the Hauraki Gulf Islands

Property address (optional): Island-wide application – Aotea / Great Barrier Island (no single property)

Map or maps (optional): Maps applying new restrictions to Aotea / Great Barrier Island

Other provisions (optional): Application of Waiheke-appropriate provisions to Aotea, including discretionary ecological and cultural controls over private land use

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Plan Modification 16 applies a one-size-fits-all approach across very different islands. Aotea is three times the size of Waiheke, heavily forested, mountainous, isolated, and sparsely populated. It has minimal road infrastructure and limited medical access. Helicopters are often the only viable transport or emergency option. PM16 dangerously undermines the ability to create new helipads where they're urgently needed. It also opens the door to vague, unaccountable cultural and ecological vetoes over private property—stripping both Māori and Pākehā landowners of rights. This plan is unfit for Aotea and legally indefensible in its current form.

69.1

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: Aotea / Great Barrier Island must be excluded from the plan change.

Submission date: 10 July 2025

Supporting documents
Submission.pdf

Attend a hearing

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

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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SUBMISSION ON PLAN MODIFICATION 16 – AUCKLAND COUNCIL DISTRICT PLAN (HAURAKI GULF ISLANDS SECTION)

Re: Rule 13.8.2 (Restricted Discretionary Activities – Helipads)

Submitter: William Trafford

Contact: willtrafford@gmail.com | 027 210 8604

1. POSITION

I oppose Plan Modification 16 (PM16) as it applies to Aotea / Great Barrier Island. The proposal is not just unnecessary—it is reckless, overreaching, and betrays a total ignorance of Aotea’s geography, infrastructure, and community. Applying the same planning framework to Aotea as Waiheke is legally indefensible, factually absurd, and potentially deadly.

2. GROUNDS FOR SUBMISSION

2.1 Aotea ≠ Waiheke – Factually and Functionally

The blanket application of PM16 to the entire Hauraki Gulf is bureaucratic laziness masquerading as planning. Aotea is fundamentally different than islands like Waiheke, Rakino, and Kawau in every measurable way:

- Size and settlement: Aotea is more than three times the size of Waiheke (285 km² vs 92 km²) and its population is heavily dispersed—making collective infrastructure difficult and helicopter access critical.
- Terrain and access: Aotea is covered in dense forest and mountainous, disconnected terrain—many areas are completely unreachable except by air. Blocking helipads in these zones is not just bad planning; it’s a de facto breach of property rights, denying owners access.
- Emergency response: Transporting patients to the island’s airport can take up to an hour—if possible at all. Waiheke is saturated with medical services and is road-connected throughout. Helicopters are often the only viable option for Aotea, and developing helipads should be embraced, not hampered.
- Isolation: Aotea is 100 km from Auckland—nearly five times further than Waiheke (21 km). That means emergency helicopters take five times longer just to reach us—before even attempting to access a patient. With so few helipads and such remote terrain, every additional restriction becomes a direct threat to life and safety.

It is our contention that using complaints from Waiheke or Herne Bay to justify helipad restrictions on Aotea constitutes planning malpractice—plain and simple.

2.2 Emergency and Civil Defence Considerations

This plan change is actively dangerous.

Aotea is reliant on helicopters for:

- Air ambulance evacuations (including critical cardiac and trauma flights),
- Search and rescue in remote valleys, forests, and cliffs,
- Rural fire response, including during dry summer burn periods,
- Storm response, where slips and flooding routinely cut off roads.

As the island regenerates, landing options are vanishing. There are fewer and fewer flat, clear, reliable sites. Helipads provide known, marked, mapped, weather-durable landing locations. Restricting their development compromises life-and-death infrastructure.

This isn't hypothetical. We've had emergencies on Aotea remedied by fast chopper response. Curtailing helipads is tantamount to curtailing rescue—and the community will hold Auckland Council fully responsible for any future harm, injury, or death caused by delayed access if this rule passes.

2.3 Topography and Isolation Make Helipads Essential

Aotea's terrain is rugged, mountainous, and heavily forested. Properties are often kilometres from the nearest legal road, and Council has repeatedly blocked roading expansions in remote areas. For some residents helicopter access is not a luxury, it's the only viable transport link.

This applies equally to Māori landowners with ancestral blocks in the bush as it does to whānau living deep in regenerating valleys. The notion that every movement can or should be serviced by a 4WD and a DOC track is urban fantasy.

2.4 Public Sentiment on Aotea Differs Sharply

During the 2024 Rosalie Bay Rd helipad consent, AoteaGBI.news polled its readers. While informal, the sentiment was clear: most locals supported the consent, saw the use as reasonable, and viewed the opposition as externally driven. The complaints, outrage, and protest culture seen on Waiheke simply does not exist on Great Barrier. Council has no mandate to impose stricter planning burdens based on political pressure from another island.

2.5 Legal Overreach and Cultural Gatekeeping

PM16 is a direct attack on basic property rights—for both Māori and Pākehā.

For Pākehā, the rule hands control of land use to whoever within hapū declares themselves the kaitiaki of the area.

For Māori landowners, it's no better. The rule's discretionary emphasis on "ecological effects" gives power to council officers and environmental purists, who can effectively block Māori access to whenua under vague biodiversity pretexts.

3. RELIEF SOUGHT

I request the following:

1. That PM16 not apply to Aotea / Great Barrier Island.
2. That a separate, island-specific framework be developed for helicopter activity, reflecting actual geography, consent history, and public sentiment.
3. That Rule 13.8.2 not be expanded to include broad or discretionary cultural/ecological thresholds.
4. That Auckland Council stop applying urban political pressure from Waiheke and Herne Bay to a rural island that has consistently shown it does not share the same complaints.

4. RIGHT TO BE HEARD

I wish to be heard in support of this submission.

-

William Trafford
Aotea / Great Barrier Island
willtrafford@gmail.com

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Bruce Millar
Date: Thursday, 10 July 2025 1:30:42 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Bruce Millar

Organisation name: Titan Trust

Agent's full name: Bruce Millar

Email address: brucem@xtra.co.nz

Contact phone number:

Postal address:
 253 Okura River road
 Okura
 Auckland
 Auckland 0792

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 Plan Modification 16

Property address: 9 Belle Terrace, Onetangi, Waiheke Island

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

We bought the property to retire at and to get away from the Auckland traffic ,congestion and noise and retire in a quieter area.

We don't want the noise and interruption of helicopters coming past to land on Helipads.

Obviously Helicopters are used in emergencies on the island, so we have no problem with that.

We prefer Option 1, Do Nothing, Status Quo.

I or we seek the following decision by council: Decline the plan change

Submission date: 10 July 2025

70.1

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Cheryl Foster
Date: Thursday, 10 July 2025 2:16:00 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Cheryl Foster

Organisation name:

Agent's full name:

Email address: chezza.foster@gmail.com

Contact phone number:

Postal address:

1 Giles Road,
 Ostend
 Waiheke
 Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

13.8.2 Restricted Discretionary Activities (helipads)

Property address: 1 Giles Road, Ostend, Waiheke

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

I object to any increase in the number of helipads on Waiheke unless for emergency reasons, due to noise, privacy concerns, and disturbance to bird life

I or we seek the following decision by council: Decline the plan change

Submission date: 10 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: karen.upton
To: [Unitary Plan](#); karen.upton@xtra.co.nz
Cc: karen.upton@xtra.co.nz
Subject: Feedback re Hauraki Gulf Islands section Proposed Plan Modification 16 - Helipads.
Date: Sunday, 13 July 2025 11:03:16 am

My mother, Wendy Upton owns a house at 4 Whakarite Rd Ostend, Waiheke Island and has received opportunity to feedback re the above plan. In the absence of her having electronic availability, she has asked me to email her feedback for her.

She vehemently opposes it in view of increased noise pollution especially with the valley which would exacerbate this disturbance.

72.1

Thankyou for acknowledgement of this feedback.

Karen Upton.
Wendy's daughter.

Sent from my Galaxy

From: [Anne Willmann](#)
To: [Unitary Plan](#)
Subject: Proposed modification 16 - Helipads
Date: Friday, 11 July 2025 5:25:30 pm

Kia ora

Please do not permit privately owned helipads on Waiheke Island.

They have a hugely negative impact on the ecology of the Island, causing severe disturbance to native birds as well as to the human beings who live here.

Obviously emergency services (police, air ambulance etc) are essential, but it is not necessary for private individuals to travel to and from the Island by helicopter.

If the references to noise and vibration are reworded, this needs to reflect the special character of the Island, so that all non-essential producers of disturbances in the form of noise and vibration are forbidden.

73.1

Margaret Anne Willmann
2b Fisher St.
Surfdale

From: [Cecily Wheeler](#)
To: unitaryplan@aucklandcouncil.govt.nz; [Unitary Plan](#)
Subject: Re: Plan modification 16 - Helipadss
Date: Friday, 11 July 2025 2:06:18 pm

On Fri, Jul 11, 2025 at 1:22 PM Cecily Wheeler <2cecily2@gmail.com> wrote:

I am a house owner Palm Beach Waiheke.

I support stricter restriction of Helipads

I want all helicopters to use only the base at the airport.

Users can travel from there by road to their destination. Only emergency helicopters should use alternate helipads.

A popular philosophy on Waiheke is “Slow down you are here”.

I believe it is a good idealology.

Cecily Wheeler

74.1

From: garyandbethj@gmail.com
To: [Unitary Plan](#)
Subject: Submission re Proposed Plan Modification 16 - Helipads
Date: Thursday, 10 July 2025 4:41:30 pm

Kia ora

We wish to make a submission regarding Hauraki Gulf Islands Proposed Plan Modification 16 – Helipads.

Private Helipads should **not** be permitted in the Auckland City residential suburbs and Hauraki Gulf Islands. Private helicopter use for personal transport should remain in the safe environments of commercial heliports located in **appropriate zones**. We do fully support the use of rescue and police helicopters in all areas of Auckland.

To allow helicopters to fly over the water next to their waterfront properties would turn our beautiful and precious harbour into an aerial motorway with rotor wash, down draught and distressing noise being part and parcel of Helipads. We need to ensure that neighbours, users of the beach and surrounding water aren't sidelined for the wants (they are hardly needs) of wealthy homeowners.

We do not wish to be heard in relation to our submission.

Elizabeth Johnson 56 Pohutukawa Road, Whenuapai

Garry Johnson 56 Pohutukawa Road, Whenuapai

Joshua Johnson 38 Tahatai Road Oneroa Waiheke Island

Landline: 09 416 0144 M: Gary 021 322 144 M: Beth 021 2700 499

Email: garyandbethj@gmail.com

56 Pohutukawa Road Whenuapai Auckland 0618

75.1

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Christine Olsen
Date: Friday, 11 July 2025 6:46:07 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Christine Olsen

Organisation name:

Agent's full name:

Email address: christineo99@xtra.co.nz

Contact phone number:

Postal address:
18 Trig Hill Rd Onetangi
Waiheke Island
Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
Rule 13.8.2 Restricted Discretionary Activities

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
Agree with including noise and vibration and the New Zealand Coastal Policy statement as matters for discretion and including noise and vibration effects to cultural and ecological values as assessment criteria.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 11 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Clare Mary Edwards
Date: Saturday, 12 July 2025 10:45:46 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Clare Mary Edwards

Organisation name:

Agent's full name:

Email address: clare.edwards@xtra.co.nz

Contact phone number:

Postal address:

49 Ocean Road

Waiheke Island

Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Noise and Vibration - assessment of effects

Amending the Matters of Discretion to reference Noise and Vibration and the NZ Coastal Policy Statement

Amendment of assessment criteria to consider noise and vibration effects to cultural and ecological values

Property address: 49 Ocean Road, Waiheke Island, 1081

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Noise and vibration from Helicopters in residential areas should be major factor in assessment Helipads - that this isn't done already needs to be remedied. In fact, no helicopter activity in residential areas (such as suburbs or islands in the Gulf that are populated) should be banned. Sunday afternoon on the island is often disturbed a a number of private helicopters arriving and departing from close to my house. It seems unfair that a small number of individuals have the ability to disturb the peace of neighbourhoods (and wildlife) to the extent that they do.

I or we seek the following decision by council: Approve the plan change without any amendments

77.1

Details of amendments:

Submission date: 12 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - June Valerie Brookes
Date: Friday, 11 July 2025 10:16:33 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: June Valerie Brookes

Organisation name:

Agent's full name: June Brookes

Email address: junebrookes55@gmail.com

Contact phone number:

Postal address:
 11 Robley Crescent
 Glendowie and 375 Aotea Rd Great Barrier
 Auckland
 Auckland 1071

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Property address: 375 Aotea Rd Great Barrier

Map or maps:

Other provisions:

Need to stop unregulated use of private helicopters for financial gain.
 Need to control intrusion on private space by private helicopters with no flight plan with unacceptable noise levels and intrusion on privacy. IE overflying private property.

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

I have experienced a private helicopter being used every day for weeks transporting surfers and boards over my property. It is well known on the island that this was a private machine being used by the owner temporarily holidaying on the island to make money. They also landed on Whangapoua beach disturbing roosting dotterels, putting the birds to flight and endangering them. The helicopter was flying low over my house and created a huge noise and was a gross intrusion of my privacy. The same time every day. This aspect of helicopter use needs to be controlled as clearly the operators have no regard for the nuisance they cause to the public. Plan needs to be amended to include regulation of use, regulatory requirement for flight plans and banning ad hoc commercial use of private helicopters. Also regulate low level flying. If you don't people will just put drones up to dissuade overflights.

78.1

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: As above

Submission date: 11 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Linda Matters
Date: Friday, 11 July 2025 12:47:02 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Linda Matters

Organisation name:

Agent's full name: Linda Matters

Email address: matterslinda@gmail.com

Contact phone number:

Postal address:

9 Margaret Reeve Lane

Waiheke Island

Waiheke Island 1971

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Proposed Plan Modification 16. I support all the plan changes that the council needs to make. And any others that would restrict any more helipads being consented.

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Living on Waiheke can sometime feel like you are in a War movie. With 64 helipads it is only a matter of time when there will be a mid air crash. Helicopters fly blind which means there is no radar to let them know where the other helicopters are. Question? Is there any protocol in place on Waiheke/Auckland for this when a mid air collision happens? This is not a matter of If it is a matter of When.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: To be Clean and Green - Restrict / cancel all non essential helipads.

Submission date: 11 July 2025

79.1

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Michael Corry
Date: Sunday, 13 July 2025 9:46:12 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Michael Corry

Organisation name:

Agent's full name:

Email address: mike@corry.nz

Contact phone number:

Postal address:

2 Miro Rd

Palm Bch

Auckland 1080

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Rule13.8.2

Property address: 2 Miro Rd Palm Bch

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

Far too much helicopter activity around Waiheke

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 13 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

80.1

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Peter and Trixie Dodd
Date: Friday, 11 July 2025 10:46:22 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Peter and Trixie Dodd

Organisation name:

Agent's full name: Peter Dodd

Email address: pdodd60@gmail.com

Contact phone number:

Postal address:
 224 Waihoehoe Road
 RD 1
 Drury
 Auckland 2577

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Support option 3 only as this seems to be the most restrictive.

There is no need to have any helicopter landing pads on Great Barrier Island other than at the current airports and for emergency situations .

Aeroplanes already disrupt the skies but at least are concentrated away from populated areas and quiet pristine environments.

My preference is that there be no additional helipads on Great Barrier Island.

Property address: 13, 15, 17, 19, 21 & 23 Mulberry Grove Road, Great Barrier

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

No additional helipads on Gt Barrier Island due to disruption to other residents , visitors and maintaining the quiet peaceful ecological environment, which Waiheke has already lost.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: No additional Helipads on Gt Barrier Island.

81.1

Submission date: 11 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Susan Gaye Tozer
Date: Sunday, 13 July 2025 4:46:00 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Susan Gaye Tozer

Organisation name:

Agent's full name:

Email address: gaye@gayetozer.co.nz

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
PM16 Attachment A

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
Correct an omission

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 13 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

82.1

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Susan Graafland
Date: Monday, 14 July 2025 9:46:29 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Susan Graafland

Organisation name:

Agent's full name: Susan Graafland

Email address: suegraafland@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Plan change number: Plan Modification 16

Plan change name: Helipads

Property address: 12a Rosalie Bay Road, Aotea Great Barrier Island,

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

Unnecessary increase of noise pollution in an otherwise very tranquil environment. We already notice the disruption from the relatively new helipad close to our house and have seen on a recent visit to Waiheke Island how the nature of the island is affected by the numerous helicopters flying around. I do not want to see the same thing happen on Aotea Great Barrier Island.

Also of concern is disruption to the welfare of birdlife which is becoming more prolific across the motu.

In addition I believe that making it easier for helicopters is the last thing we need for the environment. If individuals do want to fly in by helicopter I see no reason why they cannot continue to use Claris airport.

I or we seek the following decision by council: Decline the plan change

Submission date: 14 July 2025

83.1

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Virginia Horrocks
Date: Saturday, 12 July 2025 2:31:19 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Virginia Horrocks

Organisation name:

Agent's full name:

Email address: vjhorrocks@gmail.com

Contact phone number:

Postal address:

3/14 Pitoitoi Rd

Days Bay

Lower Hutt 5013

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

I strongly support the inclusion of the New Zealand Coastal Policy Statement in consideration of helipad consent applications and support Council's preferred Option 3. I have owned the property on Cape Barrier Rd for 50 years. We came to Aotea for its unique character and amenity which we now seek to protect. Our property is in a direct flight liine for aircraft flying from Auckland to Claris - fine for aircraft bringing residents and visitors to Claris airport but vulnerable to the noise and vibration of helicopters which would destroy our enjoyment of our property . The character of Great Barrier depends on its remoteness and peace. Casual dropping in of helicopter flights would commercialize the island and gradually destroy the qualities that make it such a unique place.

84.1

Property address: 252 Cape Barrier Rd Great Barrier Island/ Aotea 0991

Map or maps: Coastal area south of Shoal Bay / coast opposite Rabbit Island Island Bay and Sandy Bay

Other provisions:

If the question relates to options presented by council then I support the provisions in Option 3.

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

While I would prefer a moratorium on all future helipads this proposal is a propositive first step.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 12 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

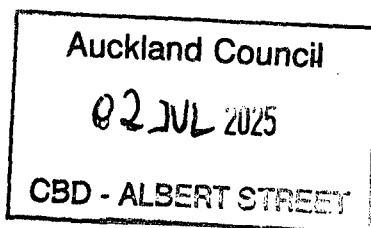
Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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Hunternville Road Trust &
JS Morton Family Trust
C/- JS Morton
PO Box 331355
Takapuna
AUCKLAND 0740

27 June 2025

Planning Technicians
Planning and Resource Consents
Auckland Council
Private Bag 92300
AUCKLAND 1142

Re: **Auckland Council Distric Plan – Hauraki Gulf Islands section**
Proposed Plan Modification 16 – Helipads

On behalf of the Trustees of Hunternville Road Trust and JS Morton Family Trust, it is my submission that the opinions and views of those persons opposing any extension of helipads on Waiheke island be upheld.

85.1

Yours faithfully

A handwritten signature in black ink, appearing to be "J. S. Morton".

J. S. Morton

Sender: J S Morton
PO Box 331355
Takapuna
AUCKLAND 0740



Planning Technicians
Planning and Resource Consents
Auckland Council
Private Bag 92300
AUCKLAND 1142

Auckland Council
02 JUL 2025
CBD - ALBERT STREET

From: [Simon Robertson](#)
To: [Unitary Plan](#)
Subject: PM16: Helipads
Date: Tuesday, 15 July 2025 9:20:25 am

I cant understand what you are actual proposing - its not clear

You are telling me in summary you are just going to 'clarify and amend' - there is no mention of what your plans actually are.

In reading the 7 documents attached I still cant work out what your plans are doing.

I live on Waiheke. I suggest you focus on cleaning up the faeces infested stream at Little Oneroa from septic run off - it's been like that for years.

Or fix the holes in the road that your virtual signalling empty electric busses are causing because they are so heavy. Idea - run small buses off peak.

Personally, I like wealthy people flying helicopters to Waiheke and spending money.

| 86.1

How about fix the upper carpark that needs to be sealed and have parking slots.

Think about how the island is growing and where there is going to be more parking - its all ready at capacity

I feel this submission is offensively vague as you wish to kill helicopter traffic to the island.

What happens when we have quiet electric helicopters like drones - do we spend years walking back this ridiculous proposal I think you are perusing.

Seriously - just how many helicopters come to Waiheke - really - thats on your to do list - There are bigger problems.

Move on. Go look at Queenstown - the success of New Zealand - be more like them.

Simon Robertson
 13 Pah Road
 Onetangi
 Waiheke Island

SUBMISSION ON PROPOSED PLAN MODIFICATION 16 (PM16): AUCKLAND COUNCIL DISTRICT PLAN - HAURAKI GULF ISLANDS SECTION

Submitted by: Kristin Lewis.

1. Introduction

I am a resident of Waiheke Island and live in an area increasingly impacted by the proliferation of helipads and frequent helicopter activity. I appreciate the opportunity to make a submission on PM16, which aims to strengthen the framework for assessing helipad applications under Rule 13.8.2 of the Hauraki Gulf Islands (HGI) District Plan.

While I support the intent of PM16, I am deeply concerned that it does not go far enough in safeguarding residents, ecological values, and cultural sites from the increasing and cumulative effects of helicopter operations.

2. General Support for PM16 and Option 3

I support the Council's preferred Option 3 for the following reasons:[4]

| 87.1

It clarifies that “noise” includes “vibration”, consistent with the RMA definition.[1]

It adds specific criteria to assess noise impacts on ecological and Māori heritage sites.[2]

It provides greater transparency about the relevance of the New Zealand Coastal Policy Statement (NZCPS) to helipad assessments.[3]

These measures are a necessary improvement on the status quo, which has failed to prevent significant degradation of residential amenity and the natural soundscape of the Hauraki Gulf.

However, these improvements are insufficient to address the actual lived experience of residents or to manage the systemic issue of cumulative impact. This submission outlines further necessary changes.

3. Critical Shortfall: Cumulative Effects Minimised

While PM16 includes cumulative noise in the assessment criteria, it does not prevent applicants from minimising their contribution by claiming the additional impact is “less than minor.”[5]

For example, applicants can and do argue:

“Given the high baseline level of helicopter activity, our additional operations will have no meaningful effect.”

This logic is circular and dangerous. It permits incremental degradation of the environment and amenity values by dismissing each new helipad as trivial.

Suggested Amendments:

Require a mandatory cumulative noise assessment (based on total permitted and consented activity within a defined radius).

Introduce a quantifiable noise threshold (e.g. aggregate dB limit over time or per day/week) beyond which no further consents can be granted.

Require all applications within 2 km of an existing helipad to be assessed as Discretionary or Non-Complying Activities, not Restricted Discretionary.

87.1

4. Inadequate Power to Decline Consent Applications

Under Restricted Discretionary Activity status, Council's ability to decline an application is limited to listed matters. Even with added references to vibration and ecological/cultural impact, Council may feel constrained in its ability to reject proposals on broader or more cumulative grounds.^[6]

Suggested Amendments:

- Change helipads from Restricted Discretionary to Discretionary Activities in all areas zoned Residential, Coastal, or adjacent to reserves or significant ecological areas.
- Enable the automatic decline of any application:
 - Within 1 km of an existing helipad unless a clear, quantifiable need is demonstrated;
 - That affects a scheduled cultural or ecological site;
 - That exceeds a maximum number of weekly flights (e.g. 10).
- Introduce a sunset clause that requires helipad consents to lapse if not used within 12 months or if breached multiple times.

87.1

These changes are consistent with best practice planning and with section 5 of the RMA, which prioritises sustainable management of resources and the wellbeing of people and communities.

5. Transparency and Public Notification

Many helipad consents are processed non-notified, meaning neighbours and affected communities have no opportunity to comment. This erodes public trust and leads to unnecessary conflict between the helipad owners and affected neighbours.

Suggested Amendments:

- Require public notification for all helipad applications within 2 km of:
 - A dwelling,
 - A cultural site,
 - An area zoned for recreation or ecological protection.
- Provide clear, accessible mapping of existing helipads and flight paths on the Auckland Council website.
- Require flight logs and complaint response reports to be publicly available for all operating helipads.

87.1

6. Density Cap and Spatial Management

There is currently no limit to how many helipads can be established in a given area. This is unsustainable and leads to clusters of a high density of helipads and adversely affected neighbours.

Suggested Amendments:

- Introduce a maximum helipad density (e.g. 1 helipad per 4 km²).
- Create helipad exclusion zones around residential areas, heritage landscapes, or vulnerable species habitats.
- Require that private helipads demonstrate functional necessity (e.g. for medical access) rather than personal convenience.

87.1

7. Requirement for Cultural Impact Assessments (CIA)

Noise and visual intrusion from helicopters can significantly disrupt culturally sensitive sites and traditional relationships with the land.

Suggested Amendment:

- Require a CIA as a prerequisite for all helipad applications within 5 km of any site of significance to Māori.
- Ensure Iwi have early involvement and the ability to recommend conditions or refusal.

87.1

8. Personal Impact Statement

I wish to express my deep concern and personal distress regarding the rapid growth of helicopter activity in my area and the lack of adequate regulatory protection for residents like myself. I have a fundamental right to the peaceful enjoyment of my property, particularly during weekends and evenings when I am home and seeking rest, restoration, and connection with my surroundings.

Instead, I am increasingly subjected to a relentless invasion of noise and vibration from helicopters taking off, landing, and flying overhead. These activities are at their peak precisely when I — and others in the community — are trying to relax in our homes, enjoy outdoor spaces, or spend time with family. Helicopters now dominate the soundscape, making it difficult to read, rest, garden, or even hold conversations without interruption.

This is not a minor inconvenience; it is a serious erosion of my quality of life. The persistent, unpredictable, high-intensity noise is disturbing to my peace, invasive to my privacy, and has had a measurable impact on my mental wellbeing. It is a source of stress, agitation, and helplessness — a situation made worse by the knowledge that the planning system, as it stands, offers very limited recourse or protection.

The current rules appear to prioritise the convenience and recreational desires of a small number of helicopter owners over the wellbeing of hundreds — possibly thousands — of permanent residents. I find this imbalance unjust and unsustainable.

The planning framework must be amended to prioritise residential amenity and peace as a core environmental value, especially within island communities that have long valued their tranquillity, natural character, and social cohesion.

I urge the Council to treat this as more than an issue of technical compliance. It is a matter of human dignity and public trust — and of our collective right to live undisturbed in our homes.

9. Conclusion

The proposed PM16 is a step in the right direction but falls short in addressing the full scale and urgency of the problem. The unchecked proliferation of helipads will continue to erode residential amenity, environmental values, and the peace of everyday life on the Hauraki Gulf Islands unless Auckland Council:

- Explicitly empowers itself to decline consent where impacts are unreasonable,
- Includes enforceable protections against cumulative effects,
- Requires robust community and mana whenua input,

I ask that the Council adopt Option 3 with further amendments, as outlined above, to ensure that residents, ecosystems, and cultural heritage are meaningfully protected.

A handwritten signature in black ink, appearing to read "Kristin Lewis". The signature is fluid and cursive, with a large initial "K" and a long, sweeping underline.

Kristin Lewis.

leafy1lk@gmail.com.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Caroline Ruth Barnes
Date: Wednesday, 16 July 2025 7:45:26 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Caroline Ruth Barnes

Organisation name:

Agent's full name: clive humphreys

Email address: cr.barnes@hotmail.com

Contact phone number:

Postal address:

69 Makora Ave

Waiheke Island

Auckland

Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Restricted Discretionary Activities for helipads under Rule 13.8.2 Restricted Discretionary Activities

Property address: 69 Makora Avenue, Oneroa, Waiheke Island, Auckland 1081

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Noise and vibration of helicopters frequently destroys peace and quiet in the skies above our home. Cultural and ecological values are under threat of irreversible damage from noise, vibration and fuel pollution.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 16 July 2025

Attend a hearing

88.1

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - stephen mills
Date: Wednesday, 16 July 2025 1:46:25 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: stephen mills

Organisation name:

Agent's full name: stephen mills

Email address: stephen.millsqc@counsel.nz

Contact phone number:

Postal address:

9 First Avenue
Stanley Point
Auckland
Auckland 0624

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

The proposed option 3 recommended for amendment

Property address: 7 and 9 Blackwell Drive Tryphena GBI

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The proposed option 3 set out in the Evaluation Report is, on balance, the most appropriate given the need for urgent tightening of the current rules. However, on the next review of the AUP I would like to see a more fundamental review, in particular in respect of the very special and rare values of Aotea Great Barrier I might support the prohibited activity status that I note Mike Lee is promoting. Unlike Waiheke, that is now extensively developed, Great Barrier is not and its appeal to both residents and visitors for its "untouched world" qualities, and the demand for these increasingly rare values that is reflected in the recent valuation assessments, warrants careful thought.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: The recommended option 3 in the Evaluation Report

89.1

Submission date: 16 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Sue Marshall
Date: Wednesday, 16 July 2025 11:00:38 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Sue Marshall

Organisation name:

Agent's full name:

Email address: suemarshall09@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Plan modification 16

Rule 13.8.2 - helipad, option 3

Property address: 22 Shelly Beach Road, Surfdale, Waiheke Island

Map or maps:

Other provisions:

Plan Modification 16

Plan change name

Helipads

Option 3

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

Helipads should be restricted and only allowed for commercial businesses, with very limited usage, the use of them should not be at the expense of the quiet enjoyment of the land owners or at the detriment of the fauna and flora of the area. These are special places, with nature at the heart of their uniqueness. This should not be put into jeopardy over the request for a helipad.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Option 3

90.1

Submission date: 16 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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Submission on a notified proposal for policy statement or plan change or variationClause 6 of Schedule 1, Resource Management Act 1991
FORM 5Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Ms/Ms (Full Name)

GEOFFREY HILLS

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

PO BOX 55, TRYPHENA, PT. BARRET ISLAND

Telephone:

09 4290 458

Email:

NIL

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

✓

Or

Property Address

✓

Or

Map

✓

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may 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.
- 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.

I **support** the specific provisions identified above ☒

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended Yes ☐ No ☐

The reasons for my views are: I SUPPORT THE AOTEA GREAT BARRIER ISLAND
SUBMISSION. I ALSO SUPPORT AUCKLAND CITY'S COUNCILOR
MIKE LEE'S CURRENT RESOLUTION THAT IS SUBMITTED
TO THE COUNCIL.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☒

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

THAT THE USE OF HELICOPTERS AND THE HELICOPTER
PAD AT CLARKS BE FOR EMERGENCY USE ONLY

91.1

I wish to be heard in support of my submission ☒

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☒

Signature of Submitter J. Hobb
(or person authorised to sign on behalf of submitter)

Date 12.7.2025

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ / could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☒ 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.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Christine Van Gisbergen
Date: Thursday, 17 July 2025 8:01:10 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Christine Van Gisbergen

Organisation name:

Agent's full name: Christine Van Gisbergen

Email address: christinevangisbergen@gmail.com

Contact phone number:

Postal address:
 57 Hauraki road
 oneroa waiheke island
 Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Property address: 57 Hauraki Road Oneroa waiheke island

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

I believe that the wording should include the word vibration as this is a very valid contributing factor which should be considered when anyone is applying for a helipad permit.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: To amend the plan change with adding the word vibration

Submission date: 17 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

92.1

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Robert L Page
Date: Thursday, 17 July 2025 7:16:08 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Robert L Page

Organisation name:

Agent's full name: Rob Page

Email address: waiukurob@gmail.com

Contact phone number:

Postal address:
777a Whangaparapara Rd
Whangaparapara
Great Barrier Island
Great Barrier Island
Great Barrier Island 0991

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Property address: Aotea, GBI

Map or maps: Aotea, GBI

Other provisions:
Helipads being allowed on private property

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
There are already two airports (Claris & Okiwi) on the island that are available for use by helicopters. There is no reason for the permitting of more helipads on private property. I support the plan change Option 3 as proposed by the Council.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Option 3 as proposed by Council

Submission date: 17 July 2025

93.1

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Roger Truby King
Date: Thursday, 17 July 2025 11:16:45 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Roger Truby King

Organisation name:

Agent's full name: Roger King

Email address: roger.king@xtra.co.nz

Contact phone number:

Postal address:
26 Cory Road
Palm Beach
Waiheke Island 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
13.8.2 (Helipads)

Property address: 26 Cory Road, Palm Beach, but in fact to all of the Palm Beach zone

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The current restriction is too narrow (just noise) and should include vibration as part of the assessment.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 17 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

94.1

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Tony Hards
Date: Thursday, 17 July 2025 3:16:48 pm
Attachments: [Helipads.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Tony Hards

Organisation name: None

Agent's full name: None

Email address: allocate@xtra.co.nz

Contact phone number:

Postal address:

23 Esslin Rd
Waiheke Island
Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Constant Noise and vibration. Conversation, phone calls listening to music is put on pause, every time a Helicopter flies over. Who do these people think they are that they can interrupt my life style for their convenience?

Property address: Esslin Rd and Waiheke Island. It's not restricted to one area.

Map or maps: The entire of Waiheke Island

Other provisions:

Pollution. Helicopters are the most inefficient forms of transport ever.

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Excessive noise and vibration. At times this is almost constant. Please see Attached

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Close all private Helipads permanently, effective immediately.

Submission date: 17 July 2025

Supporting documents

Helipads.pdf

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[It's rego time. Renew before 1 August to avoid a late fee. Register Now.](#)



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Subject:- Waiheke Island Helipads Modification 16

The point of discussions and submissions on Helipads should not even exist! This should never been allowed in the first place.

The escalation of Helicopter air traffic, over Waiheke Island over recent years has become totally unacceptable. From the point of view of noise, invasion of our privacy and pollution.

While the Government is spending Millions on public transport and encouraging people to use alternative modes of transport in order to reduce fuel emissions, the council, on the other hand is signing off Helipads for private use. Helicopter's been the most inefficient form of transport ever. Where is the continuity here?

This belligerent and immoral use of the world's fossil fuels needs to be stopped in its tracks immediately.

And as example of invasion, I was recently out at lunch with guests. Half way through our meal, a helicopter came in to land. This interrupted our conversation and meal for more than 10 minutes. Not to mention the fumes? Not only was our table effected, but I also speak for the rest who were there, who also had their lunch ruined. And what for? Four Self-serving people. To make matters worse, the Helicopter took off and flew back to Auckland empty! Interrupting everyone within its flight path for a second time, for no reason. Where is the logic in that? At times I can count 4 or more Helicopters fling over Putiki Bay at any one time. This is out of hand.

These self- entitled people show a total lack of consideration for the local populace and the world's resources. And the Council is supporting this behavior by way of helipads permits.

Its time the council was brought to task on this matter and started acting responsibly. We are an Island and we do not want this invasion of our peace and privacy. (I speak for most of us Locals as most don't have the time to put forward submissions) There's already is a perfectly good transportation system on the island. Are these people so inadequate that they are unable to use these services too?

Prove to me and all of us our live here on this Island, that there is some moral justice within this council, and that you speak for all of us and not just the few entitled. And that you have single management plan that you operate to within, without sub tiers for the privileged few at the demise of others.

My submission:- All private Helipads are to be closed permanently, effective immediately. The only helicopter that should be seen in our sky's is the red one.

95.1

Tony Hards 17 July 25

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Derek William Bell
Date: Wednesday, 23 July 2025 8:30:27 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Derek William Bell

Organisation name: Taumata Trust

Agent's full name:

Email address: derek.bell@xtra.co.nz

Contact phone number:

Postal address:
 264 Shoal Bay Rd
 Great Barrier Island
 Auckland 0991

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 Proposed Plan Modification 16 to amend provisions for Restricted Discretionary Activities for helipads under Rule 13.8.2 Restricted Discretionary Activities

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

I live on Great Barrier Island. A neighbour was granted consent for a private helipad through a non-notified process without any neighbourhood consultation. The arrival and departure flight paths were imposed over my land, because the land was described as "unoccupied bush". No consideration was given to the ecological status of the land, which is actually a private eco-sanctuary and voluntary Queen Elizabeth II covenant. The area under the flight paths is pristine native forest which as well as intensive pest control, is used for quiet nature walks and tours. On one hand, Auckland Council supports the ecological work on the land by funding pest-control activities (through the Natural Heritage Covenant fund) but on the other hand has imposed a highly disruptive and noisy helicopter flight path because there was no opportunity for ecological consideration in the existing planning framework.

I support the proposed amendments because they will allow for assessment criteria to consider noise and vibration effects to ecological values.

96.1

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 23 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - KEVIN JOSEPH BRENNAN
Date: Saturday, 19 July 2025 11:15:40 am
Attachments: [The impact of noise on recreationalist and wildlife in New Zealands wildlife area.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: KEVIN JOSEPH BRENNAN

Organisation name:

Agent's full name:

Email address: rakinokev@gmail.com

Contact phone number:

Postal address:
 21 Tram Valley Road
 Swanson
 Auckland 0614

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 Rule 13.8.2

clarify the scope of consideration of the assessment of effects

ammend Matters for Discretion to reference noise and vibrationand the New Zealand Costal Policy statement.

ammend assessment criteria to consider noise and vibration effects to cultural and ecological values.

Property address: 13 Jane York Place Rakino Island Hauraki Gulf New Zealand

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
 Since 2004 the island of Rakino has been there has been a lot of community involvement in pest eradication, revegetation and native species protection

(refer to face book group consistoing of over 1000 members "Friends of Rakino"

<https://www.facebook.com/groups/1523537804574823/>)

In the last year so native species such as Kaka and Kereu while occasional visitors are now starting to over winter and potentially nest. Includes are other species such as Tui, Koromiko & Kakariki that prior to 2004 were virtually non existent now have thriving populations. A few months ago a North island Tit was also spotted on the island.

The Department of Conservations report on "The impact of noise on recreationists and wildlife in New Zealand's natural areas" 2011, pg 52, paragraph 6.2 Effects of Noise on birds, found that activities involving loud noise and movement (such as can occur with a helicopter landing and taking off) can have a detrimental effect upon native birds.

The culture of the island is reminiscent of a New Zealand from several decades ago where the culture and pace is slow and relaxing. A Rakino community survey carried out by the residents and rate payers group, overwhelmingly did not want the island to become over developed and modernised. It is also popular destination also for boaties who moore up often in Woody and West Bay.

The island of Rakino is also well serviced by the Belaire ferries passenger service. The Sealink barge also provides a monthly service for the transportation of building materials and other such larger items. There is no need for further transportation such as helipads (excluding emergency use).

With the island becoming more developed and a number of larger wealthier houses being built it is expected rather than the occasional helicopter landing and takeoff (excluding the emergency West Pac helicopter) that more helicopter landings and takeoffs will occur.

Increased flights will disrupt the tranquility of the island as well as affect the native wildlife that is progressing well.

I in particular fully support and endorse the council in seeking to ammend the assessment criteria to consider noise and vibration effects to cultural and ecological values.

and as such when considering weather a helipad is required clarify the scope of consideration of the assessment of effects while also seeking to ammend Matters for Discretion to reference noise and vibration and the New Zealand Costal policy statement.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 19 July 2025

Supporting documents

The impact of noise on recreationalist and wildlife in New Zealands wildlife area.pdf

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal

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The impact of noise on recreationists and wildlife in New Zealand's natural areas

A literature review

SCIENCE FOR CONSERVATION 314



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Te Papa Atawhai

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The impact of noise on recreationists and wildlife in New Zealand's natural areas

A literature review

Michael A. Harbrow, Gordon R. Cessford and Bronek J. Kazmierow

SCIENCE FOR CONSERVATION 314

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Cover: Helicopter used to transfer 16 juvenile takahē being released into the Takahe Special Area, Murchison Mountains, Fiordland National Park, November 2009. *Photo: DOC.*

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CONTENTS

Abstract	5
1. Introduction	6
2. Defining sound and noise, and the factors that influence noise impacts	7
2.1 Defining sound and noise, and measuring noise impacts	7
2.1.1 Defining sound and noise	7
2.2 Factors influencing the impact of noise on recreationists	9
2.2.1 Physical properties of the sound	9
2.2.2 The physical environment of the sound source and the listener	10
2.2.3 Ability to detect a given sound	11
2.2.4 Recreationists' sensitivity to noise	12
2.3 Factors influencing the impact of noise on wildlife	13
2.4 Approaches to measuring the impact of noise	13
2.4.1 Sound measures with no response measures	13
2.4.2 Dose-response studies	16
2.4.3 Simulation experiments	18
2.4.4 Noise modelling	19
2.4.5 Response measures with no sound measures	20
2.5 Summary	21
3. Understanding the psychology of noise impacts on recreationists	22
3.1 Noise, conflict and goal interference	22
3.1.1 Empirical applications	24
3.2 Other relevant theories and concepts	25
3.3 Summary	27
4. Measuring the impact of noise on recreationists in New Zealand's protected areas	28
4.1 An overview of noise monitoring and research	28
4.2 Noise monitoring with SAM	30
4.3 Dose-response studies	31
4.4 Other quantitative approaches	33
4.5 Other qualitative approaches	35
4.6 Modelling noise profiles	37
4.7 Summary	38
5. Understanding the impact of noise on wildlife	38
5.1 Noise as a form of wildlife disturbance	39
5.2 Impacts of noise on wildlife	39
5.2.1 Direct physical damage	40
5.2.2 Behavioural responses	40
5.2.3 Physiological effects	42

5.2.4	Indirect effects	43
5.2.5	Overall cumulative effects on wildlife populations	46
5.3	Approaches to mitigate the impacts of noise on wildlife	46
5.4	Summary	47
6.	Studies of noise effects on New Zealand wildlife	47
6.1	Effects of noise on cetaceans	47
6.1.1	Studies of underwater noise levels	48
6.1.2	Studies of whale and dolphin behaviour	49
6.2	Effects of noise on birds	52
6.3	Summary	54
7.	Conclusions	55
7.1	The impact of noise on recreationists	55
7.2	The impact of noise on wildlife	56
8.	Acknowledgements	57
9.	References	58
Appendix 1		
	Summary of applications of the standard aircraft monitor (SAM)	70
Appendix 2		
	Summary of other New Zealand research about noise effects on recreationists in protected areas	79
Appendix 3		
	Standard aircraft monitor (SAM) questionnaire	83
Appendix 4		
	Revised standard aircraft monitor (SAM)	86

The impact of noise on recreationists and wildlife in New Zealand's natural areas

A literature review

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ABSTRACT

This report reviews the literature about noise effects on recreationists and wildlife in New Zealand's natural areas. International literature on the nature of noise impacts, factors that influence them, responses to noise and key theoretical concepts are summarised. The range of methods available to measure noise and its effects are also critically discussed. The review of the New Zealand literature on noise impacts in natural areas then provides a synthesis of these studies and details the development and application of methodologies in New Zealand. The literature review indicates that monitoring of the impact of noise on recreationists in New Zealand has focussed on methodologies that are simple, affordable and easily carried out. Despite this, the development of the standard aircraft monitor (SAM) and its replication at a range of sites has enabled long-term changes to be recorded and for noise to be viewed in a national context. A number of other innovative approaches have also been applied in New Zealand, including limits of acceptable change (LAC) studies and the use of research diaries. In contrast, approaches used to address noise impacts on wildlife have not followed a standardised approach. Instead, studies have focussed on specific species at specific sites, using individualised methods. The focus has been on general disturbance rather than noise specifically, and studies have tended to examine short-term behavioural responses rather than long-term, cumulative effects. The report concludes with recommendations for future studies.

Keywords: recreation, tourism, wildlife, noise, sound, impacts, social impacts, aircraft, annoyance, monitoring, natural quiet, national parks, protected areas

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1. Introduction

For over 25 years, concern has been expressed about the potential impacts of mechanised noise on recreational experiences (and other values) at a variety of Department of Conservation (DOC) managed locations. More recently, the possibility of noise impacts on wildlife, particularly on marine mammals, has added further impetus to consideration of this issue. Interest in the impacts of noise on visitors to protected areas was heightened in the United States by the passing of the 1987 National Parks Overflight Act, and it has subsequently become an active area of research. The early work from the United States was, in turn, influential in guiding thinking in New Zealand around the effects of noise on recreationists in protected areas and on the value of natural quiet. At the same time, a period of rapid growth in tourism numbers in New Zealand through the 1990s led to concerns about the impacts of tourism generally (PCE 1997) and, in particular, to heightened interest in the effects of noise from aircraft overflying sensitive environments (McElymont 2000). This interest has continued to the present day.

This report presents a review of the New Zealand research literature on noise impacts in natural areas, with particular emphasis on public conservation lands and waters. It provides a synthesis of New Zealand-based studies, including unpublished grey literature, and traces the development of research and monitoring to measure noise effects in New Zealand. A particular focus of this work has been aircraft noise and, therefore, much of the report pertains to this topic. A review of relevant international literature is also included. This provides an introduction to the topic, discusses various approaches to measuring the effects of noise and gives contextual information to explain noise and its impacts.

The primary purpose of this review is to inform future management of noise-generating activities. This includes understanding the range of methods that are available to measure the impact of noise and understanding the factors that contribute to noise impacts, which, in turn, assists managers in seeking or implementing appropriate responses. This review does not address management responses to the findings of individual studies. While further work is needed to document the success of efforts to manage noise and its impacts on conservation values in New Zealand, this report provides managers, policy makers and other interested parties with an account of efforts made by the DOC to date to understand the extent of noise impacts.

Following a description of general concepts about noise and its perception, the report is structured by topic, first discussing noise effects on recreationists, then reviewing noise effects on wildlife. Specifically, the report:

1. Defines the characteristics of noise and the factors that influence its impact, and discusses various techniques to measure the impacts of noise on both recreationists and wildlife (section 2).
2. Provides a theoretical basis for understanding the effects of noise on recreationists (section 3).
3. Outlines the research and monitoring of noise effects on recreationists that has been undertaken on public conservation lands and waters in New Zealand (section 4).

4. Provides a review of the effects of noise on wildlife (section 5).
5. Outlines the research and monitoring of noise effects on wildlife that has been undertaken in New Zealand (section 6).
6. Concludes with observations on the current state of research in New Zealand and future research prospects (section 7).

2. Defining sound and noise, and the factors that influence noise impacts

This section defines ‘sound’ and ‘noise’, and describes the factors that influence the impact of noise on recreationists and wildlife. A number of techniques for measuring the effects of noise are discussed with examples of their practical application to management.

2.1 DEFINING SOUND AND NOISE, AND MEASURING NOISE IMPACTS

2.1.1 Defining sound and noise

The distinction between sound and noise is ambiguous. Sound is the aural sensory stimulus that results from pressure waves travelling through the air (or through water) caused by the vibration of a solid object (Smith 2001) such as an engine, propeller or human vocal chord. There are several definitions of noise that are relevant to its impact in natural settings. Noise can refer to a ‘psychological evaluation of sound’ or more simply to ‘unwanted sound’ (Gramann 1999: 2). Another useful definition of noise is ‘... sound having amplitude, frequency content, situational or temporal qualities that are inappropriate to the particular setting’ (Hartmann et al. 1992: Chapter 2.1). Berglund et al. (1999: 23) likewise suggested that noise ‘is a sensory perception evoked by physiological processes in the auditory brain’, which makes it impossible to define ‘exclusively on the basis of the physical parameters of sound’. All of these definitions emphasise the important point that noise is a subjective judgement of sound.

Noise can also refer to what is known as signal noise or extraneous sound (Pilcher et al. 2009). This refers to sound that itself carries no information but which can mask other sounds in the environment. For humans this can mean that the sounds of nature are blocked out, potentially reducing the benefits of visiting natural areas. The consequences of this sort of noise for animals may be more serious because they may rely on hearing to receive information about their environment (including the presence of predators) and for inter- and intraspecific communication.

The amount of sound to which an individual is exposed is the most obvious factor influencing human and wildlife response. Although sound can be quantified in a number of different ways (e.g. loudness, frequency and sound energy level), it is

commonly measured in decibels (dB). The decibel scale is based on the change in ambient pressure (i.e. air pressure) caused by a sound wave. The decibel scale is logarithmic rather than linear—an increase of 10 dB will result in a sound that is twice as loud; a decrease of 10 dB will halve a sound's loudness.

To put this in context, the sound of normal human breathing is around 10 dB. Sound at this low level is barely audible to humans although the ears of many animals are much more sensitive. The sound of some jet aircraft taking off is around 150 dB and will likely rupture a listener's eardrums (Pepper et al. 2003) while a single dose of 70 dB(A)¹ is known to be enough to trigger the human body's 'fight or flight' response. This reaction is automatic and occurs irrespective of the listener's opinion of the sound, as the physiological response is activated by nerve impulses travelling between the listener's inner ear and brain (Björk 1986). Sound intensity levels for some common sounds are listed in Table 1.

For New Zealand airports, a noise limit of L_{dn} 65 dB(A)² is commonly set for an 'air noise boundary'³ to reduce annoyance and protect local residents from sleep deprivation and related health effects from chronic noise exposure. A second boundary is commonly set at L_{dn} 55 dB(A) to protect 'amenity values'⁴ (Standards Association of New Zealand 1992; Gill 1996; Hunt 1999). World Health Organisation guidelines for protecting public health in urban areas are set at a level at which health effects are thought to be negligible and range from 45 to 55 L_{Aeq} (dB)⁵ (Kihlman 2006). Guideline levels of between 30 and 45 dB(A) have been suggested as being appropriate for New Zealand national parks (Hunt 1999). Animals can be much more sensitive to sound than humans, with some mammals sensitive to sound levels as low as -20 dB (Bowles 1995). Guidelines that minimise annoyance and/or health effects in humans may not be sufficient to protect animals.

¹ A-weighting is an international standard weighting built into many commercially available sound meters and is commonly used for measuring industrial and environmental noise. When sound levels are 'A-weighted' (denoted as dB(A)) the sound energy at all frequencies is added together in a manner that corresponds to the way the human ear perceives sound. Low and high frequency sound energy is de-emphasised while more weight is given to sounds in the 500-5000 Hz frequency range, which is important for understanding human speech (Anderson et al. 1993).

² L_{dn} is another way of expressing noise measurements and is used in the relevant New Zealand Standard (NZS6805: 1992 Airport Noise Management and Land Use Planning). In this noise metric, noise events occurring between 10 p.m. and 7 a.m. are given a 10 dB penalty to reflect their greater potential for sleep disturbance. Sound levels are averaged over a 3-month period (Gill 1996; Hunt 1999).

³ An 'air noise boundary' is a contour around an airport at which the noise generated is not permitted to exceed L_{dn} 65 dB(A) and within which the development of noise-sensitive land uses is prohibited (Standards Association of New Zealand 1992).

⁴ 'Amenity values' are defined in New Zealand legislation as 'those natural or physical qualities and characteristics of an area that contribute to peoples' appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes' (Resource Management Act 1991: section 2).

⁵ L_{Aeq} is effectively an average A-weighted sound level over a set period of time. In World Health Organization guidelines, the chosen period is 8 or 16 hours (Kihlman 2006). The United States National Park Service (NPS) has set the time period as the length of an individual's visit calculated from recorded track entry and exit times (Anderson et al. 1993).

TABLE 1. SOUND INTENSITY LEVEL ASSOCIATED WITH COMMON SOUNDS (ADAPTED FROM HEWITT (2006) AND OSH (1994)).

SOUND SOURCE	SOUND INTENSITY LEVEL (dB(A))	NUMBER OF TIMES GREATER THAN THRESHOLD OF HEARING
Threshold of hearing	0	10 ⁰
Rustling leaves	10	10 ¹
Whisper	20	10 ²
Quiet radio in home	40	10 ⁴
Conversation in home	60	10 ⁶
Busy street traffic	70	10 ⁷
Noisy lawn mower	100	10 ¹⁰
Club music, amplified	115	10 ^{11.5}
Air raid siren, nearby	120	10 ¹²
Threshold of pain	130	10 ¹³
Jet aircraft 30 m away	140	10 ¹⁴
Instant perforation of eardrum	150	10 ¹⁵

2.2 FACTORS INFLUENCING THE IMPACT OF NOISE ON RECREATIONISTS

Factors influencing the impact of noise on recreationists can be divided into four categories: the physical properties of the sound, the characteristics of the physical environment, the ability of the listener to detect a given sound and the listener's sensitivity to noise. The sound source and the environment together define the physical characteristics of sound and whether it is audible. The ability of the listener to detect the sound and their sensitivity to it are key determinants of whether a sound is noticed and whether it is perceived as noise. The following discussion emphasises noise impacts on people, with a particular focus on recreationists in natural settings.

2.2.1 Physical properties of the sound

Physical properties of both the sound and the listener's environment influence the way that a sound is perceived. The frequency or pitch of a sound is thought to be a factor, as some studies have shown that sounds of higher pitch or frequency tend to be perceived as being more annoying than those of a lower pitch or frequency (Björk 1986; Kariel 1990). This is likely to be due to the fact that the human ear does not perceive sound equally across the range of frequencies that it can detect. Due to differences in aural sensitivity at different frequencies, a 10 dB sound at a frequency of 1000 Hz can have the same perceived loudness as a 40 dB sound at a frequency of 60 Hz. Human aural sensitivity reaches a maximum at 4000 Hz, which is a frequency similar to the top note (C8) on a piano (Smith 2001).

Variations in the characteristics of a sound are also important. Sounds that are rhythmic, irregular or intermittent are often found to be more annoying than continuous sounds (Kariel 1990). Helicopter 'blade slap' is a good example of the effects of variation in a particular sound. Schomer & Wagner (1996) found that respondents within an urban environment were more likely to notice sound from helicopters than train and aircraft sounds with the same A-weighted sound exposure level. The personal water craft (more commonly known as a jet ski) is another example of variable noise. As these craft leave the water when they

bounce over waves, they lose the muffling effect of water on the exhaust creating a variation in sound level that is typically about 15 dB(A). The difference equates to an in-water personal water craft operating eight times closer to the listener. Further noise is created each time the craft re-enters the water and hits against the water surface (Komanoff & Shaw 2001). It is likely that the variation in the volume or pitch of sound from certain sources, such as a helicopter or personal water craft, attracts the listener's attention in the same way that a flashing light on an emergency vehicle draws the attention of the human eye.

It has been suggested that sounds with a random component, such as those from wind, flowing water and other nature-related sources, tend to be considered more pleasing (Kariel 1990), while other sounds may have particular characteristics, such as abrupt changes in sound level at certain frequencies, that are more 'alert raising' (Carles et al. 1999). However, it is difficult to separate responses to the characteristics of a sound from the meaning that a listener attaches to the sound.

2.2.2 The physical environment of the sound source and the listener

The environment in which the listener is situated and the sound source originates also affects the characteristics of sound. Factors such as terrain, atmospheric conditions, distance between the listener and the sound source, and existing levels of background noise influence how far sound travels and, most importantly, how it is perceived by the listener.

The local topography of an area can either block or enhance sounds. Rocky and other hard surfaces are effective in reflecting sound waves. An extreme example is the Grand Canyon in the United States and its echo phenomena: according to one researcher, it is possible for a single aircraft to sound as if three or four separate aircraft are present (Mace et al. 2003); and it is reportedly possible for noise to echo for up to 25 km along the inner walls of the Canyon (Kanamine 1997, cited in Mace et al. 2003). Different types of vegetation may also transmit, reflect or absorb sound waves. In some North American settings, foliage has been found to reduce sound levels, but only when the source is in fairly close proximity (23–107 m) to the listener (Dailey & Redman 1975 and Harrison et al. 1980, both cited in Kariel 1990).

Sound levels also decrease with distance from the sound source as sound waves are absorbed by the atmosphere in a process known as attenuation. All other things being equal, as the distance from a sound source doubles there is a resulting reduction in sound energy of about 6 dB (Mace et al. 1999). The effect of attenuation is greater for high-frequency than low-frequency sounds (Smith 2001), resulting in low-frequency sounds potentially being able to be heard over greater distances. An example of this is the large distance and high efficiency of sound travel demonstrated by the low-frequency 'booming' of a male kākāpō (*Strigops habroptilus*) as it seeks a mate (Lindsey & Morris 2000).

Atmospheric conditions affect the degree to which attenuation occurs (Manci et al. 1988; Pepper et al. 2003). In particular, temperature inversions, which occur when layers of cold air become trapped under warmer air, can result in sound being intensified, making it travel further from the source without appreciable loss of sound energy. When sound travels from an area of cold air to an area of warmer, less dense air, the sound waves are refracted and reflected in much the same way that light waves are affected when passing through water. In some

conditions, sound waves hitting the boundary between two layers of air may be reflected towards the ground (Manci et al. 1988) as if they had bounced off a solid surface. Likewise, under normal conditions when air temperature decreases with increasing altitude, the sound generated by aircraft can be deflected upwards creating areas with little or no detectable sound at ground level (Manci et al. 1988). Other conditions such as wind, precipitation, temperature and cloud can either reduce or enhance the transmission of sound waves. Wind and rain also reduce the audibility of other sounds by increasing the amount of background or ambient noise.

Background noise and audibility are important in natural settings because, in many cases, the level of background noise is very low. In such settings, a noise may be perceived as louder, lasting longer and may be audible over greater distances than it would in an urban area where the same sound may go unnoticed (Grasser & Moss 1992). In some cases, however, natural sounds such as rushing water, waves, wind, rain or animal calls can fully or partially mask artificial sounds, even those that are relatively loud at source.

2.2.3 Ability to detect a given sound

The physical characteristics of the sound source and the environment determine the intensity of a sound when it reaches the listener's ear; however, individuals vary in their physical sensitivity to sound. Sensitivity to different frequencies varies with the listener's age and previous exposure to sound. In addition, an individual must notice a sound in order to be affected by it. Noticeability is defined by Gramann (1999: 15) as 'a level of sound above the average ambient level where an inattentive listener with normal hearing will hear a specified signal'. It is affected not just by the physical characteristics of the sound (discussed above) but also by what the listener is doing at the time and their degree of involvement in what are called 'foreground tasks'. A foreground task is any mentally involving activity other than listening for intrusive sounds (Gramann 1999). The importance of involvement in foreground tasks in determining noticeability of sound is illustrated in a pair of experiments which found that sounds were, on average, noticed at 48 dB while participants were engaged in a foreground task (playing video games) but dropped to about 38 dB for participants who were not engaged in a foreground task (Fidell & Teffeteller 1979, cited in Grau 2005; Fidell & Teffeteller 1981). In an outdoor recreation context, this could mean that a listener who is engrossed in a technical task, say, pitching a tent, might be less likely to notice a sound than if they were enjoying scenery.

Noticeability is also affected by a recreationist's group size, although the exact mechanism is uncertain. Some studies have found that group size affects the likelihood of reporting annoyance or interference by aircraft, with large groups being less affected (Anderson et al. 1983; Knopf 1983, cited in Gramann 1999). One explanation could be that group situations create more background noise or that recreationists in groups are more involved in foreground tasks, such as talking to other members of the group.

2.2.4 Recreationists' sensitivity to noise

If noise is defined as 'unwanted' or 'inappropriate' sound (rather than as extraneous sound), then sound can only become noise once it has been processed and interpreted by the listener's brain. The process by which sound is perceived as 'noise', and then becomes an impact, is complex and different individuals perceiving the same sound can respond to it in different ways. Recreationists do not enter protected areas as 'blank slates' but instead bring with them characteristics such as attitudes, expectations, values and past experience. These may be articulated as 'norms', which can be defined as 'standards that individuals use for evaluating activities, environments or management proposals as good, bad, better or worse. They define what people think behaviour or social conditions should be in a given context' (Freimund et al. 2002: 350). Personal norms may exist for the presence or absence of particular noise-generating activities or the intensity, type or frequency (i.e. number of occurrences) of the sound that is produced in a particular location.

The influence of socio-psychological factors such as these may be relatively large. In United States National Park Service (NPS) studies, variables such as group size, number of previous visits, setting (e.g. scenic lookout or short hike) and the degree of importance visitors placed on natural quiet, affected visitor response to sound and resulted in variation in responses equivalent to a 20 dB increase in the loudness of aircraft (Staples 1998). In a review of urban noise studies, Job (1988) found that typically less than 20% of the variation in individual responses to noise could be explained by sound exposure. Instead, factors such as attitudes to the sound source and sensitivity to noise were far more important. It has been suggested that these intangible characteristics of noise are even more important in natural settings than they are in urban settings. Aircraft overflights, for example, could represent an undesirable sound of civilisation that could be viewed as an intrusion on a visitor's experience of natural settings, even when the actual sound level is low (Tarrant et al. 1995).

Individuals are affected differently by sound in terms of their initial tolerance to noise and their ability to adjust to it over long periods of time. Some people are more or less sensitive to noise than others—sounds that seem pleasant to some people may be irritating to others (Grau 2005). Noise effect surveys carried out in communities living near airports have found that some people living in zones with the highest noise exposure are oblivious to noise, yet some people living in areas distant from the same airport can be extremely annoyed (McKennell 1970, cited in Weinstein 1978).

Noise sensitivity has been viewed as a personal characteristic or personality trait, and some studies (e.g. Krog & Engdahl 1999; Aasvang & Engdahl 2004) have used measures of sensitivity such as the Weinstein Noise Sensitivity Scale (Weinstein 1978) to explain or predict the impact of noise. While laboratory studies and field studies of community and transport noise have found a strong correlation between self-reported noise sensitivity and annoyance (Öhrström et al. 1988; Miedema & Vos 1999), it is less clear that this is the case in recreational settings where a number of studies have found no correlation (Aasvang & Engdahl 2004; Grau 2005). An Outdoor Recreation Sensitivity Scale has been developed as a way of investigating setting-specific sensitivity to noise (Grau 2005).

2.3 FACTORS INFLUENCING THE IMPACT OF NOISE ON WILDLIFE

The physical properties of the sound and the environment in which the sound is generated and perceived are also important factors controlling the responses of wildlife to noise. However, the sensitivity of animals to sound differs from that of humans in both the level of sound and the range of frequencies that they can detect. Cats, for example, are 15–20 dB more sensitive than humans, while snakes, turtles and tortoises hear very poorly (Bowles 1995). Humans can perceive sounds within a range between 20 and 20 000 Hz (OSH 1994) while the hearing of mammals overall varies within a range from less than 10 to more than 150 000 Hz (Bowles 1995). Like humans, animals can hear some frequencies better than others across the range that they are able to perceive. Baleen whales hear best at low frequencies, while dolphins, porpoises, bats and rodents hear best at high frequencies (Bowles 1995). This means that animals can potentially be sensitive to and impacted by sounds that seem quiet to human ears or to which humans are unaware. Other factors influencing the impact of noise on wildlife include the threat-response characteristics of the species and situational factors such as habitat type, lifecycle stage and previous exposure to noise or disturbance (NPS 1994). The range of potential impacts of noise on wildlife and their responses are discussed in more detail in section 5.

2.4 APPROACHES TO MEASURING THE IMPACT OF NOISE

Various approaches have been used internationally to assess the impact of noise on both recreationists and wildlife. The methods fall into five broad categories: sound measures with no response measures, dose-response studies, simulation experiments, noise modelling and response measures with no sound measures. Each of these methods is critically discussed below and examples of their practical application to management are provided. Monitoring the effects of noise on recreationists and wildlife in a New Zealand context is discussed separately in sections 4 and 6, respectively.

2.4.1 Sound measures with no response measures

These methods, which are also known as ‘acoustical approaches’ (Gramann 1999), involve using scientific instruments or trained observers to measure the physical properties of particular sounds. Measurement of sound intensity using scientific instruments is common in environmental and workplace monitoring. Such measurement is a comparatively recent development in recreational settings where the area of concern usually relates to short-term exposure and reduction in the quality of visitor experience, rather than health effects from ongoing sound exposure.

In natural settings, the most basic approach has been simply to count the number of discrete noise events such as aircraft overflights or vehicle movements. Other common metrics include the maximum or average intensity of sound, its duration or the percentage of time that a particular sound source is audible. Percentage of time audible has been the most widely investigated of these (Miller 2008) and

is easier for people to relate to than measures of sound intensity. Miller (2008: 83) stated that 'it is a useful metric for describing how long sources are heard, particularly at the extremes of duration. For example, if human-produced sounds are audible for 5% of the time, it is likely that most people will judge such a soundscape as relatively pristine or natural. Conversely, if human-produced sounds are audible 50–90% of the time at some location, then we would probably decide that it is not a place to expect solitude or escape from the sounds of civilization. The median noise-free interval and the decibel difference between human and ambient sounds have also been proposed as useful metrics (Miller 2008) but have not been widely used. The median noise-free interval appears to be a particularly promising way of describing soundscapes that overcomes a key disadvantage with using the percentage of time audible, whereby the same statistic for the percentage of time audible could describe soundscapes that are quite different. For example, a particular sound could be audible for 20% of the time, but this statistic could describe a situation where a sound can be heard for 1 minute in every 5 or where the same sound could be experienced continuously for almost 5 hours in a 24-hour period. The human response to these scenarios could be quite different. The best approach could be to use more than one metric, as is the case with many environmental noise standards.

Irrespective of the particular metrics used, acoustical approaches have three main advantages over other methods: they provide a more objective measure of conditions at a particular location, the results can be compared with pre-defined standards of acceptability to determine whether the sound falls within a tolerable range (Gramann 1999), and some types of equipment can be automated and therefore be left unattended for long periods of time. The latter is an important consideration where effects on wildlife are being considered and where more invasive methods may alter the behaviour of animals of interest. It is also useful for monitoring in remote areas where it may not be practical to base people in the field or where other approaches, such as on-site surveys, may be ineffective due to low visitor numbers.

The principle disadvantage of acoustical approaches is that for all but the most simple approaches there is a requirement for specialist knowledge and equipment that, in the past, have been relatively expensive. Further, while there are widely accepted noise standards for protecting human health, standards for preserving recreational experiences or the well-being of wildlife are much less common. There are also technical issues around measuring sound in natural areas. Levels of background noise are often very low, meaning that sounds can be detectable and identifiable from great distances and at very low levels. These low levels of noise may not register on a sound meter but could still be considered intrusive by some listeners (Kariel 1990). Measurements made with instruments may also fail to discriminate between natural and non-natural sounds. Wind can also interfere with sound measurements, creating false readings on the microphone, even at relatively low wind speeds. This problem is exacerbated by the low levels of background noise (Miller 2008). Conversely, in some locations, natural sounds, such as birds, frogs, insects, waterfalls, wind and rain, may be relatively loud and this can add complexity to monitoring. Some human sounds may be acceptable in certain locations but not in others (e.g. vehicle noise and people talking in front-country locations), so it may be necessary to discriminate between sounds that are deemed 'undesirable' and those that are not. This is achievable, but adds complexity to

monitoring. Portability of equipment, power requirements, data storage and the vulnerability of electronic equipment to weather all provide further challenges, especially in more remote locations (Miller 2008). As discussed earlier, the physical characteristics of a sound when it reaches the listener are only part of a wide range of factors that influence the response of humans or wildlife to that sound. A further weakness of accoustical approaches is that they do not consider human socio-psychological factors, value judgements, perceptions or the individual responses of humans and wildlife to particular sounds. In some cases, these factors have been shown to be far more important in determining human response than the physical properties of the sound (Job 1988; Staples 1998).

However, some of these problems can be overcome. Measurements of the audibility of sound, for example, can be carried out quite simply. Rather than requiring expensive monitoring equipment, it may require little more than a trained observer with a watch and notebook (Miller 2008). Furthermore, the price and portability of equipment is decreasing over time, while data capacity, battery life and the ability to use solar cells in place of or to supplement batteries are increasing. Many devices can also be 'ruggedised' to improve their durability in the field. Human socio-psychological factors can inform the setting of standards of acceptability that results may be measured against, or accoustical approaches can be used alongside response measures to combine the strengths of both approaches (see section 2.4.2 dose-response studies, below).

Examples from Australia and the USA show where accoustical approaches have been used to inform management of protected areas. In Australia, the Great Barrier Reef Marine Park Authority carried out sound monitoring at Whitehaven Beach, Whitsunday Island, to proof the area's Recreation Opportunity Spectrum (ROS)⁶, zoning and to determine whether ambient and aircraft noise levels matched the management objectives of those settings (Hamilton 2003). The study found that the highest levels of aircraft use and noise occurred in the moderate and natural-use zones, while there was little activity in the designated high-use zone. This was found to be inconsistent with the Authority's management objectives, and a number of recommendations were given for further monitoring and management of the area.

The NPS has undertaken sound measurement studies in a number of locations. In Yellowstone National Park, accoustic monitoring was carried out during four consecutive winter seasons from 2002/03 to 2005/06. The most recent study published in 2006 found that at five study sites the percentage of time that snow mobiles and snow coaches were audible during the day ranged from 34% to 67%. The maximum sound level of snow mobiles was found to exceed 70 dB(A) at three of the five locations monitored. This information was able to be compared with existing impact thresholds developed for the Park and it was

⁶ ROS is a planning tool that is used to assign recreational areas into zones, which typically range along a continuum from developed to undeveloped or urban through to wilderness. ROS zoning of a particular area is based on a combination of its biophysical (the degree of naturalness or human modification), social (the location, type and amount of contact or interaction with others) and managerial (the amount, type and intrusiveness of rules and regulations, and the presence of management staff) characteristics. ROS zones are typically depicted on a map and provide a means of describing the range and extent of recreation opportunities that are available within a given area. Developed in the United States from the 1970s onwards, ROS has been widely adopted around the world by various agencies in a variety of settings (McCool et al. 2007).

determined that there were moderate or major adverse effects on the natural soundscape or its potential for enjoyment at all five sites. Although both the sound level of oversnow vehicles and the percentage of time that they were audible was substantially lower than during the initial season of monitoring, further reductions in these metrics were recommended (Burson 2006).

In Denali National Park, Alaska, a programme is underway to systematically sample the soundscape of the entire 2.4 million hectares it encompasses (Withers & Adema 2009). The Park is divided into 60 grids and automated monitoring stations are deployed in six of these grids each summer. This information is supplemented by two further monitoring stations that are deployed at sites where more intensive monitoring is required, while a separate monitoring programme is carried out over winter focussing on areas of traditional winter use. These results can be compared with standards for the various management settings that are defined in the Park's back-country management plan. These standards are 'the percentage of any hour when motorised noise is audible', 'the number of motorised intrusions per day that exceed natural ambient sound' and 'the maximum motorised noise level'. More importantly, the programme allows park authorities to describe the values and the nature of the soundscape as a resource and to document any changes in the quality of the resource over time.

2.4.2 Dose-response studies

Dose-response studies combine a quantitative measure of the amount of activity or noise (the dose) with a response variable such as the behavioural response of an animal or the level of annoyance reported by recreational users. Dose-response studies on human subjects are also known as 'psycho-acoustical' approaches (Gramann 1999).

Dose-response methods have commonly been used in studies of communities around airports (Gramann 1999). More recently, government agencies in the USA have undertaken dose-response studies to assess the impact of aircraft noise on recreational users of protected areas. Since 1992, the NPS and United States Federal Aviation Administration (FAA) have carried out studies at Grand Canyon, Haleakala, Hawai'i Volcanoes and Bryce Canyon National Parks (Anderson et al. 1993; Fleming et al. 1998; Rapoza et al. 2001, cited in Rapoza et al. 2005). In these studies, sound exposure was measured while visitors were simultaneously surveyed to assess their responses to aircraft noise. In one study, Anderson et al. (1993) collected data from six locations in three national parks (Grand Canyon, Haleakala and Hawai'i Volcanoes National Parks) that provided different recreational opportunities ranging from front-country viewpoints to back-country trails. Two dose variables ('aircraft L_{eq} ' and 'percent time aircraft were audible') and two response variables ('percent of visitors annoyed' and 'percent of visitors who judged that the sound from aircraft interfered with their appreciation of natural quiet') were chosen for the study, which surveyed almost 800 visitors. From the data, researchers were able to plot dose-response curves for each study site to describe the mathematical relationship between aircraft noise and visitor response to the noise. The difference between visitors in different recreational settings was readily apparent. For example, at the two 'short hike' sites, approximately 22% of visitors were annoyed when aircraft were audible 20% of the time, while at the two front-country viewpoints the same noise dose resulted in only 5% of visitors reporting annoyance. The study not only allowed

park managers to identify sites that experience impacts from aircraft noise, it also allowed them to predict the impact resulting from any future change in aircraft flight paths and frequency.

Dose-response methods have also been applied to studies of wildlife, although this is less common. Goudie & Jones (2004) found a highly significant dose-response relationship between alert behaviour in Canadian harlequin ducks (*Histrionicus histrionicus*) and low-altitude military jet overflights at Fig River, Labrador. The response was found to intensify when the sound of jets exceeded 80 dB(A). As a result, it was recommended that military overflights in Labrador be modified to reduce the exposure of habitats used by harlequin ducks to sound levels < 80 dB(A). It was proposed that this could be achieved by avoiding river valleys or by defining minimum altitudes for overflights in these areas. Other wildlife studies have investigated the relationship between behavioural response and the physical distance from ground-based sound sources such as chainsaws. This metric is potentially vulnerable to being influenced by local environmental conditions (e.g. vegetation and weather), which could affect the propagation of sound (Goudie & Jones 2004), but is easily visualised and lends itself well to certain management responses, such as the creation of buffer zones.

Overall, dose-response studies combine the strengths of acoustical approaches with those of other methodologies such as surveys and behavioural studies. They allow researchers to predict the likely responses of wildlife or recreationists over a range of noise levels. This is extremely useful in determining thresholds of acceptable activity, in setting defensible limits and for predicting the likely effects of future scenarios or management actions. A disadvantage of dose-response methods is that the results derived from these studies can be very site specific. Furthermore, like acoustical approaches, dose-response studies can be relatively expensive to carry out (Gramann 1999). A larger potential problem with dose-response studies is a lack of clarity around the relationship between sound intensity and annoyance. Kariel (1990), for example, found no relationship between sound intensity and the level of annoyance in a study encompassing a wide variety of human and mechanical sounds ranging from 22 to 83 dB(A). Although sound exposure is an important variable, it is not the sole determinant of the impact of noise on visitors (NPS 1994). Instead, a wide variety of factors, as described above, play a role in the annoyance response. There are also technical issues with carrying out dose-response studies in certain locations. In some locations, such as multi-day tramping tracks, measurements taken at a single point are unlikely to accurately reflect the noise dose that has been received by visitors. For remote or wilderness areas, it may also be extremely difficult to measure responses because of low visitor numbers. For dose-response studies on wildlife, the ability of animals to rapidly habituate (see section 5.2.2) to sounds that they learn do not pose a threat can complicate the collection and interpretation of data (Pater et al. 2009). As with studies on recreationists, it may be difficult to generalise results from dose-response studies carried out on wildlife, as dose-response models are likely to differ for each combination of noise type and animal species (Pater et al. 2009).

2.4.3 Simulation experiments

Simulation experiments enable researchers to examine responses to controlled doses of sound while potentially allowing other variables that could affect the response to be controlled. Some experiments are similar in approach to the dose-response studies described above, while others use different approaches. Simulation experiments are usually carried out off-site, which is particularly useful when the subject or area in question is difficult to study on-site (e.g. remote or wilderness areas). Laboratory research on animals is, of course, commonplace (see Bowles 1995), but researchers have also used photographs, projected slides and video footage, along with pre-recorded sounds, to assess the effect of various sounds on a range of human response variables (Anderson et al. 1983; Carles et al. 1999; Mace et al. 1999, 2003; Freimund et al. 2002; Benfield et al. 2010). A comparatively smaller number of studies have involved playing pre-recorded sounds to participants on-site (Anderson et al. 1983; Pilcher et al. 2009).

Experiments relating to recreational settings have not focussed so much on measuring impacts, but have, instead, helped park managers understand the relationship between sound and the visitor experience. In some cases, such experiments have yielded information on the level of sound that is likely to be acceptable, information that lends itself well to the setting of limits or standards. In one study, Pilcher et al. (2009) carried out an on-site experiment at Muir Woods National Monument, California, to help formulate standards for visitor-created sounds in the park. Using a sound booth in a room adjacent to the park visitor centre, researchers played a series of five 30-second audio clips to visitors, through noise-cancelling headphones. The clips included natural sounds, such as running water, squirrels and ravens, and varying levels of visitor-created sound. Respondents were asked to rate the acceptability of each clip on a scale from -4 (very unacceptable) to +4 (very acceptable). Respondents' results for each of the five audio clips were averaged and graphed against the intensity of visitor-created sound in each clip. The resulting 'social norm curve' was found to cross the neutral point of the acceptability scale at 37 dB, meaning that, on average, respondents found that visitor-created sound at levels above 37 dB was unacceptable. Respondents were also asked which of the five audio clips was most similar to their actual experience; 14.6% of respondents chose audio clips 3 or 4, which had sound levels of 39 and 46 dB respectively—both above the acceptability threshold of 37 dB. This impression was confirmed by actual measurements taken during the study period, which suggested that the level of visitor-created sound sometimes exceeded the acceptability threshold, potentially affecting the quality of visitor experience.

For recreationists, simulation experiments have the advantage that, depending on the methodology chosen, respondents do not have to be intercepted in the field. This eliminates the potential for disruption to their experience, and is particularly useful for remote and wilderness areas where visitors may only be present in low numbers and dispersed over a wide area, making it impractical to capture them on-site. It is potentially a cost-effective way of assessing the likely impact of different sounds. In front-country settings, it may be practical and cost-effective to carry out experiments on-site.

The question of whether the simulated conditions accurately recreate conditions on-site is a potential pitfall of this methodology. However, there is evidence that this may not be a significant problem, at least for respondents with prior

knowledge of the site in question. Aasvang & Engdahl (2004) found similar responses from subjects who were exposed to aircraft overflights on-site and subsequently to the same sounds in an experiment simulating outdoor exposure. Freimund et al (2002) found that more than 75% of respondents in their study indicated that video simulations had served as useful reminders of their visit and helped them to articulate their norms for varying numbers of watercraft, noise from aircraft and motorised boats, and levels of facility development. The standards developed were also consistent with other studies conducted in back-country areas (Freimund et al. 2002).

The usefulness of such approaches for wildlife is less clear-cut, although there is a long history of studies examining the behavioural and physiological responses of animals to sound. Pater et al. (2009: 792) cautioned that 'sound reproduction systems are limited in their ability to produce the full frequency spectrum and temporal aspects of a noise source, particularly low frequency sound and rapid-onset transient sound events'. This may mean that animals do not respond to recorded sounds in the same way they would respond to the actual sound in the wild. Further, recorded sounds may not reproduce the effect of a moving sound source and they do not include visual cues such as the shape of an aircraft in the sky (Pater et al. 2009).

2.4.4 Noise modelling

The use of noise-modelling software to predict the likely amount of sound present at a given location and time is widespread in the management of noise from commercial airports. One such tool, the FAA's Integrated Noise Model (INM), was reported as having over 800 users in more than 40 countries in 2005 (Fleming et al. 2005). However, the application of such techniques to monitoring the effects of noise on either recreationists or wildlife is comparatively rare. Limiting factors are high cost, the requirement for specialist skills, and technical issues with modelling sound propagation from moving sources over large areas containing vegetation and complex terrain. Despite this, noise modelling techniques are potentially useful, as it may only be possible to employ other methods (such as on-site monitoring of sound levels) at a small number of sites within an area of interest. Noise modelling is especially useful when linked with geographic information systems (GIS).

One place where noise modelling has been undertaken is Grand Canyon National Park, where noise from air tours has been a long-standing issue (Hatch & Fristrup 2009). Visitor experience has been the key driver for this work, although there are specific locations within the park where there are concerns about impacts on birdlife and where acoustic monitoring of overflights has been carried out to quantify the level of exposure to sound (Rodgers 2009). Legislation in the USA requires the NPS and FAA to develop a plan to manage air tours above the Park that will succeed in 'substantially restoring the natural quiet of the park' (Miller et al. 2003: v). This is defined by the NPS as '50% of more of the park achieving natural quiet (no aircraft audible) for 75–100% of the day' (NPS 1994: 9.3). Noise modelling is seen as the only practical means of determining whether this has been achieved (Miller et al. 2003).

Initial efforts to measure the impact of overflights involved the NPS sponsoring development of a computer model: the NPS Overflight Decision Support System (NODSS) (Reddingius 1994, cited in NPS 1994). Using information on the

numbers, routes, altitudes and equipment types of flights, the NODSS modelling software indicated that in 1989 just under 35% of the area of Grand Canyon National Park could be categorised as either having 'natural quiet' (0.49%) or 'substantial restoration of natural quiet' (33.94%). Forecasts were also able to be made based on different management scenarios, and the model indicated that if quieter aircraft were not introduced, and operations continued to increase as forecast, by 2010 the area categorised as having either 'natural quiet' or 'substantial restoration of natural quiet' would be reduced to approximately 10% of the Park (NPS 1994). Further work since then, including the development of an overflight management plan for the Park, has been hampered by disagreement and litigation over appropriate models and the legal definition of 'substantial restoration of natural quiet'. However, extensive modelling carried out using the INM, and confirmed by on-site acoustic monitoring at more than 40 sites in the Park, has found that aircraft noise is audible throughout the Park for > 30% of daylight hours (Hatch & Fristrup 2009).

Elsewhere, modelling and mapping of visitors' exposure to sound has been carried out along the Bear Lake Road corridor in Rocky Mountain National Park, Colorado (Park et al. 2009). For this study, four types of data were collected during the peak visitation period of the 2008 northern summer. The volume and type of road traffic was collected using automated traffic counters at three locations in the Park, while sound level data were collected at seven locations over 8 days. With the exception of one sound level meter that was located close to the road, measurement points were chosen to represent a range of environments within a typical day's hike from the trail heads. Information on visitor use was collected through mechanical visitor counters and by issuing global positioning system (GPS) units to a randomly selected sample of visitors over a 13-day period.

These data enabled researchers to graphically depict the average daytime sound levels across the Park alongside the intensity of use of particular trails within the Park's trail network. The study also provided information relating to the likely visitor experience in relation to various sound level thresholds ranging from 25 to 65 dB(A). Useful data included the average length of time and distance that it would take a hiker on each track to reach the nearest area that was within a particular noise threshold, the percentage of each track that was within a particular noise threshold and the percentage of hikers on each track who would experience at least 15 minutes of sound within a given threshold. While no specific standards for soundscape quality had been developed for Rocky Mountain National Park at the time the study was carried out, this information was considered to be useful for determining the effects of future management scenarios, such as changes to vehicle access or shuttle services within the area.

2.4.5 Response measures with no sound measures

Other measurement techniques can be grouped under the broad category of 'response measures with no sound measures'. Many observational studies of wildlife behaviour would fall into this category. For recreationists, typical approaches include surveys that enquire about respondents' sensitivity to noise, general likes and dislikes, or the effect of particular noise-generating activities on their experience. These techniques, along with qualitative methods, such as the use of diaries, can be collectively called 'psychological approaches' (Gramann 1999).

A common technique used in protected areas has been to enquire about recreationists' opinions of a range of sounds that are potentially audible in protected areas to determine which sounds are likely to require management. For example, a study carried out at campsites in three national parks in Queensland, Australia, assessed respondents' levels of annoyance with ten sounds of natural and human origin (Beal 1994). Visitors' responses to these sounds were recorded on a five-point scale ranging from 1 ('very pleasant') to 5 ('very annoying'). The natural sounds of 'birds, insects and animals' and of 'wind in the trees' were rated as the most pleasant and received average scores of less than 2. Some human sounds, such as 'wood being chopped', 'people setting up camp' and 'people talking quietly', received a neutral (3) or lower rating, indicating a general acceptance among respondents of these sounds. The sounds of loud radio or television, both at night and during the day, were found to be keenly disliked by an overwhelming majority of respondents and were a more significant source of annoyance than 'people yelling or playing games' or 'car noises at night'. Understanding the relative levels of annoyance with different sound sources allows park managers to gain an indication of the particular noise sources that may require management, and this can be achieved without the requirement of potentially expensive acoustic monitoring or other methods described above. However, Pater et al. (2009: 789) cautioned that 'reporting animal responses without meaningfully quantifying the stimulus events limits the utility of results and prevents their application for predicting animal responses to sound in other situations'. The same is no doubt true for studies of recreationists.

2.5 SUMMARY

The distinction between sound and noise is ambiguous. Sound is a sensory stimulus that results from pressure waves caused by the vibration of a solid object (Smith 2001). Noise is a subjective evaluation of sound and can refer to sound that is unwanted or inappropriate. A second definition of noise refers to signal noise or extraneous sound that masks other sounds in the environment.

A number of factors influence the effect of noise on recreationists and wildlife in natural settings. The physical properties of a sound—its intensity, pitch, frequency and variation—and environmental factors such as weather, topography and levels of ambient sound, affect the characteristics of a sound when it reaches the listener's ear. Sounds are also subject to an individual's characteristics, such as their physiological hearing capability and their sensitivity to sound. For recreationists, factors such as attitudes, expectations, values and past experience can influence the response to sound either positively or negatively. Likewise, wildlife responses are influenced by species-specific responses to disturbance, habitat, lifecycle stage and previous exposure to noise disturbance.

Various methods are available to measure the impact of noise on wildlife and recreationists. These include sound measures with no responses measures, dose-response studies, simulation experiments, noise modelling and response measures with no sound measures. A variety of studies are available that detail the practical application of these techniques to the management and monitoring of noise impacts.

3. Understanding the psychology of noise impacts on recreationists

Noise is inherently psychological, since a sound must be deemed unacceptable to be considered noise. But what is considered noise by one recreationist may be music to another (Bell et al. 2009). The psychological impacts of noise on recreation experiences are usually framed as recreation conflict issues, where the actions of some people's activities affect the experiences of others (e.g. Bell et al. 2009). In the literature, the process of goal interference (Jacob & Shreyer 1980) is widely considered to be the most substantial theoretical basis for understanding recreational conflict (e.g. Ruddell & Gramann 1993; Ramthun 1995; Watson 1995). It is used here as a useful framework for discussing and understanding how noise affects recreationists and their recreational experiences.

3.1 NOISE, CONFLICT AND GOAL INTERFERENCE

Goal Interference Theory

Goal Interference Theory assumes that people undertake recreational activities to achieve certain outcomes or goals, and defines conflict as interference in achieving these goals attributed to another's behaviour (Jacob & Shreyer 1980). When noise interferes with the expected benefits of spending time in natural settings or from other aspects of the visitor's desired experience, then goal interference (i.e. conflict) occurs between the listener and the individual or group responsible for the noise. According to Goal Interference Theory, there are four factors that are usually linked in some way to the development of conflict: activity style, resource specificity, lifestyle tolerance and mode of experience. Brief exploration of each factor highlights some of the ways that conflict situations can develop from noise.

Activity style encompasses the personal meanings an individual assigns to a particular recreational activity. This includes the importance of an activity to an individual: that is, whether the activity is a central life interest or something that is only done occasionally; the status they and others give the activity, based on their skill and experience; and their ideas about the quality of an experience based on their prior experience (Jacob & Shreyer 1980). In a noise context, Goal Interference Theory would predict that an experienced kayaker who paddles every weekend may be more annoyed by the presence of a noisy jet boat than a novice because of the greater importance of the activity of kayaking and because the novice may have little prior experience of kayaking in silence and may perceive the presence of the jet boat as being normal. Similarly, it is thought that first-time visitors are generally less sensitive to noise than repeat visitors because new visitors may consider what they encounter during their visit to be normal and appropriate (Knopf 1983, cited in Gramann 1999).

Resource specificity refers to the significance an individual attaches to using a given recreation resource for a particular experience. This is based on concepts such as the visitor's perception of the quality of the resource, their feelings of

place attachment, or their sense of 'ownership' of the resource and the status they impart upon themselves based on their intimate knowledge of the area (Manning 1999). For example, a climber who regularly climbs in a particular location may feel that it is the best, quietest or most scenic place to go climbing, or simply derive status from knowing the area well. According to Goal Interference Theory, such an individual would be more likely to experience negative effects from an aircraft overflight than a novice climber or someone who is new to the area. The experienced climber might have a more negative reaction to noise in this location, while being more tolerant of it in a different setting (where his or her sense of resource ownership and 'value' for the place is lower). Differences in reactions to noise, based on previous wilderness experience, also fall under the category of resource specificity. Tarrant et al. (1995) proposed that aircraft overflights would be evaluated more negatively by visitors with high levels of wilderness experience because experienced users favour environments that are primitive and natural, with minimal evidence of human impacts, and that contain fewer people.

Lifestyle tolerance refers to an individual's tendency to reject or accept lifestyles or activities different from their own preferences. It encompasses ideas such as prejudice and views about appropriate uses of resources and technology. It follows that individuals with low levels of tolerance to noise or pre-existing views of the appropriateness of mechanised activities in protected areas may react in a negative way to noise from passing aircraft, boats or vehicles. The same event may not trigger the same response from individuals who are more tolerant of such activities.

Mode of experience refers to how people experience the natural environment. Visitors' activities can be described along a continuum from focussed to unfocussed appreciation of the setting. To demonstrate, the natural surroundings are important to both a passenger in an aircraft flying over a national park and a mountain biker riding along a track within that national park. However, the attention of these individuals may be focussed on a different spatial scale to, say, a bird watcher or a hiker who stops to look at the morning dew on a spider web. The experience of the latter is more enclosed and direct, and perhaps more intimate with their immediate natural environment. As the mode of experiencing the environment becomes more focussed, it relies increasingly on complex sensory stimuli. At this point individuals tend to develop more rigid ideas about what sights and sounds are acceptable, and they become less tolerant of other external stimuli that do not conform to their ideal. Essentially, Goal Interference Theory assumes that individuals will become more conflict prone as they move from unfocussed to focussed modes of interaction with their environment (Jacob & Shreyer 1980).

It has been suggested that these four factors affect an individual's sensitivity to conflict more than the actual stimulus experienced (Manning 1999). This helps explain why different individuals perceiving the same level of sound can be more sensitive to and more annoyed by it than others.

Once goal interference occurs, it can lead to either diminished satisfaction, annoyance or the employment of various coping behaviours by the individual, such as rationalisation (cognitive adjustment to align with encountered conditions), displacement (spatial or temporal shift) or product shift (changing behaviour or activity to reflect the conditions encountered rather than the individual's prior expectations) (Manning 1999).

3.1.1 Empirical applications

The four causal factors highlighted in Goal Interference Theory are generally prominent in research on the effects of noise in recreational settings. Visitors' prior expectations and experiences relating to both the place (resource specificity) and the activity (activity style) have been found to have a large effect on sensitivity to noise. Using data from dose-response surveys undertaken for the NPS, Anderson et al. (1993) found that first-time visitors were considerably less sensitive to aircraft sound than people who had visited the site before. The researchers calculated that the sound intensity would have to be two to three times higher for sites containing only first-time visitors to produce the same percentage of annoyance responses as sites containing only repeat visitors. This is consistent with Goal Interference Theory, which predicts that individuals who attach less significance to both the place and the activity they are undertaking are less likely to experience conflict (in this case conflict with those using aircraft).

An earlier NPS study (NPS 1994) found that back-country visitors were far more likely to hear, and be affected by, aircraft than front-country visitors. However, the difference in the amount of aircraft activity to which back-country users were exposed was only one of a number of possible factors that might explain the difference. In a later study, Miller (1999) found differences in annoyance levels between two types of front-country visitors: visitors who had committed time to walking along a 'short hike' trail (or a day tramp) reported far more annoyance or interference with natural quiet from the same level of sound than visitors who had walked only a short distance to a viewing point. Miller speculated that visitors who commit some time to a particular park experience are likely to be more sensitive to the intrusions of aircraft noise than visitors who invest less time visiting more accessible sites. Goal Interference Theory predicts that the greater the degree of importance and specificity an activity holds for an individual, the greater their susceptibility to annoyance by noise while undertaking that activity. The greater amount of time invested by back-country visitors could imply that their activity holds a greater degree of importance than it does for front-country visitors. The ROS is based on a similar premise. It predicts that back-country visitors will be more negatively affected by mechanised noise than front-country visitors because, as settings become more natural and less developed, visitors expect less contact with the sights and sounds of people.

Other studies have highlighted specific elements of the setting as being important in individual judgements of site quality. The presence of vegetation in a setting has been shown to have an effect on visitors' expectations of environmental quality to the extent that human and mechanical sounds are evaluated as being more detracting in these settings. This has been found to occur even in settings that are heavily modified by humans, such as landscaped gardens, residential streets and urban parks (Anderson et al. 1983).

Unlike activity style and resource specificity, lifestyle tolerance has attracted little attention from researchers, but mode of experience may explain many of the observed responses to noise. One of these is the reduction in reported annoyance that has been observed to occur with increasing group size, as mentioned previously. In addition to the increased level of ambient noise and involvement in foreground tasks (such as talking to other group members), visitors in larger

groups may be engaged in a comparatively less-focussed mode of experience than those travelling alone or in smaller groups. As well as experiencing the natural environment, they could also be focussing on visual and aural stimuli from their immediate group. On the other hand, a number of studies have indicated that visitors seeking tranquillity, peace and quiet, and solitude are likely to be in a more focussed mode of experience than those who are not (see Anderson et al. 1993; Tarrant et al. 1995; Mace et al. 1999), and, hence, have a lower tolerance to noise.

Focussed modes of experience, and particularly the concept of tranquillity, are closely linked with the idea of 'natural quiet'—the sounds of nature. Studies have shown that people place a high value on natural quiet and that it is a key reason for people to visit protected natural areas. Driver et al. (1987) gathered data from studies of 12 gazetted and non-gazetted wilderness areas and 3 non-wilderness areas to examine the preferences respondents had given to 16 different 'preference domains'. Across the studies, escaping noise and crowds ranked fourth in importance behind enjoying nature, physical fitness and reducing tensions. An American study of 15 000 visitors to various NPS units found that 91% of respondents considered that enjoyment of natural quiet and the sounds of nature were compelling reasons for visiting national parks (McDonald et al. 1995, cited in Mace et al. 2004). Clearly, the potential for noise to intrude on these important experience preferences is high.

In both laboratory and field studies, respondents consistently prefer natural sounds to the sounds of people and technology (Kariel 1980; Beal 1994; Carles et al. 1999), and, in recreational settings, a large number of visitors actively seek natural quiet. Yet it is this experience that is put most at risk and is closely linked to visitors' levels of annoyance with noise. Extensive studies undertaken at Grand Canyon, Haleakala and Hawai'i Volcanoes National Parks (Anderson et al. 1993) found that visitors who rated natural quiet as a 'very important' or an 'extremely important' reason for visiting a site were more sensitive to aircraft noise. Visitors who did not regard natural quiet as being important required twice the sound level of those who regarded it as being important to register the same annoyance response.

3.2 OTHER RELEVANT THEORIES AND CONCEPTS

Other recreation theories and concepts can also help explain why noise may adversely affect recreationists' experiences. One concept, Attribution Theory, describes the process whereby the listener attaches meaning to a sound and attributes it to a particular source. In doing so, the listener considers whether the sound is harmful or helpful and makes inferences about its purpose and those responsible for the sound. This theory provides another means of explaining the annoyance reaction: attributing a potentially annoying event to a cause that is stable or consistent and which is controllable by a perpetrator should lead to increased annoyance, whereas attributing the same event to a cause that is rare, not controlled by a perpetrator, or that involves benevolent motives should lead to less annoyance and fewer negative evaluations (Mace et al. 2003). For example, in recreational settings, a search and rescue helicopter might be viewed differently to a sightseeing flight of equal loudness, as the former is more of a one-off event

and has a benevolent purpose. Having attributed the sound to a particular source, the listener will then make a judgement about the appropriateness of the sound to the setting that they are in. Other contextual factors, such as the listener's state of mind, whether they are enjoying their trip, or are already annoyed by something else when they hear the sound, and group dynamics are all likely to play a role in influencing how the sound impacts them.

Other useful concepts relate to the way in which noise can potentially detract from the benefits that recreationists expect from their chosen place or activity. Commonly cited benefits sought by visitors to natural areas include stress reduction, natural quiet, scenic appreciation and solitude.

Stress reduction is a well-established benefit from visiting natural settings (e.g. Driver et al. 1987) that has various theoretical explanations:

- **Arousal Theory** suggests that recovery from psychological and physical stress occurs more quickly in natural compared with built environments, because natural environments contain fewer arousal-increasing stimuli such as complexity, intensity and movement (Ulrich et al. 1991). In contrast, the level of complexity and the number of stimuli found in urban environments may overtax the brain's information processing ability and may slow the recovery from stress (Gramann 1999).
- **Attention Restoration Theory** centres on the effects of natural environments on reducing mental fatigue or, more specifically, 'directed attention' fatigue caused by prolonged mental effort. An important part of the theory is the idea that attention can be either involuntary or directed. Involuntary attention describes a process where attention is captured by inherently intriguing or important stimuli and which is essentially effortless. Directed attention (also known as voluntary attention) occurs when attention is directed by cognitive control processes (Berman et al. 2008). Natural settings are thought to be restorative environments that are able to induce involuntary attention (also known as fascination), allow reflection (Kaplan 1995) and restore an individual's capacity for directed attention (Berman et al. 2008). This may occur because, unlike urban environments, natural settings are likely to have fewer stimuli that capture the attention dramatically (e.g. car horns) and which then require directed attention in order for the stimuli to be dealt with (e.g. traffic). Put simply, natural environments allow people to 'switch off', allowing the brain's capacity for directed attention to recover while it is not being used for busy day-to-day tasks.
- **Psycho-evolutionary theories** suggest that because humans originally evolved in a natural environment over a long period of time, we still have a degree of psychological and physiological adaptation to natural rather than built settings. This means that we have a predisposition to respond positively to these environments or elements of them, such as water sources, that were important for our survival and well-being in pre-modern times. This holdover from our past allows us to derive benefits from these environments, such as increased recovery from stress (Ulrich et al. 1991; Gramann 1999).

It follows that non-natural sounds could adversely affect stress reduction by adding to the complexity or number of stimuli, by directing the listener's attention towards the artificial sound and out of a state of involuntary attention or by causing the setting to be perceived as being less natural.

Natural quiet is the most obvious value associated with visiting natural areas that can be affected by noise. This is especially the case when associated with focussed modes of experience. However, **appreciating landscapes and enjoying scenery** are also major reasons why people visit natural areas, and a number of studies have shown how noise can interfere with those desired experiences. These include on- and off-site evaluations of sound. Anderson et al. (1983) found that natural sounds (including those from wildlife) enhanced evaluations of heavily wooded natural and residential sites, and that other sounds detracted from them.

Carles et al. (1999) used projected slides and pre-recorded sound to show how scenic images and sound interact in determining people's perceptions of the quality of landscapes. The emotional meaning attributed to a sound and the extent to which it matches the setting, or is congruent with the visual information visitors receive, all determine an individual's degree of liking for a particular landscape. Mace et al. (1999) simulated conditions in the Grand Canyon using slides of scenic vistas accompanied by combinations of natural sounds and helicopter noise. Respondents' ratings of the scenic beauty of the landscape as well as six other factors (preference, freedom, naturalness, solitude, annoyance and tranquillity) were significantly negatively affected by helicopter noise at both 80 dB(A) and 40 dB(A). This method was repeated in further simulations by Mace et al. (2003) with similar results. Benfield et al. (2010) repeated the same experiment with a wider range of human and natural sounds and with images from five national parks. They found that the presence of any anthropogenic sounds from air traffic, ground traffic or human voices negatively impacted environmental assessments, and more so at louder levels. These experiments illustrate that congruent or incongruent visual and acoustic information can affect the visitor's appreciation of scenery and landscape.

Solitude is another benefit that can be strongly affected by noise. Both Tarrant et al. (1995) and Mace et al. (1999) found strong correlations between noise and lower levels of perceived solitude.

Overall, although an individual's underlying sensitivity is an important factor in determining whether someone is annoyed by noise, it does not exclusively determine whether they will categorise a sound as annoying. At the moment when a sound is perceived, it is weighed against the visitor's previous experience, motivations, expectations, values, pre-existing attitudes and their activity-experience at the time.

3.3 SUMMARY

Physical and socio-psychological factors interact to affect an individual's response to sounds in recreational settings. Socio-psychological factors such as visitors' previous experiences and expectations, underlying values, and attitudes are important to consider. Annoyance with noise in natural areas can also be caused when noise interferes with benefits sought by visitors such as natural quiet, stress reduction, scenery and solitude. Understanding such factors is important for successfully managing and monitoring the effects of noise on recreationists.

The theoretical concepts discussed in this section help to provide an appreciation of the complex nature of the relationship between noise impacts and recreational experience. They reinforce the interconnection between external stimuli and recreationists' personal characteristics and values. Conceptualising noise as a driver of recreational conflict links noise to the range of factors known to affect recreational experience, and helps identify possible means by which these factors can be managed. Importantly, for managers of protected areas, these concepts help to explain why recreationists in natural settings are particularly susceptible to noise impacts, especially if the noise and its source are unexpected, and if they are visiting areas more associated with the natural and wilderness settings of the ROS.

4. Measuring the impact of noise on recreationists in New Zealand's protected areas

This section discusses the methodologies used in the New Zealand research literature that has reported noise effects on recreationists and describes their application. It focusses on noise generated by the recreation and tourism sectors (e.g. flightseeing) within protected areas because this has been the emphasis of the research, much of which has been funded by DOC. The section begins with a general overview of research and monitoring, followed by measurement methods.

4.1 AN OVERVIEW OF NOISE MONITORING AND RESEARCH

For over 25 years, researchers have studied the effect of mechanised recreational noise on visitor recreational experiences (and other values) at a variety of DOC-managed locations. These include the mountain summits of Tongariro National Park (Gibson 1992), remote back-country areas in the Tararua and Kaweka/Kaimanawa Forest Parks (Groome et al. 1983), the mountains of Aoraki/Mount Cook National Park (Gibson 1992), Milford Sound/Piopiotahi and the Milford Track in Fiordland National Park (e.g. O'Neill 1994), coastal areas of Abel Tasman National Park, and Fox Glacier/Te Moeka o Tuawe (henceforth Fox Glacier) and Franz Josef Glacier/Ka Roimata o Hine Hukatere (henceforth Franz Josef Glacier) of Westland *Tai Poutini* National Park (e.g. Sutton 1994, 1998; Oliver 1995).

Early research raised the issue of aircraft noise, leading to some basic research and monitoring and the consequent realisation of the need for consistency of measurement. This culminated in the development of a Standard Aircraft Monitor (SAM) technique in 1997 and the ensuing application of SAM at multiple sites. In tandem, site-specific research using different methods continued in some areas.

More specifically, research and monitoring focussed on noise impacts emerged in the mid-1990s as a result of four streams of work:

- A West Coast Tai Poutini Conservancy initiative to assess visitor perceptions of aircraft noise at Fox and Franz Josef Glaciers, Westland Tai Poutini National Park (see Sutton 1998).
- The inclusion of recreational noise amongst the social impact issues addressed in a large-scale social research programme for the Great Walks (see Cessford 1999, 2000).
- Initial attempts to develop a system for mapping 'natural quiet' across areas managed by DOC, with some supporting work commissioned (e.g. Kappelle 1999).
- The development of a simple monitoring tool to measure recreationists' perceptions of aircraft noise at any specific site (refer Booth et al. 1999) and its early applications at Aoraki/Mt Cook National Park. This work developed into SAM (see section 4.2).

Results from SAM applications and other research reinforced the significance of aircraft noise as an issue for many sites. The information generated through these studies fed into discussions between DOC and the broader tourism industry (including noise generators)⁷, DOC's stakeholders and in various other forums (including planning hearings). More recently, some programmes monitoring the impact of noise have been embedded into certain DOC policy and planning documents (such as the Fiordland National Park Management Plan; DOC 2007), providing a basis for evaluating the effects of noise and for decision making (in relation to aircraft activity landings in particular).

Another recent approach has been the use of Limits of Acceptable Change (LAC) or similar methodologies (see Booth & Espiner (2006) for a discussion of these approaches in a New Zealand context). These programmes have brought together representative groups of stakeholders to identify values or threats to values and to generate indicators and standards of acceptability for a range of management issues including noise-generating activities. Indicators, such as the level of annoyance or number of aircraft overflights have then been monitored (e.g. through on-site surveys), the findings reported back to the stakeholder group and management options discussed. These methods have been employed in relation to aircraft at Mason Bay in Rakiura National Park (Wray et al. 2005), and to aircraft, boats and vehicle traffic at Milford Sound/Piopiotahi in Fiordland National Park (Lindis Consulting 2008; Booth 2010), although the focus of studies at both locations has been much wider.

Despite the high level of research interest over a long period, much of the work carried out in New Zealand on the effects of noise on recreationists exists as unpublished grey literature. Findings from some of the early investigations were presented as a set of papers at the International Symposium on Recreation Noise held in 1998 in Queenstown (see Holger (1999) for the published proceedings) and some were published as standalone publications (e.g. Cessford 1997a, b, 1998a-i). However, very few studies relating to noise impacts on recreationists in New Zealand have been published in the last 10 years. Overall, the focus of

⁷ 'Noise generator' means aircraft (fixed wing and helicopters), motor vessels and any other type of human-related activity that generates noise within recreational settings.

New Zealand research has been predominantly on practical applications of SAM at a variety of DOC sites (see Appendix 1 for a summary of these applications). Other research has been carried out to address questions and issues outside the scope of the simple monitoring tool (see Appendix 2). Findings from this research collective are discussed in the following sections.

4.2 NOISE MONITORING WITH SAM

Most noise monitoring undertaken by DOC has been based on the SAM questionnaire mentioned in the previous section (see Appendices 3 and 4). The purpose of SAM was to help identify those areas where aircraft noise may be compromising the quality of visitor experiences. This was achieved through a questionnaire that comprised two parts. First, open-ended⁸ questions asking respondents what they liked and disliked generally were presented in order to elicit 'top of mind' responses. Second, direct, closed-ended questions probed specific issues, asking respondents to score their annoyance levels with selected social impact issues, including aircraft noise. This approach was operationalised through development of a formal standard operating procedure (SOP) that provided practical application specifications for staff to follow. By 2010, SAM had been used at more than 20 locations around New Zealand. These locations generally mirror the distribution of the scenic flight industry in New Zealand, which is based around Aoraki/Mt Cook and Westland *Tai Poutini* National Parks, Queenstown, Te Anau and, to a lesser extent, Rotorua and the Bay of Plenty (Westwood 2002).

The SOP sets a threshold at the 25% annoyance level following US National Parks Service (NPS) thinking at that time (NPS 1994) and earlier studies in New Zealand by Oliver (1995) and Sutton (1998). Responses from any user sample that recorded annoyance levels greater than this threshold were to trigger a management response. Usually this would involve consultation between park managers and noise generators to consider the issue and discuss options to address noise effects. Nine sites have exceeded the indicative threshold of 25% to date, representing less than half of the total number of locations at which SAM has been administered. They are:

- Chalet (1) and Roberts Point (2) lookouts in the Franz Josef Glacier valley in Westland *Tai Poutini* National Park
- Mueller Hut (3) and four high alpine huts (4) in Aoraki/Mount Cook National Park
- Gertrude Valley (5) in Fiordland National Park
- Hollyford Track (6) in Fiordland National Park
- Homer Hut (7) in Fiordland National Park
- Milford Foreshore (8) at Milford Sound/Piopirotahi in Fiordland National Park
- Milford Track (9) in Fiordland National Park

⁸ An open-ended question seeks a written (free) response. A closed-ended question provides response options (e.g. tick boxes or a numerical scale).

While SAM was developed for studying aircraft noise, it has been adapted for application to jet boat noise; for example, on the Dart River/Te Awa Whakatipu in Otago (Graham 1999), and the Hollyford (Kleinangevelsloo 2005) and Wairaurahiri (Harbrow 2007b) Rivers in Southland.

The SAM questionnaire was designed to enable non-specialist staff to carry out the monitoring and analyse the results locally. In some cases, increased local understanding (as a result of SAM work) has promoted proactive changes by noise generators to reduce their noise effects. In other cases, there has been debate about the wording of questions (e.g. whether the wording leads the respondent or has inherent bias). Debate on such matters is, however, to be expected for any type of monitor, especially those used against a backdrop of politically charged planning/legal debate—such is the case with aircraft management (see Tal 2004). The commitment to repeated use of a consistent survey tool and methodology has allowed some DOC managers to track the change in levels of aircraft annoyance over periods of up to 10 years.

Although SAM has been successful in drawing problem areas to the attention of DOC and its stakeholders, it has a number of practical limitations. As a monitoring tool designed for non-specialist staff to apply consistently at a variety of sites, it can only use a simple and short question set. It focusses on a simple annoyance measure and does not probe further into why and how visitors are annoyed. Nor does it address the concept or the importance of ‘natural quiet’. There have also been some practical issues of administration inconsistency where SAM has been applied to respondents in different ways at different sites, where the wording of some questions has been altered, and where key variable definitions used in data analysis have been implemented in different ways. The standard of reporting has also varied widely. Achieving commitment to standardised application of SAM without engaging in site-specific ‘tweaking’ has been a challenge.

Overall, this simple indicative tool has been an effective means of creating targeted dialogue between managers and stakeholders, and has resulted in some cases of positive outcome and some cases of dispute. In each case, however, using SAM has advanced dialogue and focussed the debate.

A revised version of SAM was administered in Fiordland at several sites in the late 2000s to monitor the provisions of the Fiordland National Park Management Plan relating to Milford Aerodrome (Harbrow 2007a, 2008; Oyston 2010a). The revised questionnaire was wider in its scope; aircraft noise was only one of the factors about which respondents were questioned.

4.3 DOSE-RESPONSE STUDIES

To date, dose-response assessment methods (described in section 2.4.2) using sound monitoring equipment have not been applied in New Zealand. This is because such monitoring requires specialist knowledge and equipment that, in the past, has been relatively expensive. Instead, New Zealand studies have used simpler dose measures based on estimates of the daily or hourly frequency of aircraft activity.

Since 1996, five dose-response studies have been carried out in the glacier valleys of Westland Tai Poutini National Park. These have used a variety of indices for the dose, but the response has been measured more consistently, with four of the studies having used SAM. There has been little consistency in findings between surveys, and only two of the studies have provided potential annoyance thresholds that could be used to support management actions.

In the initial study carried out at Fox and Franz Josef Glaciers, Sutton (1998) compared visitors' reported levels of annoyance with aircraft to the number of flights observed by surveyors during the hour prior to them being surveyed. The findings indicated that levels of annoyance were relatively low and unchanging up to 14 flights per hour, increased slightly between 14 and 18 flights per hour, and rapidly increased above 18 flights per hour.

The four subsequent studies were undertaken at the Chalet and Roberts Point Lookouts, and the Franz Josef and Fox Glacier valleys. These studies compared a variety of measures of dose with responses from SAM. In the 2003 survey, the mean annoyance scores of respondents who noticed aircraft were compared with the daily number of flights sourced from information provided by aircraft operators (DOC 2003). The combined average annoyance scores for Franz Josef Valley and Roberts Point Lookout were found to be only weakly correlated with aircraft activity, increasing only slightly with increasing numbers of aircraft. Surprisingly, there was a strong negative correlation for the combined Fox Valley and Chalet Lookout data, which has not been evident in more recent studies. The measure of response in this survey only included the small number of respondents who both noticed and were annoyed by aircraft. Each data point on the dose-response graph therefore only represented a small number of respondents and could be easily skewed by extremely high or extremely low annoyance scores. The 2004 study compared the average number of flights per hour for each survey day with the more reliable metric of the percentage of respondents who were annoyed (DOC 2004). However, with only three or four survey days per site, the data were extremely limited.

Further improvements were made in 2005 and 2009. These surveys used an estimate of the number of aircraft overflights experienced by each visitor based on detailed records of flights provided by operators and on the recommended track times for each site. Estimated doses (flights per hour) for individual respondents were then grouped into categories. In the 2005 survey, clear and site-specific dose-response relationships were found, and site-specific thresholds were recommended for a maximum number of hourly flights. For the glacier valleys, the recommended limits were 20 flights per hour, while, for the adjacent lookout walks, the recommended limits were 13 flights per hour (DOC 2005). In 2009, however, there was no correlation between the average number of flights per hour and the level of annoyance (DOC 2009). Despite the limitations of the data, some mitigation measures have been put in place at the glacier valleys by both aircraft operators and DOC as result of the monitoring carried out to date (DOC 2009).

Only one dose-response study has been carried out outside of Westland Tai Poutini National Park. Again using SAM, Tourism Resource Consultants (2000) explored the relationship between the mean level of annoyance at Milford Sound/Piopirotahi and on the Milford Track with the total daily number

of aircraft movements at Milford Aerodrome. The dose-response relationship was very weak, but it was suggested that this may have reflected the narrow range of doses, which, for the 9 sampling days, were between 108 and 212 flights per day. Furthermore, as there are multiple flight paths into Milford Sound/Piopiotahi, the number of movements observed at the aerodrome may not have been an accurate indicator of the dose over the Milford Track.

The various dose-response studies carried out to date have yielded useful results, although there have been challenges around choosing appropriate methodologies and metrics for both dose and response, and challenges in applying them consistently. Importantly, both methods of obtaining information on the frequency of overflights, on-site counts by observers and self reports by aircraft operators have potential limitations. In surveys in Fiordland National Park, it has proven difficult at times for surveyors to count aircraft while administering surveys, especially when based at a busy location such as a carpark or road end. Also, some overflights that are experienced by visitors on a track may not be apparent from the locations where overflights are counted. Where studies rely on self reports by aircraft operators, there is potential for operators to understate their activity, particularly where there is a perceived advantage to them in doing so (i.e. where the results of a study could be used to limit their activity). It is important to note, however, that there is no evidence that this has occurred in any of the studies carried out to date. The strength of these studies has been that they have avoided the expensive, time consuming and technically demanding use of sound monitoring equipment in outdoor settings.

4.4 OTHER QUANTITATIVE APPROACHES

At some locations in New Zealand, rather than employing SAM, a variety of predominantly closed-ended questions have been used to measure respondents' perceptions of recreational noise from aircraft and other sources. One approach has been to use a simple yes/no question. Squires (2007) asked respondents who were climbing in the vicinity of Mt Aspiring/Tititea whether they had seen any helicopter landings at Bevan Col during their trip and whether seeing helicopter landings had negatively affected their visit. This was followed by an open-ended question asking respondents to describe how helicopter landings had impacted their visit. Overall, 27% of those who had seen landings (or 13% of all respondents) indicated that they were negatively affected by helicopter landings. This approach is likely to be easy for respondents to understand and is relatively easy to analyse; however, a limitation of using a yes/no approach is that it does not allow the degree of annoyance to be measured.

The Great Walks survey programme (Cessford 1997a, b, 1998a-i) has provided the most extensive New Zealand dataset about recreationists' perceptions of noise. It included over 5000 respondents in 11 standardised surveys on New Zealand's most popular multi-day walks, a multi-day river canoeing trip and a multi-day sea kayak trip. Respondents were asked whether they noticed, and were annoyed by, a variety of potential impacts, including noise from aircraft, boats, and other people in huts and campsites. Respondents were asked if they had noticed the impact, and, if the answer was yes, whether it bothered them and by how much (a little or a lot). This represented an awareness-annoyance

question that combined awareness, tolerance and annoyance responses (see Cessford 1999, 2000). The results gave insights into the tolerance or sensitivity of different types of recreationists to noise in different settings. They also allowed for comparison with results from the Grand Canyon, USA, thus enabling issues at New Zealand sites to be viewed in a wider context.

Reported annoyance levels for noise effects exceeded 25% (the recommended management threshold) at six sites: the Milford Track (69% from aircraft and 33% from other people in huts), Abel Tasman coast (sea kayakers: 53% from boats on the water/at beaches; 33% from boats near huts/campsites), the Whanganui River (34% from boats on the river), the Routeburn Track (32% from aircraft), the Abel Tasman Coast Track (30% boats on the water/at beaches; 25% from other visitors in huts), and the Kepler Track (30% from other people in huts).

In addition to highlighting the significance of New Zealand recreational noise issues within an international context, Cessford (1999) offered options and strategies for managing noise (including managed separation, reduced noise effects and improved visitor expectations). All of the management approaches Cessford identified have been used in New Zealand (including voluntary agreements, concession conditions, management regulation, education and advocacy, incentives for quiet choices and design for quiet). Evaluation of the application of these management approaches in New Zealand warrants further investigation.

Corbett (2001) used a similar question format to the Great Walks surveys for visitors at Franz Josef Glacier. Corbett found that 22% of non-guided respondents and 25% of guided respondents showed some level of concern at hearing aircraft in general. Fewer than 1% of guided respondents showed any degree of concern with helicopters dropping off walkers on the glacier.

Two surveys have used an 'encounter norms' approach to gauge levels of aircraft and/or boat activity that were deemed acceptable to recreationists. At Siberia Valley in Mt Aspiring National Park, Squires (2008) asked respondents to indicate the level of daily activity (for both planes and helicopters) that would be acceptable before it had a negative effect on the enjoyment of their trip. Respondents were provided with a range of categories and more than 90% of them were able to indicate a level of acceptable activity. For both planes and helicopters, a level of 3-5 flights per day was deemed acceptable by the majority of respondents.

In Fiordland, M. Harbrow and K. Wray investigated noise acceptability levels in relation to Doubtful Sound/Patea sea-kayaker expectations of non-natural noise and encounters with various types of boats and aircraft (M. Harbrow & K. Wray, unpubl. data). The study used pre- and post-visit surveys to assess respondents' expectations and actual experience of aircraft, surface water activity and non-natural noise. The pre-visit questionnaire results showed that many respondents did not anticipate encountering boats or aircraft during their visit: 41% did not expect to encounter motorised boats and similar numbers did not anticipate seeing fishing boats (47%), cruise ships (53%) or aircraft (46%). The post-visit survey found that 40% of respondents encountered more motorised boats than expected and 26% encountered more mechanical noise than expected. By themselves, these findings do not necessarily indicate that these noise-generating

activities had a negative or unacceptable effect; however, a sizeable number of visitors made negative comments about surface water activity and motorised noise when asked to indicate the most dissatisfying aspects of their visit.

Kayakers' tolerances of aircraft and surface water activity were assessed by asking respondents to state the number of aircraft and boats/ships that they considered to be acceptable to encounter in a day. Respondents were not comfortable with the idea of seeing or hearing aircraft. Just one aircraft was deemed unacceptable by almost two-thirds of overnight kayakers and almost 40% of day kayakers. Tolerances for boats were higher: for overnight kayakers, the median value was two boats per day, and, for day kayakers, three boats per day. Similar to findings from the Siberia Valley study, over 90% of respondents, when prompted, were able to specify the number of encounters that they deemed to be acceptable (M. Harbrow & K. Wray, unpubl. data).

There are some criticisms of the encounter norms approach in the international literature. Norm prevalence (i.e. the percentage of respondents giving a norm) has been found to differ between front-country and back-country, the type of encounter (conflict v. non-conflict situations) and between different question formats (Donnelly et al. 2000). This could have implications for the utility of the approach in some settings. Furthermore, the approach only works if respondents can realistically visualise the hypothetical situations that they are being asked to comment on. For the Doubtful Sound/Patea study, surveys were distributed by commercial guides, who may have had strong opinions about boat activity in the area, creating the potential for respondents' answers to be influenced.

4.5 OTHER QUALITATIVE APPROACHES

In some New Zealand visitor surveys (including SAM), general and open-ended satisfaction/dissatisfaction questions have been used to complement the assessment of noise impacts. These types of questions have served to provide voluntary responses from visitors about issues of specific concern to them. This method has been suggested as an alternative to SAM by some stakeholders who have concerns about what they believe to be potential question bias.

In response to an open-ended question in Corbett's (2001) study of visitors to Fox and Franz Josef Glaciers, 1% of respondents mentioned aircraft as an aspect of their visit that they disliked. Most respondents either indicated that there was nothing that they disliked or left the question blank. However, responses to direct questioning about aircraft in the survey indicated a much higher level of concern (over 20%). Similarly, surveys undertaken in Fiordland National Park found that the percentage of respondents reporting annoyance with aircraft in SAM questions was as much as 7-8 times higher than the percentage indicating dissatisfaction with aircraft in an unprompted, open-ended question. Non-response rates were much higher for the open-ended question, especially for day-visitor sites, where they ranged between 21% and 35% (Harbrow 2007a). Analysis of results for open-ended and closed-ended questions from SAM applications at Aoraki/Mount Cook was inconclusive with respect to any correlation between levels of response and the question style.

Response rates for open-ended questions have typically been lower than those for closed-ended questions in New Zealand noise research, and it could be concluded that general/open-ended questions are an unsuitable method for investigating specific impact issues. In terms of their suitability for evaluating the significance of noise impacts, open-ended approaches suffer from several shortcomings. The requirement to code⁹ responses introduces a degree of subjectivity, which is compounded when different people undertake coding from year to year, as is likely to be the case in a long-term monitoring programme. Open-ended questions are more difficult for respondents to answer and are more likely to be skipped than closed-ended questions, which, for example, only require a respondent to tick a box (Hall & Roggenbuck 2002). Some common open-ended formats (e.g. 'What did you like the least about your visit?') are designed to elicit either a single response or a limited range of responses and are not sensitive enough to register all of the issues that might negatively impact the visitor's experience. Finally, by not prompting a respondent to consider any particular issue in detail, responses to open-ended questions may be superficial in that they may reflect more recent events or events that were on the respondent's mind at the time they were surveyed. In the benchmark report by the NPS (NPS 1994), the authors noted that, in order to understand visitor reactions to aircraft, visitors must be questioned specifically about aircraft, and that this needs to be done close to the time of the experience.

One New Zealand study has used an open-ended question format, but directly asked respondents about noise. Parr (2003) asked recreational users of the Abel Tasman National Park coast to list any noises that intruded on their experience. Overall, 34% of respondents reported some intrusive noise sources, most of which (29% of all respondents) were from power boats. These results indicate a much higher response rate than has been obtained through more general question formats and the approach may reduce some, but not all, of the limitations of open-ended questioning mentioned above.

A range of more complex open-ended approaches (e.g. interviews and focus groups) are possible and these are potentially very useful where more in-depth information is required or where survey methods are impractical. However, to date, the use of such techniques for noise research in New Zealand has been extremely limited. One in-depth qualitative study was carried out in Fiordland National Park in 2005. As part of a wider study looking at the importance and meaning of wilderness to wilderness users, Wray (2009) used a combination of qualitative research diaries and in-depth interviews to explore the effects that aircraft overflights and landings had on visitor experience in remote and wilderness settings. Respondents were given diaries to complete during their trip and asked to keep a daily log of their experiences and observations. They were also asked to make a note of anything that contributed positively to their experience or, conversely, anything that had a negative impact. A number of respondents also participated in follow-up interviews.

The responses provide valuable insight into the complex nature of recreationists' responses to noise-generating activities. They provide a number of concrete examples of the theories detailed earlier in this report (see sections 2 and 3).

⁹ Coding refers to the grouping of responses into like categories during analysis.

Although a small number of respondents highlighted positive aspects of aircraft access to wilderness (such as allowing greater, easier or safer access, enabling access by people with limited time, allowing users (especially hunters) to carry in more equipment, and allowing search and rescue services to operate), a considerable number of the comments were against aircraft and other forms of motorised transport in wilderness. Some respondents highlighted aircraft as a source of disturbance, indicating that aircraft had, for example, taken away the feeling of isolation, jolted them out of their wilderness experience, spoiled their mood and sense of isolation or detracted from the naturalness of the setting. Other responses highlighted the importance of factors other than sound exposure. They related to judgements about the aircrafts' occupants, the purpose of the flights or the appropriateness of aircraft in that setting. For example, some respondents felt that aircraft undermined the concept of wilderness and the values that it embodied, encouraged increased use, thereby raising the potential for social and biophysical impacts, enabled less-experienced people to access risky and dangerous areas, or allowed people to access wilderness with little effort when self reliance and challenge were aspects that were clearly valued by wilderness users. Importantly, the study revealed a number of situations where aircraft use could potentially be viewed more favourably by wilderness users. These included aircraft that passed through quickly, infrequently or at high altitude, aircraft involved in conservation management (including deer control and facilities management), search and rescue, and aircraft being used by people akin to and engaged in similar activities to those on the ground (Wray 2009). This information is potentially extremely valuable for managing the effects of aircraft in remote and wilderness areas. Overall, this study allowed a level of understanding of visitors' responses to aircraft that was difficult to obtain through other methods.

4.6 MODELLING NOISE PROFILES

Modelling noise in outdoor settings has also not been common in New Zealand. The only two attempts made to date looked at aircraft noise on the Milford Track and around Milford Sound/Piopiota. For both the Milford Track and Milford Sound/Piopiota, Hunt (1999) modelled likely noise doses based on terrain, known flight paths and typical aircraft noise levels. This information was plotted onto a map, allowing predictions to be made about areas most likely to receive higher doses of aircraft noise. On the track, those areas generally corresponded with the higher altitude sections where walkers were physically closer to the aircraft. This information was useful in encouraging voluntary changes in flight paths that were subsequently adopted by aircraft operators. At Milford Sound/Piopiota, a L_{dn} 65 dB noise contour was recommended around Milford Aerodrome, Fiordland National Park for land use planning purposes (Hunt 1999). For the second study in 2006, an acoustics consultant was contracted by DOC to model the arrival/departure sound intensity levels of nine commonly used aircraft types at a number of points along the main flight paths (N. Hegley, Hegley Acoustic Consultants, unpubl. data). This information was subsequently used in policy development for the Fiordland National Park Management Plan (DOC 2007).

4.7 SUMMARY

A number of studies have explored noise impacts on recreationists in New Zealand. Most of this research has been funded by DOC, and has used different techniques to address noise effects on recreationists in specific locations within protected areas. SAM, which is perhaps the longest running visitor-based social monitoring tool used by DOC, has been the most widely used tool. Other approaches have included a variety of open- and closed-ended survey questions, encounter norms, simple dose-response studies using SAM alongside counts of aircraft and noise profiling. New methods of response measurement have also been explored via qualitative approaches in remote sites where direct survey-based approaches are impractical. One aim of this research and monitoring has been to improve managers' abilities to understand and set limits on noise-generating activity, but decisions have been highly contested, particularly those relating to aircraft. Some recent monitoring programmes have seen a greater emphasis on stakeholder engagement, including the use of LAC and similar approaches. It is hoped that such approaches will result in a better understanding of the values of individual sites and greater stakeholder buy-in to both the measurement tools and DOC's management decisions.

5. Understanding the impact of noise on wildlife

This section summarises the international literature on wildlife responses to noise-related disturbance. Noise from human activities has become increasingly pervasive. For example, in 2009 more than ten million scheduled passenger flights arrived in or departed from the United States alone (Bureau of Transportation Statistics 2010) and there are large areas of the lower 48 states that are potentially affected by noise from aircraft flight paths (Miller 2003). Because noise knows no boundaries, protected areas do not necessarily guarantee animals or recreationists refuge from its effects. A 1994 NPS report suggested that approximately 30% of all National Park System units (excluding those in Alaska) have aircraft overflight problems (NPS 1994), while acoustical monitoring has revealed chronic noise exposure even in remote wilderness sites (Barber et al. 2009). Artificial noise also affects the marine environment. Ambient noise levels at frequencies below 100 Hz in the deep ocean have increased by an estimated 15 dB since 1950 due to motorised shipping (Aguilar Soto et al. 2006) and the global commercial shipping fleet almost tripled from 30 000 vessels in 1950 to 85 000 vessels in 1998 (Hatch & Fristrup 2009).

There are now numerous published and unpublished reports addressing disturbance of wildlife from aircraft and boat noise, and a much larger number of publications related to general disturbance issues within which noise is a component. These range in scientific validity from well-designed, rigorous studies to observational reports and anecdotal evidence from natural resource managers and aircraft pilots (NPS 1994). Despite this body of work, the adverse effects of noise and disturbance generally on wildlife is difficult to assess. While it is

possible to measure short-term responses, even when there are obvious sub-lethal effects, such as changes in behaviour, it is not possible to say that the observed responses are detrimental to the population, without being able to link them to long-term changes in breeding success, mortality, population size or fitness. Even then, it may be difficult to isolate the effects of noise disturbance from other contemporaneous environmental factors (e.g. changes in the availability of food, presence of disease and level of predation). The literature described below reflects this problem, with many studies describing short-term responses to noise but only a handful describing the long-term impacts.

5.1 NOISE AS A FORM OF WILDLIFE DISTURBANCE

Noise is one component of visitor or vehicle presence that could disturb wildlife in their natural habitats. For example, wildlife may respond to the size, speed or sudden appearance of aircraft rather than only to the noise it creates. Visitor activities differ in their potential to generate noise and related disturbance. Walkers, bicycles and vehicles on tracks, roads and rivers have spatially-confined noise-related disturbance effects. Species that are dependent on the marginal zones around such tracks, roads and rivers have greater potential to be affected by such activities. However, noise from aircraft overflights and boat or ship activity has the potential to affect far wider ranges of habitat.

The most comprehensive overview of wildlife disturbance is provided in Knight & Gutzwiller (1995), which includes an account of wildlife responses to disturbance from recreationists. In the same volume, Bowles (1995) discusses noise issues. There are several other reviews relating to effects of specific noise sources such as aircraft (Manci et al. 1988; Pepper et al. 2003) and road noise (Kaseloo & Tyson 2004) or to the effects of noise in particular environments, such as underwater noise (Richardson et al. 1995).

The following discussion of these impacts focusses primarily on the behavioural responses of wildlife to noise-related disturbances, and the potential consequences of these responses for both the well-being of the affected animal and wider species sustainability.

5.2 IMPACTS OF NOISE ON WILDLIFE

The impacts of noise-related disturbance on wildlife are determined by the threat-response characteristics of the species and situational factors such as wildlife habitat type, life cycle stage and previous exposure to and disturbance from noise (NPS 1994). In addition, the variation in characteristics, duration and frequency of noise adds complexity to any impact relationships. Variations in both noise and species characteristics can result in a range of effects on wildlife—the most extreme resulting in major impacts. These include effects ranging from direct physical damage (e.g. to hearing), increased physiological stresses (e.g. from increased energy expenditure or reduced energy accumulation) or from the consequences of their behavioural responses (e.g. attraction, tolerance, aversion and flight) (NPS 1994). Noise can also have an indirect effect; for example, through changes to the quality of an animal's habitat. These effects are discussed below.

5.2.1 Direct physical damage

As in humans, the auditory systems of animals are susceptible to physical damage from noise (Bowles 1995). Although aircraft noise and its effects on animal hearing have not been tested, and there are no data on permanent noise-induced hearing loss for marine mammals (Erbe 2002), it has been found that motorcycle noise has caused hearing loss in desert species such as the desert iguana (Bondello 1976) and kangaroo rat (Bondello & Brattstrom 1979). Noise-induced hearing loss typically occurs as a result of hair-cell loss in the inner ear, although the relationship between hair-cell loss and hearing loss is complex. Intense noise can also damage underlying membranes, supportive tissue and nervous tissue (Bowles 1995). Hearing loss can be either temporary or permanent, depending on the level of exposure and the fragility of the animal's hearing system. In mammals, including humans, loss of hair cells in the inner ear is permanent, but other animals (including birds and amphibians) can regenerate hair cells (Bowles 1995). Chronic exposure to noise is rare for wildlife because of animals' threat-avoidance mechanisms and because high levels of human-made noise are uncommon in natural areas. Most acute exposures are, at worst, brief or occasional.

5.2.2 Behavioural responses

The main wildlife responses to noise-related disturbances fall under either tolerance or aversion/flight behaviours.

Tolerance

The ability for species to habituate is thought to be the most important determinant of their success in the presence of noise disturbance. Habituation refers to a reduction in the strength of a response to a stimulus over time after repeated exposure, where the consequences of the stimulus are neither adverse nor beneficial (Bejder et al. 2009). Although the process can be slow (Marsh et al. 1991), some birds, for example, can adjust to noise disturbances. In the long term, it has been found that some nesting birds become less responsive to the presence of human disturbance if they are not deliberately harassed (Burger & Gochfeld 1981; Knight et al. 1987). Motivation to find food can also make animals tolerant of even deliberately generated noise. Some authors (Shaughnessy et al. 1981; Bomford & O'Brien 1990; Marsh et al. 1991) have concluded that human attempts to use noise to drive wildlife away from attractive sites (e.g. crops) do not succeed in the long term due to habituation. Some animals are even attracted to noise through curiosity or its association with food opportunities, a process known as food conditioning. Attraction and food conditioning can have negative consequences for an animal. Individual animals can put themselves in danger from human activities such as hunting or accidental hazards such as collisions with vehicles. Apparent tolerance and an absence of an obvious behavioural response, however, do not necessarily indicate that there is no impact on a particular individual or species. Many animals cease activity (at least initially), freeze or feign death in response to disturbance, and some have shown dramatic increases in heart rate and other physiological changes while at the same time showing no outward changes in behaviour (Nimon & Stonehouse 1995).

Aversion/flight

Studies have identified the following types of aversion/flight behavioural responses to noise: collisions with aircraft (Burger 1985; Dolbeer et al. 1993), flushing of birds from nests or feeding areas (Owens 1977; Kushlan 1979; Burger 1981; Andersen & Rongstad 1989; Belanger & Bedard 1989; Cook & Anderson 1990; Conomy et al. 1998), alteration in movement and activity patterns of mountain sheep (Bleich et al. 1990; Weisenberger et al. 1996; Krausman et al. 1998), swimming behaviour change in whales (Erbe 2002; Patenaude et al. 2002), overproduction of adrenalin in feral house mice (Chesser et al. 1975), and habitat displacements from activities such as aircraft overflights, snowmobiles, traffic on logging roads, construction noise, military training activity and walking visitors (Richens & Lavigne 1978; Eckstein et al. 1979; Edge et al. 1985; Krausman et al. 1986). An additional complexity is the clear difference between species' responses, with some research showing certain species are more overtly responsive than others (e.g. Thiessen et al. 1957; Edwards et al. 1979).

In general, the mildest responses of mammals cannot be distinguished from simple signs of noise detection such as ear twitching or increased vigilance. But, as the intensity of their response increases, animals may alter their activity by walking slowly away, freezing, crouching, making an intention to run, engaging in mild aggression, or increasing their flocking or herding behaviour. The most intense responses are often associated with more extreme behaviours, such as panicking, urinating or defecating, and running at high speed. Birds show a similar range of responses to mammals from being alert at the mildest level, to showing an intention to fly, pecking at each other, broken-wing displays (to act as a distraction in the hope of protecting nestlings) and walking, swimming or flying short distances. Marine mammals demonstrate reactions including changes in behavioural state, short surfacings, immediate dives or turns, vigorous swimming and breaching (Patenaude et al. 2002). In contrast, many species of reptiles and amphibians freeze in response to noise (Bowles 1995).

Just as they can become habituated to noise, animals can also become sensitised to disturbance where it becomes associated with negative consequences for the animal (Bejder et al. 2009). Animals that are sensitised develop a stronger response to noise with repeated disturbance; for example, fleeing further and faster each time or responding to noise at progressively lower levels.

At the more extreme range of responses, individual animals or flocks will respond with panic flights or running. Such panic flights are often stated as the most directly dangerous of startled responses to human-made noise. Panic induced by the approach of noisy disturbances is known to cause egg loss in some colonial birds (Bunnell et al. 1981; Hunt 1985) or to frighten some birds into colliding with human-made structures such as power-lines (Blokpoel & Hatch 1976). Anecdotal evidence suggests that mammals sometimes abandon newborn young when frightened by the close approach of a noisy disturbance, or that birds such as penguins stampede in panic, although reports are rare and such incidents are difficult to observe (Bowles 1995; Harris 2005). Studies have, however, shown that animals rarely display uncontrolled flight, and that species that normally run or fly away in response to being frightened do not usually injure themselves when carrying out such a normal behaviour (Bowles 1995). While such panic responses may not be as serious for wildlife as they

might appear to the human eye, the indirect effects (such as cumulative habitat displacement) from sustained disturbance may cause longer term problems for individuals and overall populations.

The process through which short-term avoidance can change to long-term displacement from a disturbed area is complex. It is ultimately determined by a variety of factors in addition to the strength of the stimulus and the history of exposure. These factors include the physical quality of the site that the animal is occupying, the distance to and quality of alternative sites, the relative risk of predation or density of competitors, and the investment (e.g. establishing a territory) that an individual animal has already made in that site (Gill et al. 2001). There is also an energetic cost to relocating to another area. Some animals may stay in an area despite repeated disturbance if they lack sufficient body condition and cannot expend energy to shift to another location (Bejder et al. 2009). To an observer, however, they may appear relatively unaffected by noise disturbance.

5.2.3 Physiological effects

The sudden sight and/or sound of aircraft and other human disturbances can trigger an animal's 'fight or flight' response. Several studies have documented an increase in heart rate occurring in species exposed to low-altitude overflights (MacArthur et al. 1982; Weisenberger et al 1996; Krausman et al. 1998). The fight or flight response is characterised by a number of physiological changes brought on by the release of stress hormones into the blood stream. The animal's metabolism, heart rate and respiration rate all increase, blood flow is diverted away from the digestive system and skin to the muscles, brain and heart, while blood temperature and blood sugar levels also increase. These changes improve the animal's chances of survival in situations where prolonged strenuous activity may be required, such as fighting or running away (Gabrielson & Smith 1995).

Repeated exposure to noise and triggering of this response can lead to chronic stress and this may have negative consequences for affected animals (NPS 1994). Bowles (1995: 126) suggested that 'prolonged physiological stress and energy expenditure would eventually compromise the health of animals by suppressing immune function, making them more susceptible to infection and parasites, altering growth, and by slowing recovery from food shortages'. Stockwell et al. (1991) suggested that aircraft overflights affected the food intake of bighorn sheep while Harris (2005) reviewed a number of examples of physiological stress outcomes from aircraft interactions with birds in the extreme environment of Antarctica.

Laboratory experiments on rats have linked noise exposure to hypertension, elevated levels of cholesterol, increased atherosclerosis, reductions in body weight, changes in immune response, disruption of cells in the lining of the intestine, all potentially leading to an increased susceptibility to disease (Baldwin et al. 2006) and decreased thyroid activity (Manci et al. 1988). Likewise, lactation has been shown to decrease or cease altogether in dairy cows in response to noise exposure (Manci et al. 1988) and this would result in offspring having decreased body mass and disease resistance. Other studies have implicated noise in increased miscarriage rates in mice and caribou and decreased pregnancy rates in mice (Manci et al. 1988). However, some caution is needed in applying results from experimental studies, as noise doses used in the laboratory may not relate to levels experienced by animals in the wild.

Some concerns have been expressed that animals that are disturbed by noise may suffer from energy losses at times when it is important for them to be storing energy critical for their survival. In the winter months, for example, animals may have greater energy requirements for daily activities, such as keeping warm and feeding. They may have little extra energy available for threat avoidance. During other seasons, energy is required for basic activities such as breeding, migration or raising young. It is possible, therefore, that some species may require special protection during certain life-stages or periods of the year (NPS 1994).

Stress responses such as increased heart rate or energy consumption are, however, an everyday occurrence for wildlife facing a variety of threats and other environmental stimuli. The question of whether the added stresses from noise-related disturbances significantly harm animals is difficult to assess. This is because it is not easy to comprehensively measure the energy balance of animals to determine precisely whether the added energy burdens of noise-related threat avoidance are sufficient to significantly harm wildlife. While noise is suspected to be associated with stress-related illness in both humans and animals, it has been difficult to prove a causal link (National Research Council 1981; Federal Interagency Committee on Noise 1992; Bowles 1995). Physiological stress on its own is difficult to assess. When stress is expressed through related behavioural responses by wildlife, the significance of noise impacts is more pronounced and its consequences more clearly understood. Where stress occurs in the absence of an obvious behavioural response, the significance of noise disturbance may be overlooked.

5.2.4 Indirect effects

Animals can be affected indirectly by noise through changes to the acoustic environment. Many animals rely on their hearing to provide them with information about their surroundings, and an animal's vocalisations can be used to coordinate a wide range of activities including feeding, mating and courtship, care of young, predator avoidance, and maintenance of territories. Animals that use echolocation, such as bats and some marine mammals, may be particularly vulnerable to changes in their acoustic environment, as could social animals that rely on vocal communication for the cohesiveness of their group. Animals may be negatively affected if noise drowns out these important sounds, a process known as 'masking'.

Masking occurs when noise interferes with the perception of a sound of interest (Bowles 1995: 119). Among the effects of masking are increases in signal detection thresholds, impaired recognition of signals and decreases in the ability of a listener to differentiate between different types of signal (Bee & Swanson 2007). Masking is not limited to human sounds and can occur as a result of the normal range of biotic and abiotic sounds encountered within an animal's natural environment, such as wind, rain, waterfalls or the vocalisations of other animals (Brumm 2004). Many species have developed adaptations to compensate for the masking effect of noise in their natural environment (Brumm & Slabbekoorn 2005). Birds, for example, compensate for attenuation of sound caused by terrain and vegetation by choosing a spot to listen and sing from that minimises its effects (Bowles 1995), and it is likely that this adaptation also reduces the effects of masking. Some animals have calls that have a dominant frequency higher than that of the predominant background noise in their environment,

enabling their vocalisations to stand out more (Brumm & Slabbekoorn 2005). Despite their adaptations, however, animals may be naive to human-produced sounds or they may be unable to cope with their particular characteristics (e.g. frequency, duration and intensity). This may have consequences for animals if they are unable to detect predators, warn off competitors or find a mate.

Animals can also show a number of short-term behavioural responses to compensate for a degraded acoustic environment. Some animals will simply practice avoidance and will leave the area entirely (Bowles 1995). Alternatively, they may shift to a location, within their immediate area, where they are better able to hear or be heard or which offers better protection from predators. Another option is to increase their level of vigilance or the degree to which they rely on other senses to compensate for the reduction in or lack of auditory cues. A number of examples of these responses are described in the literature. Quinn et al. (2006) found that foraging chaffinches (*Fringilla coelebs*) increased their level of vigilance in response to controlled doses of background white noise by decreasing the period of time between head-up scanning bouts. They effectively spent more time looking for visual cues and less time feeding. This was believed to be due to the birds perceiving themselves to be at increased risk from predation rather than being a reaction to the noise stimulus itself. Rabin et al. (2006) studied the behavioural response of California ground squirrels (*Spermophilus beecheyi*) to played back alarm calls at two sites in the Altamont Pass Wind Resource Area in Northern California. The sound of wind turbines was found to at least partially mask the animals' alarm calls, blocking out the lower frequencies and reducing the distance over which the calls were effective. Squirrels at the turbine site were found to be more vigilant than those at the control site and this occurred even before playback of alarm calls commenced. They also had a tendency to return to the area immediately around their burrow, presumably to be closer to a safe refuge. They appeared to perceive a higher level of predation risk than animals at the control site and adjusted their behaviour accordingly. This was despite the study recording no difference in the actual number of predators at the two study sites.

Several studies have demonstrated how animals can change the strength, nature or frequency of their calls in response to artificial noise. Brumm (2004) studied the calls of common nightingales (*Luscinia megarhynchos*) in Berlin, Germany, and found that males in noisier territories sang louder than those in quieter localities. This was not related to the size or weight of birds. Slabbekoorn & Peet (2003) measured the song characteristics of 32 male great tits (*Parus major*) in an urban environment in The Netherlands and found that birds sung with a higher minimum frequency in noisier territories, compared with birds in quieter territories. In the noisier territories this had the effect of reducing the degree to which their song was masked by the predominantly low-frequency noise that was present. Likewise, a study of three populations of Indo-Pacific bottlenose dolphins (*Tursiops aduncus*) in Japanese waters suggested that dolphins inhabiting an area with higher ambient noise (including noise from boats) produced whistles of a lower frequency and with less variation in frequency. The dolphins were thought to be selecting communication signals that were not likely to be masked by background noise (Morisaka et al. 2005). Brumm et al. (2004) found that common marmosets (*Callithrix jacchus*) increased both the sound level and the duration of their call syllables in response to increasing levels of background

white noise. Increasing the signal duration is thought to increase the likelihood of the signal being detected by other birds. Some birds have also been found to increase the number of syllables and therefore the level of redundancy within calls in response to increasing background noise, which may also increase the probability of a call being heard (Brumm et al. 2004). It is possible, however, that many animals lack the ability to change their communication signals in response to noise, as the ability to do this has only been demonstrated in a limited range of species (Barber et al. 2009).

Some studies have linked the indirect effects of noise, including masking, with outcomes for particular species. Quinn et al. (2006) found that the increased vigilance response of chaffinches to background noise resulted in fewer pecks and, therefore, reduced food intake. They suggested that this would have fitness consequences for the animals. Sun & Narins (2005) studied an assemblage of frog species in central Thailand and found that when frogs were exposed to noise from aircraft overflights and playbacks of motorcycle sounds, the calling rates of three of the most acoustically active pond-edge species decreased, while rates for one species increased. This was thought to have implications for populations because the reproductive output of individual frogs is directly proportional to calling effort in many species.

Habib et al. (2007) found differences in the pairing success of male ovenbirds (*Seiurus aurocapilla*) at two types of human-modified sites associated with oil and gas production in boreal forest in Alberta, Canada. The locations included in the study had comparable levels of habitat modification and edge effect but sound levels differed. At some sites, compressor stations produced a continuous sound level of 75–90 dB(A), while at other sites well pads produced no chronic noise. The study found a significant reduction in birds' pairing success at compressor station sites compared with birds at the quieter well pad sites. These differences occurred irrespective of the quality of either the individual males or their territories. Significantly more inexperienced birds breeding for the first time were found near compressor sites compared with well pad sites. It was suggested that noise from the compressor stations interfered with the male's song, making it audible to females over a comparatively shorter distance than for birds at well pad sites. It was proposed that this could then reduce the chance of encounters between male and female birds, reducing pairing success. The authors also suggested that females could perceive males at the noisier sites as being of lower quality due to artificial noise distorting their songs. The findings of this study were thought to have wider implications for the amount of high-quality breeding habitat available to ovenbirds and other passerines in light of the scale and predicted growth of oil and gas production in the region.

While the amount of research on the indirect effects of noise on wildlife has been relatively modest in comparison with the level of research effort focussed on direct behavioural and physiological responses, these studies illustrate that the indirect effects of noise are clearly biologically important. Masking may be detrimental because an animal's response (such as changing its vocalisations) may have an energetic cost or because it may increase an individual's exposure to predation (Brumm 2004). Alternatively, there may be impacts on animals as a result of aural cues, such as warning calls or the sound of an approaching predator, being drowned out. The overall significance of the indirect effects of noise is difficult to assess, as such effects are often subtle and difficult to measure.

5.2.5 Overall cumulative effects on wildlife populations

Persistent human or predator disturbance is known to cause decline in the productivity of colonies of birds (Anderson & Fortner 1988), although it is unclear whether noisy disturbances have the same effect. Bowles (1995) concluded that noisy disturbances may affect activity and energy consumption, but the effect is moderated by behavioural and physiological adaptation and habituation, which are thought to keep animals from expending energy and attention on responding to harmless stimuli.

Projections using population models probably offer the best opportunity to determine what, if any, population effects are occurring. However, such work needs to be comprehensive and include various population parameters such as age, productivity and mortality, as well as addressing other situational factors such as changes in animal density, effect exposure characteristics, long-term adaptation to disturbance, and the effects of general environmental changes.

5.3 APPROACHES TO MITIGATE THE IMPACTS OF NOISE ON WILDLIFE

Some precautionary management actions are noted in the literature as a means to mitigate effects of noise-related disturbances to wildlife. While this report does not address management responses per se, the management actions are listed here because they have been generated by the researchers addressing this topic (see, in particular, Bowles 1995; Knight & Gutzwiller 1995; Harris 2005). The mitigation methods are directed at limiting the negative behavioural effects or limiting the cumulative physiological effects on wildlife (research interest in the indirect effects of noise on wildlife is a comparatively recent development).

Procedures to limit negative behavioural effects include:

- Keeping sources of noise from approaching animals on direct courses. This method could allow approach limits to be reduced.
- Making noise sources predictable. For example, vehicles could be limited to roadways, boat ways, and specified flight paths at predictable times; aircraft could fly at constant distances without rapid changes in direction.
- Stopping approaches if animals react with avoidance, defensive behaviours or aggression.
- Gradually habituating animals to noise. In areas where animals will be exposed frequently, some active effort to habituate naive individuals could protect them from panic. This will not help animals made skittish by predators.
- Altering noise to make it less annoying. A meaningless masking noise might help mitigate effects of meaningful noise.
- Altering noise to make it less attractive. A particularly attractive noise could be removed altogether, or it could be masked by broadband noise.

Procedures to limit cumulative physiological effects include:

- Limiting cumulative exposure to noise to protect animal hearing.
- Limiting the cycle and duration of noise to allow recovery between exposures.
- Eliminating or reducing meaningful threat noises. For example, silencing boat motors in areas where hunters shoot birds from boats.

- Limiting cumulative exposure to harassment. For example, restricting aircraft approaches during periods when animals are under greatest predator pressure.
- Providing safe cover in areas where noisy human activities are common. Cover will increase the sense of control over disturbance.

5.4 SUMMARY

The literature on noise-related disturbance to wildlife suggests that there is no simple or generalisable relationship between noise and its effect on wildlife. Assessments of impacts from noise-related disturbance are specific to individual species and settings and, therefore, require considerable research. It is apparent that the behavioural responses that are the most pronounced and easiest to study may not necessarily be the ones that have the greatest consequences for the viability of populations. Unlike the previous section on noise effects on recreationists, there is no single unifying theory that helps to explain the effects of noise on wildlife.

6. Studies of noise effects on New Zealand wildlife

This section synthesises research and monitoring of noise impacts on wildlife in New Zealand's natural areas. It is not restricted to protected areas for several reasons. First, wildlife are mobile and do not recognise park boundaries. Second, research effort in New Zealand has not been focussed on protected areas (in contrast to noise-related recreation research). Third, in contrast to its mandate to foster recreation within the areas that it administers, DOC has an advocacy role for biodiversity throughout the country.

In New Zealand, most attention has focussed on the effects of boats and aircraft on cetacean species (i.e. whales and dolphins), with some attention given to aquatic birdlife. Emphasis has been on non-consumptive wildlife tourism. The focus on cetaceans may result from the attention they receive from motorised boats and aircraft engaged in the growing wildlife-watching tourism industry, and because they are particularly susceptible to noise impacts, given they rely on sound for navigation, communication and prey detection. This focus also reflects the unusual characteristics of the New Zealand native fauna. While many of the international studies described above have examined the effects of noise on terrestrial mammals, New Zealand has no native land mammals apart from two rare bat species.

6.1 EFFECTS OF NOISE ON CETACEANS

A large amount of New Zealand cetacean research has been sponsored by DOC. Much has specifically addressed issues of boat and aircraft disturbance, with some studies having focussed specifically on noise.

Comprehensive reviews of international literature on cetaceans' responses to anthropogenic noise have been carried out (Reeves 1992; Richter et al. 2001; Richter et al. 2003). These include details of noise effects on a number of whale and dolphin species that are also found in New Zealand. While a variety of different behavioural responses to noise have been documented, ranging from avoidance to attraction, it is difficult to generalise about the effects because the response varies within species and between individuals. Complicating factors include the physical characteristics of the noise, the local environment and its effect on sound and audibility, differences in sensitivity between individual animals, the animal's age and sex, degree of habituation, and the activity the animal is undertaking at the time of measurement (e.g. calving, resting or feeding).

Richter et al. (2001) concluded that most studies had focussed exclusively on short-term impacts of boat interactions, while long-term effects were not understood. Effects such as changes in behaviour, blow interval or vocalisation rate were identified, but studies did not link them to important parameters at the population level, such as reproductive output or population growth. Although it is clearly established that cetaceans will often avoid noise from sources such as boats and aircraft, it is difficult to tell whether the noise from those sources results in harm to these animals.

6.1.1 Studies of underwater noise levels

Four New Zealand studies have measured underwater noise directly to determine what levels cetaceans may be exposed to from different sources. Using a hydrophone, Baker & MacGibbon (1991) found that, even when a helicopter was flying directly above the instrument at an altitude of 150 m, it was not detectable to humans listening from underwater. In contrast, the noise of a tour boat 100 m from the hydrophone drowned out the vocalisations of a whale that had just dived, and was extremely loud to human ears.

Marrett (1992) placed a hydrophone at a depth of 75 m to measure the intensity of the noise produced by boats, aeroplanes and helicopters passing directly overhead and to assess the noise levels likely to be experienced by whales. It was concluded that these sources were not likely to produce noise levels that cetaceans would find problematic in most cases. Among the exceptions discussed were situations where sudden noises, such as those generated by an aircraft 'buzzing' a pod of surfaced whales, could trigger avoidance behaviour. It was recommended that to reduce the potential for noise disturbance, aircraft should distance themselves from the pod and circle around it rather than fly directly overhead.

These findings were reinforced by Gordon et al. (1992) who, using a hydrophone placed 1 m below the surface, concluded that sound waves travelling through air (e.g. from an aircraft) and intercepting the sea surface at an angle less than about 45° would be almost completely reflected. On the other hand, aircraft noise underwater would be at a maximum level when an aircraft was directly overhead.

Helweg (1993) studied dolphins, which are thought to be sensitive to a different range of sound frequencies than whales. A hydrophone was used to measure the acoustic profiles of boats involved in commercial 'swim with dolphin' tour operations. The measurements showed that starting a vessel's engine or increasing its speed shifted sound into the frequency range that dolphins are able to hear, potentially having an impact on dolphins' communication and echolocation.

6.1.2 Studies of whale and dolphin behaviour

Some New Zealand studies have examined the behavioural effects of boats, aircraft or tourism generally on particular species. Noise is likely to be a component in many of these interactions but, in most cases, it has not been isolated from other potential sources of disturbance such as visual effects, movement, boat wake or the risk of physical injury from collisions with vessels. While behavioural responses to boats and aircraft have been documented, they have been found to be species, individual and context specific.

Sperm whales (Physeter macrocephalus)

Studies have concentrated on the interactions between sperm whales and whale-watching boats at Kaikoura. Findings have documented various behavioural changes amongst the whales in the presence of boats and, to a lesser extent, aircraft. These changes include alterations to breathing patterns (Baker & MacGibbon 1991; Gordon et al. 1992; Richter et al. 2003), time spent on the surface (Baker & MacGibbon 1991; Gordon et al. 1992), directional swimming behaviour (Baker & MacGibbon 1991; Richter et al. 2003), acoustic behaviour (Gordon et al. 1992; Richter et al. 2003), aerial behaviour (Richter et al. 2003), and the duration of dives and types of pre-dive behaviour (Baker & MacGibbon 1991).

There is no consensus on the importance of these behavioural changes. Richter et al. (2003) concluded that the changes in behaviour were probably not biologically important and did not constitute an impact. Baker & MacGibbon (1991) found that there was no evidence that the short-term changes in behaviour would affect an individual's chance for survival or reproduction, although they did suggest that the cumulative effects could be more serious, as a whale could spend a great part of its day avoiding boats and may be forced out of important feeding areas. Gordon et al. (1992) were concerned that a reduction in surface time would lead to a decline in the length of subsequent dives and would affect feeding. They thought that feeding could also have been affected by increases in the amount of background noise, as it could interfere with the echolocation used to detect prey. Overall assessment of the effects was complicated by the fact that the responses of whales varied individually, seasonally, and between resident and transient whales. The resident whales at Kaikoura are exposed to the greatest concentration of whale-watching activity and are thought to be habituated to some degree.

Dusky dolphins (Lagenorhynchus obscurus)

The effects of boat-based tourist activity on dusky dolphins at Kaikoura have been studied extensively (Barr 1997; Barr & Slooten 1999; Würsig et al. 2007; Markowitz et al. 2009). Barr & Slooten (1999) found that the number of leaps and direction changes was significantly higher after mid-morning when different types of boats were present. The highest degree of disturbance occurred when commercial, fishing and/or private boats were present at the same time. An increase in aerial behaviour and changes in the dispersion of dolphins within pods was also observed as pods tended to become more tightly packed in the presence of boats, although this was not statistically significant.

More recent work by Markowitz et al. (2009) found a general pattern of increased activity and decreased resting during interactions with tour vessels. Changes in leaping rate, speed, group heading and dispersion (general tightening of

groups) were also observed. Short-term behavioural responses were influenced by the number of vessels, the type of vessels, and the number and manner of approaches by vessels. These responses were considered unlikely to have a biologically significant impact on the dusky dolphin population but caution was recommended regarding further expansion of dolphin tourism at Kaikoura.

Studies on dusky dolphins in the Bay of Islands (Constantine & Baker 1997; Constantine et al. 2004) also found significant behavioural changes as the number of boats increased. On 32% of approaches by 'swim with dolphin' boats, the dolphins changed their behaviour (Constantine & Baker 1997). Resting behaviour was affected in particular, and resting times decreased further when boat departure times were changed and the number of permitted trips increased from 49 to 70 trips per week (Constantine et al. 2004).

Barr & Slooten (1999) suggested that dolphins could become accustomed to the sound and behaviour of particular vessels, but when multiple types of vessels are present they receive mixed signals and are unable to predict the way that boats will move. Barr & Slooten proposed that the observed changes in aerial behaviour and pod density could aid communication between members of the pod when their normal methods were disrupted by boat noise. They found the reduction in resting behaviour, particularly concerning the presence or noise of boats, could mean that the dolphins might have less energy for feeding at night. Ongoing research and monitoring identified a midday 'rest period' behaviour by dolphins and, as a result, some boat operators now specifically avoid that time (Würsig et al. 2007).

Bottlenose dolphins (Tursiops sp.)

Bottlenose dolphins studied in Fiordland tended to avoid boats (including kayaks), especially when boat behaviour was particularly intrusive and violated the 1992 New Zealand Marine Mammal Protection Regulations (Lusseau 2002, 2006). Dolphins' behavioural responses included horizontal and vertical avoidance (diving) and swimming more erratically (a behaviour that is associated with the avoidance of predators). In Doubtful Sound/Patea, socialising and resting behaviours were reduced by two-thirds and one-third, respectively, and dolphins were more likely to move away from sites after boat interactions (horizontal avoidance). Most importantly, it was concluded that heavier levels of boat traffic restricted the use of Milford Sound/Piopiotahi by dolphins. The authors concluded that, by avoiding Milford Sound/Piopiotahi, the animals had a smaller home range, an increased risk of predation and less access to food. It was thought that this could lead to the area having a lower effective carrying capacity for dolphins and result in a lower population in the long term. In Doubtful Sound/Patea, the authors thought that, unlike Milford Sound/Piopiotahi, the level of boat interactions was low enough for the dolphin population to be sustained.

The strongest influences on dolphin response appeared to be the operational behaviour and predictability of boats, and also the sex of individual dolphins. Noise was also a factor, and dolphins reacted by increasing their dive interval well before boats were in visual contact or any interaction between boats and dolphins began. Likewise, the effect of boat interactions declined slowly afterwards, suggesting that the zone of effect went beyond physical exposure to the vessel, and most likely matched the vessel's acoustic footprint. This did not necessarily indicate that the sound of boats was disturbing, as the authors found

that a kayak could trigger a similar response to a large boat if it was handled in a way that was intrusive. They proposed instead that the dolphins associated the sound of different boats with different levels of threat, especially if they had past experience of disturbing behaviour associated with a particular vessel.

There were some specific instances where noise itself influenced behaviour. Dolphins tended to turn to non-vocal signalling in some situations while interacting with fast-moving power boats, probably because the noise drowned out their vocalisations. During resting behaviour, dolphins tended to make steep dives in response to power boats, but not to kayaks. This was thought to be an effective strategy for avoiding noise in places such as Milford Sound/Piopiotahi and Doubtful Sound/Patea, because the stratification of the water into freshwater and marine layers may make it possible for dolphins to avoid boat noise by staying in the deeper marine layer. Finally, the study proposed that the impact of interaction with boats could be minimised if the vessels respected the guidelines in place, and if vessels generally made efforts to minimise the exposure of dolphins to their engine noise.

Common dolphins (Delphinus delphis)

Constantine & Baker (1997) looked at common dolphin interactions with ‘swim with dolphin’ boats and found that they changed their behaviour on 52% of occasions. However, Neumann & Orams (2005) found that common dolphins at Mercury Bay were tolerant of vessels being in close proximity, and reported few impacts from tourism. In some cases boat traffic was observed to alter the behaviour of some groups, especially those groups containing fewer individuals, but the differences observed were not statistically significant. Stockin et al. (2008) found that common dolphins specifically targeted for tourism in the Hauraki Gulf were significantly less likely to continue foraging and less likely to continue resting after the approach of a tour boat. The authors proposed two methods for mitigating these effects: prohibiting tour boat operators from approaching common dolphins while they are actively foraging or feeding (a policy that would require boat skippers to be trained to identify such behaviour from a distance); and identifying times and/or locations where dolphins are more likely to be foraging, and preventing tour boat interactions during these periods and/or at these locations.

Hector’s dolphins (Cephalorhynchus hectori)

When studying Hector’s dolphins at Akaroa, Nichols et al. (2001) found that dolphin density and group size appeared to be independent of boat presence. When the researchers examined boat-dolphin interactions, dolphins were most often associated with kayaks, sailing yachts and dinghies. Kayaks were involved in almost 40% of interactions but comprised only about 5% of the boat traffic. Although power boats made up the majority of boat traffic in the study area, only 1–2% of dolphin interactions involved these craft.

While it would appear that boat noise could be the differentiating factor, the authors cited a previous study (Bejder et al. 1999) that suggested Hector’s dolphins were attracted to slow-moving boats. As they were attracted to boats at distances of up to 2–3 km—well beyond the typical range of underwater visibility in the area—it is likely that noise played a part in the apparent attraction. However, in contrast to this attraction to boat noise, the study also found that dolphins formed significantly tighter pods when a boat was present. This response is often

observed among dolphins as a response to surprise, threat or danger, indicating that Hector's dolphins may still find the noise of boats stressful despite the apparent attraction (Bejder et al. 1999).

Hector's dolphins are particularly vulnerable to being entangled in gill nets and, for this reason, research has been carried out to assess the effectiveness of noise as a deterrent to animals approaching nets. Stone et al. (1999) studied the responses of Hector's dolphins to three different 'acoustic pingers'. Out of the three pingers, dolphins showed the strongest response to one with a fundamental frequency of 10 000 Hz with harmonics up to 160 Hz. The authors recommended that a higher frequency pinger with harmonics up to 200 000 Hz would be best for deterring Hector's dolphins from nets.

6.2 EFFECTS OF NOISE ON BIRDS

From a review of visitor impacts on New Zealand's freshwater avifauna, Walls (1999) found that activities involving loud noise, and sudden and rapid movement, were the most disruptive. These included the use of power boats, jet boats, off-road vehicles and aircraft. While only a handful of studies have directly addressed these issues in New Zealand, the results indicate that behavioural responses do occur, and that they appear to be species specific.

Montgomery (1991) carried out a study of the effects of disturbance on water birds at Lake Rotoiti/Te Roto kite ā Ihenga i ariki ai Kahu (hereafter Lake Rotoiti) near Rotorua. A subjective assessment of boat noise was used along with three other factors (number of boats, water-skiers and shore parties) to assign a disturbance level to each study site. In addition, the distances were measured at which four species of birds became visibly alarmed by a slow-moving motor boat, and at which they eventually fled. It was noted that the diversity and number of species present was reduced in times of high disturbance. Shags (particularly black shags, *Phalacrocorax carbo*) were identified as being especially sensitive to recreational activity. The responses of individual birds depended to a degree on the nature of the study area. At larger sites where refuge areas were available, birds tended to aggregate, while in smaller bays the birds tended to fly away when disturbed.

Observations of the behavioural effects of power boating and water-skiing on birds at Lake Rotokare in Taranaki (Hartley & Medway 2001) were similar to the results of Montgomery (1991). Black shags were noted as being most affected by the presence of boats and were observed to take flight and not return until boats left. Mallards (*Anas platyrhynchos*) and New Zealand scaup (*Aythya novaeseelandiae*) were unaffected, and no effect was noted on the singing or calling of birds in the swamp or bush margins adjacent to the lake. This study carried out 'before and after' bird population surveys in a part of the lake that was closed off to power boats and water-skiing. While no significant population differences were found over 2 years, the authors considered that any observable change may require a longer period to appear.

Bright et al. (2003) conducted controlled experiments to determine the effect of boat passes of different speeds and frequencies on the behaviour of New Zealand dabchicks (*Poliocephalus rufopectus*) at Lakes Rotoiti and Okareka. They found that a single boat pass caused significant changes in dabchick behaviour and that

changes were more pronounced when the frequency of boat passes increased. Increasing boat speed from 5 to 10 knots had no significant effect on dabchick behaviour. The changes observed included increases in periods when the birds were hiding or displaying an alert posture relative to other behaviours. The changes were relatively short-lived differences and were no longer apparent 15–20 minutes after boats had passed. However, Bright et al. (2005) believed that this sort of disturbance could affect the birds' energy balance, as less time would be spent feeding and more time would be spent in energetically expensive behaviours. Birds could also be displaced into the territories of neighbouring birds. Despite this, the researchers concluded that dabchicks were probably less likely to be affected than other bird species, as they did not generally take flight or move long distances in response to disturbance. There was some evidence that dabchicks habituated to boat traffic in high-use recreational areas.

Using a multi-disciplinary and management-oriented approach, Kazmierow et al. (2000) combined ecological and social science methods to measure and evaluate the acceptability of tourism boat disturbances to kōtuku (white heron, *Egretta alba modesta*) and other birds in the Waitangiroto Nature Reserve in South Westland. The first stage was an interview-based qualitative assessment of stakeholder concerns, the most prominent of which was the impact of boat traffic on birdlife. The variety of stakeholder opinions encompassed beliefs that kōtuku flew away in response to boat disturbance through to the belief that they were resilient and seldom altered their behaviour. To assess actual bird behaviour, a hidden camera and time-lapse video recorder were used to monitor a potential feeding site for kōtuku that was subject to passes from boats, and supplementary bird counts were made by an observer in a boat. The observations showed that the main human use of the reserve was movement of boats along the river.

Most herons changed their behaviour in response to boat-related disturbance, with the most common response being to fly away, irrespective of boat type. Observations showed that kōtuku chicks preferred to use an unaffected river section to develop their feeding and flying skills, and that they generally avoided the boat-affected river section. The study site was also home to a number of other species, such as royal spoonbills (*Platalea leucorodia*) and little shags (*Phalacrocorax melanoleucos*) and boat traffic was found to significantly reduce the presence of a number of these species.

The final stage of the research was to gauge the stakeholder group's opinions of various hypothetical disturbance scenarios. This was done prior to revealing the outcomes of the ecological research. Once the results had been revealed, stakeholders altered and reprioritised their concerns. The absence of chicks in the area affected by boating was viewed as 'very unacceptable', while the effect on the adult herons was viewed as 'unacceptable'. The use of mixed methodology in this study was seen as valuable in that it avoided researcher bias in two key stages: diagnosis of the wildlife problem and evaluating the acceptability of the observed wildlife disturbance. This approach was also thought to achieve greater opportunity to enhance stakeholder 'buy-in' to the eventual management regime for that site.

Aircraft and noise impact research has also been carried out on Adélie penguins (*Pygoscelis adeliae*) at Cape Royds in New Zealand's Ross Dependency in Antarctica, including a substantial review of aircraft impact research and

management guidelines (Harris 2005). Anecdotal evidence in the 1960s about major stampedes in penguin colonies had prompted interest in assessing noise and aircraft impacts, and led to prohibitions on flights over colonies, shifting helicopter landing sites, and visitor restrictions. Since then, the responses of various Antarctic species to aircraft overflights have been well studied and the resulting overflight guidelines adopted by a number of Antarctic nations (Harris 2005). Harris also noted that while many behavioural responses to aircraft disturbance were identified, any links to wider population sustainability were difficult to attribute. Resolving this issue would require a specific and extensive research approach.

6.3 SUMMARY

Current New Zealand research supports the argument that aircraft overflights and motorised boats can negatively impact some wildlife species. However, the significance of these impacts for other species or locations is not clear because research findings indicate that species and site-specific factors influence the response of wildlife to noise disturbance. Few studies have investigated noise in isolation from other stimuli. Instead, a common approach has been to link the behavioural responses of animals to the presence, absence or behaviour of boats and aircraft.

A small amount of New Zealand research has matched ecological study of wildlife responses with measurement of the social acceptability of the disturbance to humans, who may be the recreational participants involved in the activity causing noise disturbance (e.g. Barton et al. 1998; Kazmierow et al. 2000). The human dimension to such wildlife management problems should be recognised. Studies undertaken on wildlife in New Zealand have demonstrated practical application of the human dimension of wildlife disturbance and, in particular, means through which social acceptability of wildlife disturbance can be researched (e.g. Kazmierow et al. 2000) and applied in both wildlife and visitor management contexts.

7. Conclusions

From this literature review of noise effects on recreationists and wildlife in New Zealand's natural areas, conclusions can be drawn about the current state and future prospects for noise monitoring and research in New Zealand.

7.1 THE IMPACT OF NOISE ON RECREATIONISTS

Observations from a review of almost two decades of work on this topic show that, in New Zealand, monitoring of the impact of noise on recreationists has generally focussed on methodologies that are relatively simple, affordable and easily carried out by non-specialist staff. In contrast, some of the more complex approaches used internationally, such as simulation experiments, noise mapping and acoustical or dose-response studies using sound measuring equipment have either not been used or have had only limited use. Although such methods are more complex and potentially more expensive than those employed currently, their utilisation would provide an opportunity to model or simulate alternative scenarios. For example, the use of techniques such as audio-visual computerised simulations or dose-response curves would allow managers to better predict the likely impacts of different management policies. The outlay of resources required for this type of approach may be worthwhile for particular locations that are both high use and high impact. Alternative approaches may also assist in identifying people's values, expectations and preferences associated with different places and situations.

A limitation of much of the work carried out in New Zealand is the context in which results from studies feed into management decision-making processes—and the absence, in most cases, of a broader framework for decision making about limits and other management responses. The work carried out for the Fiordland Integrated Coastal Management Programme at Milford Sound/Piopiotahi (Booth 2010) and the LAC study carried out at Mason Bay (Wray et al. 2005) are notable exceptions. Although not implemented, the inclusion of defined management standards for aircraft noise in the Fiordland National Park Management Plan (DOC 2007) is likewise an exception to the overall pattern. Noise monitoring is likely to be most effective when it contributes to a limits of acceptable change (or similar) planning process. Such processes incorporate stakeholders in determining acceptable limits. Opportunities exist for more research in this area, particularly with regard to people's noise expectations and preferences for different places and situations.

Despite these limitations, the work carried out to date has been successful in identifying areas where noise is a concern and the significance of noise as an issue nationally. The development of SAM and, despite some tinkering, its application at a range of sites over a number of years has enabled long-term changes to be recorded. The glacier valleys in Westland Tai Poutini National Park provide the best example of this. In some cases, ongoing monitoring with SAM has also allowed the effects of management actions to be assessed (e.g. DOC 2009). An opportunity for minor improvement exists in relation to

the use of SAM in terms of the standard of survey administration, reporting and analysis. Some basic improvements could be applied to aid interpretation of results (such as detailed information about survey administration methods and any resulting limitations, and the reporting of response rates and margins of error).

In other locations, a variety of innovative approaches have been used. Wray's (2009) study of users of remote and wilderness areas, which used diaries and key informant interviews, has increased understanding of the complex nature of the response of recreationists to noise. It has enabled an assessment of the effects of noise to be carried out in a location where it is usually not possible to employ traditional survey methods. Other studies assessing recreationists' encounter norms (e.g. Squires 2008) or using more inclusive, public participatory methods, such as LAC, have provided managers with more robust information to manage noise issues and to set limits where this approach is desirable.

Given the value of the work carried out to date, ongoing monitoring of the impacts of noise at individual sites, particularly where there is public interest or where managers consider there may be a problem, is warranted. Further, monitoring provides the greatest value when it is regularly repeated over a long time span using consistent methods, as has generally been the case at the West Coast glaciers, at Aoraki/Mount Cook and in Fiordland National Park. There is also a place for one-off studies where more detailed research is required. The continuation of research and monitoring, greater stakeholder participation and the integration of monitoring into policy and planning documents is a positive step towards more consistent and reliable noise management. Overall, there is a need to develop better understanding and specification of people's values, expectations and preferences associated with different places. Such understandings, and any related site-specific specifications of standards that may ensue, will add considerably to the value and relevance of any noise impact monitoring tools, as well as to managing any other visitor management issues. While beyond the scope of this report, evaluation of the outcomes of different noise monitoring and management approaches used in New Zealand warrants further investigation.

7.2 THE IMPACT OF NOISE ON WILDLIFE

Unlike noise-related research on recreationists in New Zealand (with the development of SAM), research associated with noise impacts on wildlife has not followed any coordinated or standardised approach. Instead, wildlife noise research in New Zealand has focussed on specific species at specific places, using individualised methods for each study. Studies have tended to focus on general disturbance rather than a specific focus on noise and have tended to examine short-term behavioural responses rather than the long-term, cumulative effects of human activity. Research drivers in this area appear to be associated with environmental and regulatory approval processes (such as applications for resource consents or concessions), which encourage one-off studies, rather than long-term and nationally consistent research and monitoring programmes.

The opportunity to develop or adopt a simple standard method for monitoring noise impacts on wildlife is unlikely to be fruitful, given species variability in noise perception and response behaviours, and the varying significance of

disturbance at different times and places. However, the opportunity exists to facilitate a programme of research and monitoring for noise effects on individual species in New Zealand.

The development and application of this monitoring should be driven by species priority at different places, accompanied by some indicative research regarding the presence of any meaningful impact issue. Research would be required to identify key features of response behaviours for target species, which could act as indicators of the potential for long-term or cumulative impacts. This suggests that a case-by-case approach will continue for respective species. However, scope exists for tools developed for a species in one location to be applied across the spectrum of sites where that species occurs.

As with noise impacts on recreationists, there are also opportunities to explore the social acceptability of disturbance to wildlife through the use of LAC studies (e.g. Kazmierow et al. 2000) and similar approaches. Such approaches may be useful in setting defensible limits for noise-generating activities, particularly where long-term or cumulative impacts are suspected but not easily measured.

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Appendix 1

SUMMARY OF APPLICATIONS OF THE STANDARD AIRCRAFT MONITOR (SAM)

Table A1.1 summarises applications of the standard aircraft monitor in field studies. Data are ordered alphabetically by site name.

TABLE A1.1. APPLICATIONS OF THE STANDARD AIRCRAFT MONITOR IN NEW ZEALAND.

SITE NAME	YEAR	ANNOYANCE LEVEL*	SOURCE	SAMPLE SIZE	COMMENT
Blue Lakes, Aoraki/Mount Cook National Park, Canterbury Conservancy (Aircraft 1998–2003)	2003	9%	Brown (2003)	400	Self-completed on-site with assistance from surveyor as required. Survey carried out during March as opposed to earlier surveys, which were carried out in January and February. Structure of some questions changed. Carried out only when aircraft were flying.
	2000	12%	Ladd (2000)	360	Self-completed on-site with assistance from surveyor as required. Surveyed during January and February during periods of aircraft activity.
	1999	13%	Toxward (1999)	400	Self-completed on-site with assistance from surveyor as required. Surveyed during January and February during periods of aircraft activity. Minor changes to this and subsequent surveys from previous year. When asked to indicate acceptable threshold of aircraft activity, 'impair' substituted for 'spoil' and 'Aircraft would not impair my visit' added to list of possible responses for question relating to tolerance.
	1998	15%	Ladd (1998)	400	Self-completed on-site with assistance from surveyor as required.
Chalet Lookout, Westland Tai Poutini National Park, West Coast Tai Poutini Conservancy (Aircraft 2000–2009)	2009	32%	DOC (2009)	126	Interviewer-administered survey during January and February. Surveying was undertaken across the full range of levels of aircraft activity including days with little or no activity. The published annoyance figure is for the full dataset.
	2005	52% / 52%	DOC (2005)	155	Interviewer-administered survey during January and February. Unlike previous years, surveying was taken across the full range of levels of aircraft activity including days with little or no activity. To allow comparison with previous surveys, the annoyance figure excluding surveys taken where the flight frequency was below 2.5 flights per hour is presented first followed by the figure for the full survey. Other minor changes to survey form compared with previous years.
	2004	21%	DOC (2004)	100	Interviewer-administered questionnaire. Carried out during December and January during periods of aircraft activity.
	2003	18%	DOC (2003)	86	Interviewer-administered questionnaire. Carried out during January and February during periods of aircraft activity.

* Annoyance levels calculated under the SAM are typically reported as a percentage of respondents who noticed aircraft. The modified SAM used in Fiordland National Park and at Siberia Hut from 2007 onwards, along with earlier studies undertaken at Doubtful Sound, Mason Bay and on the Kepler Track (2006), calculated annoyance as a percentage of all respondents. Caution is advised when comparing figures between sites.

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Table A1.1 continued

SITE NAME	YEAR	ANNOYANCE LEVEL*	SOURCE	SAMPLE SIZE	COMMENT
	2002	28%	DOC (2002)	52	Self-completed on-site with assistance from surveyor as required. Surveying was undertaken in January and only during periods of aircraft activity when it was not raining or heavily overcast.
	2001	29%	Hegarty (2001)	60	Self-completed on-site with assistance from surveyor as required. Undertaken in January during periods of aircraft activity when it was not raining.
	2000	33%	Batchelor (2000)	49	Self-completed on-site with assistance from surveyor as required. Undertaken in January and February. Only during periods of aircraft activity when it was not raining.
Doubtful Sound/Patea, Fiordland National Park, Southland Conservancy (Aircraft 2005)	2005	13%	M. Harbrow & K. Wray (unpubl. data)	104	Self-completion survey handed out by guided kayak operators to clients prior to trip and returned to guides, DOC visitor centre or via freepost envelope. Survey was undertaken during January and February.
Empress, Kelman, Plateau and Tasman Saddle Huts, Aoraki/ Mount Cook National Park, Canterbury Conservancy (Aircraft 2002)	2002	32%	McManaway & Bellringer (2002)	78	Surveys left in huts over summer to be self-administered. Problems with the form being seen as 'political' may have reduced the response rate. Questionnaire also designed for use in front-country sites. Although results for the four huts were combined, there was a marked difference in attitudes between visitors at Empress Hut compared with other huts, probably due to different means of access (people have to walk in to Empress Hut but most fly in to other huts).
Fox Valley, Westland Tai Poutini National Park, West Coast Tai Poutini Conservancy (Aircraft 2000–2009)	2009	21%	DOC (2009)	324	Interviewer-administered survey during January and February. Surveying was undertaken across the full range of levels of aircraft activity including days with little or no activity. The published annoyance figure is for the full dataset.
	2005	21% / 20%	DOC (2005)	338	Interviewer-administered survey during January and February. Unlike previous years, surveying was taken across the full range of levels of aircraft activity, including days with little or no activity. To allow comparison with previous surveys, the annoyance figure excluding surveys taken where the flight frequency was below 2.5 flights per hour is presented first followed by the figure for the full survey. Other minor changes to survey form compared with previous years.
	2004	15%	DOC (2004)	200	Interviewer-administered questionnaire. Carried out during December and January during periods of aircraft activity.
	2003	24%	DOC (2003)	212	Interviewer-administered questionnaire. Carried out during January and February during periods of aircraft activity.

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Table A1.1 continued

SITE NAME	YEAR	ANNOYANCE LEVEL*	SOURCE	SAMPLE SIZE	COMMENT
Franz Josef Valley, Westland Tai Poutini National Park, West Coast Tai Poutini Conservancy (Aircraft 2000–2009)	2002	15%	DOC (2002)	225	Self-completed on-site with assistance from surveyor as required. Surveying was undertaken in January and only during periods of aircraft activity when it was not raining or heavily overcast.
	2001	19%	Hegarty (2001)	307	Self-completed on-site with assistance from surveyor as required. Undertaken in January during periods of aircraft activity when it was not raining.
	2000	14%	Batchelor (2000)	257	Self-completed on-site with assistance from surveyor as required. Undertaken in January and February. Only during periods of aircraft activity when it was not raining.
	2009	17%	DOC (2009)	348	Interviewer-administered survey during January and February. Surveying was undertaken across the full range of levels of aircraft activity including days with little or no activity. The published annoyance figure is for the full dataset.
	2005	23% / 20%	DOC (2005)	380	Interviewer-administered survey during January and February. Unlike previous years, surveying was taken across the full range of levels of aircraft activity including days with little or no activity. To allow comparison with previous surveys, the annoyance figure excluding surveys taken where the flight frequency was below 2.5 flights per hour is presented first followed by the figure for the full survey. Other minor changes to survey form compared to previous years.
	2004	14%	DOC (2004)	200	Interviewer-administered questionnaire. Carried out during December and January during periods of aircraft activity.
	2003	14%	DOC (2003)	206	Interviewer-administered questionnaire. Carried out during January and February during periods of aircraft activity.
	2002	25%	DOC (2002)	210	Self-completed on-site with assistance from surveyor as required. Surveying was undertaken in January and only during periods of aircraft activity when it was not raining or heavily overcast.
	2001	19%	Hegarty (2001)	284	Self-completed on-site with assistance from surveyor as required. Undertaken in January during periods of aircraft activity when it was not raining.
	2000	13%	Batchelor (2000)	260	Self-completed on-site with assistance from surveyor as required. Undertaken in January and February. Only during periods of aircraft activity when it was not raining.
Gertrude Valley, Fiordland National Park, Southland Conservancy (Aircraft 2006/07–2009/10)	2009/10	16% helicopters, 24% planes	Oyston (2010a)	176	Self-completion questionnaire handed out on-site or left with respondents' vehicles. Surveying ran from January through to March. Surveys returned on-site or via postal return.

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Table A1.1 continued

SITE NAME	YEAR	ANNOYANCE LEVEL*	SOURCE	SAMPLE SIZE	COMMENT
Hollyford Track, Fiordland National Park, Southland Conservancy (Aircraft 2006/07–2008/09, Jet boats 2005–2008/09).					Questionnaire included modified SAM along with more general questions on visit and visitor characteristics, expectations, experience and crowding. Surveying was not undertaken on rainy days because track is not generally used.
	2008/09	33% helicopters 30% planes	Oyston (2010a)	210	Self-completion questionnaire handed out on-site or left with respondents' vehicles. Surveying ran from January through to March. Surveys returned on-site or via postal return. Questionnaire included modified SAM along with more general questions on visit and visitor characteristics, expectations, experience and crowding. Surveying was not undertaken on rainy days because track is not generally used.
	2007/08	45% helicopters, 35% planes	Harbrow (2008)	142	Self-completion questionnaire handed out on-site or left with respondents' vehicles. Undertaken during December, January and March. Surveys returned on-site or via postal return. Questionnaire included modified SAM along with more general questions on visit and visitor characteristics, expectations, experience and crowding. Surveying was not undertaken on rainy days because track is not generally used.
	2006/07	37% helicopters, 30% planes	Harbrow (2007a)	199	Self-completion questionnaire handed out on-site or left with respondents' vehicles. Surveying ran from January through to March. Surveys returned on-site or via postal return. Questionnaire included modified SAM along with more general questions on visit and visitor characteristics, expectations, experience and crowding. Surveying was not undertaken on rainy days because track is not generally used.
	2008/09	18% jet boats, 34% helicopters, 28% planes	Visser & Harbrow (2009)	88	Self-completion questionnaire handed out on-site or left with respondents' vehicles. Surveys returned on-site or via postal return. Surveying ran from January through to April. Questionnaire included modified SAM along with more general questions on visit and visitor characteristics, expectations, experience and crowding.
	2007/08	26% jet boats, 36% helicopters, 37% planes	Harbrow & Mitchell (2008)	70	Self-completion questionnaire handed out on-site or left with respondents' vehicles. Undertaken during December, January and March. Surveys returned on-site or via postal return. Questionnaire included modified AM along with more general questions on visit and visitor characteristics, expectations, experience and crowding.
	2006/07	21% jet boats, 30% helicopters, 28% planes	Squires & Harbrow (2008)	153	Self-completion questionnaire handed out on-site or left with respondents' vehicles. Surveying ran from January through to March.

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Table A1.1 continued

SITE NAME	YEAR	ANNOYANCE LEVEL*	SOURCE	SAMPLE SIZE	COMMENT
					Surveys returned on-site or via postal return. Questionnaire included modified SAM along with more general questions on visit and visitor characteristics, expectations, experience and crowding.
	2005	19% jet boats	Kleinlangevelsloo (2005)	117	Surveys were self completion. Most were administered over Easter by the researcher at Hidden Falls Hut. Others were left in the hut, distributed by concessionaires and clubs or posted out with hunting permits. Freepost envelopes were provided.
Homer Hut, Fiordland National Park, Southland Conservancy (Aircraft 2006/07–2007/08)	2007/08	56% helicopters, 56% planes	Harbrow (2008)	43	Self-completion questionnaire handed out on-site or left with respondents' gear. Surveying carried out in December, January and March. Questionnaire included modified SAM along with more general questions on visit and visitor characteristics, expectations, experience and crowding. Questionnaires returned on-site, collected by hut warden or returned via freepost envelope.
	2006/07	68% helicopters, 70% planes	Harbrow (2007a)	59	Self-completion questionnaire handed out on-site or left with respondents' gear. Surveying ran from January through to March. Questionnaire included modified SAM along with more general questions on visit and visitor characteristics, expectations, experience and crowding. Questionnaires returned on-site, collected by hut warden or returned via freepost envelope.
Hooker Valley, Aoraki/ Mount Cook National Park, Canterbury Conservancy (Aircraft 2001)	2001	17%	Horn (2001)	414	Self-completed on-site with assistance from surveyor as required. Respondents were surveyed during February at times when aircraft were flying.
Kepler Track, Fiordland National Park, Southland Conservancy (Aircraft 1999–2006)	2006	6% day visitors, 8% overnight trampers	M. Harbrow & K. Wray (unpubl. data)	538 day visitors 446 over- night trampers	Self-completed on-site with assistance from surveyor as required. Carried out during January.
	2005	13%	Snook (2005)	303	Interviewer administered survey carried out during April.
	1999	–	Herlihy (1999)	100	Surveys were completed on-site with assistance from surveyor as required. 100 visitors were surveyed at each of the three sites but 28 responses were invalid. Report does not state where these 28 forms came from. Apart from the Milford Track, most results are reported as a combined figure for 'Fiordland'.
Lake Gunn Nature Walk, Fiordland National Park, Southland Conservancy (Aircraft 2009/10)	2009/10	1% helicopters, 1% planes	Oyston (2010a)	394	Self-completion questionnaire handed out on-site. Surveying ran from January through to March. Questionnaire included modified SAM along with more general questions

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Table A1.1 continued

SITE NAME	YEAR	ANNOYANCE LEVEL*	SOURCE	SAMPLE SIZE	COMMENT
					on visit and visitor characteristics, expectations, experience and crowding.
Lake Marian Track, Fiordland National Park, Southland Conservancy (Aircraft 2007/08)	2007/08	Day visitors: 21% helicopters, 16% planes. Short stop travellers: 4% helicopters, 4% planes.	Harbrow (2008)	178 day visitors; 438 short stop travellers	Self-completion questionnaire handed out on-site or left with respondents' vehicles. Surveying undertaken in December, January and March. Surveys returned on-site or via postal return. Questionnaire included SAM along with more general questions on visit and visitor characteristics, expectations, experience and crowding.
Lake Sylvan and Dart Tracks, Mt Aspiring National Park, Otago Conservancy (Jet boats 1997/98)	1997/98	22%	Graham (1999)	198	
Mason Bay, Rakiura National Park, Southland Conservancy (Aircraft 2004)	2004	19%	Wray et al. (2005)	108	Self-completion questionnaire handed out on-site and returned after trip by freepost envelope, handed in to visitor centre, collected by aircraft operator or left in a box in Freshwater Hut. Carried out during February and March.
Milford Sound/Piopiotahi, Fiordland National Park, Southland Conservancy (Aircraft 1999–2006/07)	2006/07	28% helicopters, 27% planes	Harbrow (2007a)	671	Self-completion questionnaire handed out on Milford Sound foreshore near cafe. Surveying ran from January through to March. Questionnaire included modified SAM along with more general questions on visit and visitor characteristics, expectations, experience and crowding. Survey not representative of all visitors on-site as it excluded many commercial bus/cruise passengers.
	2000	20%	Tourism Resource Consultants (2000)	406	Interviewer-administered with a number of changes to SAM. Only during times of aircraft activity during February and March. Survey used a stratified sampling technique to gain a representative sample of users of the area.
	1999	–	Herlihy (1999)	100	Surveys were completed on-site with assistance from surveyor as required. 100 visitors were surveyed at each of the three sites but 28 responses were invalid. Report does not state where these 28 forms came from. Apart from the Milford Track, most results are reported as a combined figure for 'Fiordland'.
Milford Track Fiordland National Park, Southland Conservancy (Aircraft 1999–2008/09)	2008/09	Glade Wharf to Mintaro Hut: 19% helicopters, 18% planes. Mintaro Hut to Dumpling Hut: 22% helicopters, 22% planes. Dumpling Hut to	Oyston (2010a)	534	Self-completion questionnaire handed out on-site. Surveying undertaken from December to April. Questionnaire included modified SAM along with more general questions on visit and visitor characteristics, expectations, experience and crowding.

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Table A1.1 continued

SITE NAME	YEAR	ANNOYANCE LEVEL*	SOURCE	SAMPLE SIZE	COMMENT
Mueller Hut, Aoraki/ Mount Cook National Park, Canterbury Conservancy (Aircraft 1999–2005)		Sandfly Point: 20% helicopters, 17% planes.			
	2007/08	Glade Wharf to Mintaro Hut: 19% helicopters, 12% planes. Mintaro Hut to Dumpling Hut: 27% helicopters 23% planes. Dumpling Hut to Sandfly Point: 27% helicopters, 24% planes.	Harbrow (2008)	411	Self-completion questionnaire handed out on-site. Surveying undertaken in December, January and March. Questionnaire included modified SAM along with more general questions on visit and visitor characteristics, experience and crowding.
	2006/07	Glade Wharf to Mintaro Hut: 23% helicopters, 15% planes. Mintaro Hut to Dumpling Hut: 25% helicopters 20% planes. Dumpling Hut to Sandfly Point: 22% helicopters, 17% planes.	Harbrow (2007a)	389	Self-completion questionnaire handed out on-site. Surveying ran from January through to March. Questionnaire included modified SAM along with more general questions on visit and visitor characteristics, expectations, experience and crowding.
	2000	51%	Tourism Resource Consultants (2000)	408	Interviewer-administered with a number of changes to SAM. Only during times of aircraft activity during February and March.
	1999	52%	Herlihy (1999)	100	Surveys were completed on-site with assistance from surveyor as required. 100 visitors were surveyed at each of the three sites but 28 responses were invalid. Report does not state where these 28 forms came from. Apart from the Milford Track, most results are reported as a combined figure for 'Fiordland'.
	2005	27%	Garrard (2005)	144	Surveys were completed on-site with assistance from surveyor as required. Surveys carried out during March and April.
	2002	35%	McManaway & Bellringer (2002)	141	Surveys left in huts over January, February and March to be self-administered.
	2001	24%	Horn (2001)	151	Survey carried out from December to February. Surveys self-administered with hut wardens encouraging visitors to fill them in. Author spent one day onsite administering forms to check for any bias in the self-administered forms. No difference in responses between the two methods was noted.

Continued on next page

Table A1.1 continued

SITE NAME	YEAR	ANNOYANCE LEVEL*	SOURCE	SAMPLE SIZE	COMMENT
Roberts Point, Westland Tai Poutini National Park, West Coast Tai Poutini Conservancy (Aircraft 2000–2009)	2000	28%	Ladd (2000)	162	Self-completion surveys available on-site and participation encouraged by volunteer hut wardens. Surveying undertaken during December and January.
	1999	36%	Ladd (2000)	141	Surveys distributed on-site and forms left in hut for self completion. Surveying carried out from January to March.
	2009	33%	DOC (2009)	163	Interviewer-administered survey during January and February. Surveying was undertaken across the full range of levels of aircraft activity including days with little or no activity. The published annoyance figure is for the full dataset.
	2005	31%/26%	DOC (2005)	204	Interviewer-administered survey during January and February. Unlike previous years, surveying was taken across the full range of levels of aircraft activity including days with little or no activity. To allow comparison with previous surveys, the annoyance figure excluding surveys taken where the flight frequency was below 2.5 flights per hour is presented first followed by the figure for the full survey. Other minor changes to survey form compared with previous years.
	2004	50%	DOC (2004)	100	Interviewer-administered questionnaire. Carried out during December and January during periods of aircraft activity.
	2003	43%	DOC (2003)	84	Interviewer-administered questionnaire. Carried out during January and February during periods of aircraft activity.
	2002	30%	DOC (2002)	50	Self-completed on-site with assistance from surveyor as required. Surveying was undertaken in January and only during periods of aircraft activity when it was not raining or heavily overcast.
	2001	45%	Hegarty (2001)	51	Self-completed on-site with assistance from surveyor as required. Undertaken in January during periods of aircraft activity when it was not raining.
	2000	46%	Batchelor (2000)	49	Self-completed on-site with assistance from surveyor as required. Undertaken in January and February. Only during periods of aircraft activity when it was not raining.
Routeburn Track, Mt Aspiring National Park, Otago Conservancy / Fiordland National Park, Southland Conservancy (Aircraft 2006/07–2008/09)	2008/09	Day visitors, Glenorchy end: 23% helicopters, 10% planes. Overnight trampers: 23% helicopters, 18% planes.	Harbrow & Visser (2010)	119 day visitors; 456 over- night trampers	Self-completion questionnaire handed out on-site. Surveying of overnight visitors was carried out at both ends of the track and forms were also handed out by the wardens at Howden and Mackenzie Huts to visitors who were going on to the Greenstone / Caples Track. Guided overnight visitors were given forms to complete off-site. Day visitors were surveyed at the Glenorchy end of the track only. Surveying undertaken from

Continued on next page

Table A1.1 continued

SITE NAME	YEAR	ANNOYANCE LEVEL*	SOURCE	SAMPLE SIZE	COMMENT
					February to April. Questionnaire included modified SAM along with more general questions on visit and visitor characteristics, expectations, experience and crowding.
	2006/07	Day visitors, Key Summit: 15% helicopters, 14% planes	Visser & Harbrow (2007)	463	Self-completion questionnaire handed out on-site. Surveying ran from January through to March. Questionnaire included modified SAM along with more general questions on visit and visitor characteristics, expectations, experience and crowding.
Siberia Hut, Mt Aspiring National Park, Otago Conservancy (Aircraft 2004/05–2007/08)	2007/08	10% helicopters, 12% planes	Squires (2008)	199	Self-completed on-site during December, January and February. Significant change in methodology compared with 2004/05 survey. Questionnaire included modified SAM questions and annoyance figures were reported as a percentage of all respondents.
	2004/05	24%	Basingthwaighte (2006)	441	Self-completion questionnaire handed out on-site from December to March.
Waiotapu Scenic Reserve, East Coast Bay of Plenty Conservancy (Aircraft 1998/99)	1999	Pre-aircraft 13% Post-aircraft 17%	Chandler (1999)	Pre- aircraft 105, Post- aircraft 58.	Survey was carried out before and after the commencement of helicopter activity in the area. The two sampling periods were December/January and May/June. Sampling was not random as respondents who had visited previously were purposefully sampled. Survey was self completion.
Wairaurahiri River, Fiordland National Park, Southland Conservancy (Jet boats 2003/04)	2003/04	4%	Harbrow (2007b)	80	Surveys were left in huts to be self-administered or handed out by Wairaurahiri Lodge staff or by jet boat operators. Survey was not representative of users of area and most respondents had themselves travelled by jet boat.

Appendix 2

SUMMARY OF OTHER NEW ZEALAND RESEARCH ABOUT NOISE EFFECTS ON RECREATIONISTS IN PROTECTED AREAS

Table A2.1 summarises other key New Zealand research that reports on noise effects on recreationists in protected areas. This list includes a number of papers mentioned in the body of the report and illustrates the range of techniques used. Data are ordered alphabetically by site name.

TABLE A2.1. OTHER KEY NEW ZEALAND RESEARCH THAT REPORTS ON NOISE EFFECTS ON RECREATIONISTS IN PROTECTED AREAS.

SITE NAME	YEAR	SOURCE	SUMMARY
Abel Tasman National Park (Coast), Nelson/Marlborough Conservancy	2002/03	Parr (2003)	Self completion survey ($n = 1156$) carried out during December, January and March. In response to an open-ended question, 34% of visitors reported intrusive noises. The most commonly reported noise source was power boats (29%), followed by people (5%), wildlife and aircraft (4% each). Some respondents listed more than one source of noise.
Bevan Col, Mt Aspiring National Park, Otago Conservancy (Aircraft)	2006/07	Squires (2007)	Self-completion questionnaire ($n = 135$) distributed at Colin Todd Hut, French Ridge Hut, Aspiring Hut, Wanaka DOC visitor centre and through commercial guiding companies. 50% of respondents indicated that they had seen helicopter landings at Bevan Col during their trip. In two open-ended questions, 27% of those who had seen helicopters landing (or approximately 13% of all respondents) reported 'negative impacts' and 42% (28% of the total sample) reported 'positive impacts.' Helicopter access was important to a large proportion of respondents. 57% had used helicopters for access during their trip and almost half of those respondents indicated that they would not have climbed in the area if helicopter access had been unavailable. The most common reasons for using helicopters were 'convenience', 'limited time for trip', 'ability to time trip with a window of good weather', 'speed of access' and because access would be difficult without using a helicopter. The main reasons for not using helicopters were the cost, the experience of walking or seeing the area, that it was not necessary, ethical opposition to helicopters and the achievement of completing the trip 'under their own steam'.
Fiordland National Park, Southland Conservancy (Aircraft)	2005	Wray (2009)	Respondents were given diaries to complete during their trip and asked to keep a daily log of their experiences and observations. They were also asked to make a note of anything that contributed positively to their experience or,

Continued on next page

Table A2.1 continued

SITE NAME	YEAR	SOURCE	SUMMARY
			conversely, anything that had a negative impact. 67 diaries were returned and analysed and a number of respondents also participated in follow-up interviews along with commercial operators and individuals with managerial responsibility and/or influence in wilderness management. The research yielded information on users' responses to aircraft and the range of factors that could increase or reduce their impact although the focus of the study was much wider than aircraft.
Franz Josef and Fox Glaciers, Westland Tai Poutini National Park, West Coast Tai Poutini Conservancy (Aircraft)	1994/95	Sutton (1998)	Carried out dose-response study ($n = 3282$) comparing reported annoyance to the number of overflights recorded in the hour prior to surveying. For the main valley walkers, a point was reached after 14 overflights per hour where the percentage of visitors registering annoyance changed and this became more obvious above 18 aircraft per hour. A 25% threshold was reached at 15–16 aircraft per hour and the increase in annoyance became non-linear. Corresponding results for visitors using the bush walks on the valley sides showed that users of these tracks were less tolerant than the valley walkers. Unprompted qualitative comments indicated only a small amount of annoyance with aircraft ranging from 2.5% to 10%.
Franz Josef Glacier, Westland Tai Poutini National Park, West Coast Tai Poutini Conservancy (Aircraft)	2000	Corbett (2001)	Self-completion survey ($n = 413$) carried out during February and March. 22% of guided visitors ($n = 140$) were concerned to some degree with aircraft flying overhead. 26% of non-guided visitors ($n = 273$) were concerned to some degree with aircraft flying overhead and 5% with helicopters landing while they were up on the glacier (although 75% did not notice this impact). Aircraft did not feature strongly in unprompted comments.
Kaimanawa and Kaweka Forest Parks, Tongariro Whanganui, Taranaki and Wellington Hawke's Bay Conservancies (Aircraft)	1983	Groome et al. (1983)	Assessed attitudes to aircraft access (rather than noise) for general users (through an on-site survey) and hunting permit holders. Although approximately 40% of each sample chose not to answer this question, about 30% of both groups were strongly against an increase in airstrips and helipads.
Milford Sound/Piopiotahi, Fiordland National Park, Southland Conservancy	2010	Booth (2010)	Self completion visitor ($n = 599$) and worker surveys ($n = 234$) administered during the peak use (February) and shoulder (March/April) seasons. Overall sample for the visitor survey was not proportional but provided useful information on a range of sub groups of visitors present at Milford Sound/Piopiotahi. Negative effects from various noise-generating activities (amongst other items in the surveys) were compared to thresholds generated through consultation with stakeholders.
Milford Sound/Piopiotahi, Fiordland National Park, Southland Conservancy	2008	Lindis Consulting (2008)	Self-completion visitor surveys ($n = 877$) during peak use (February) and shoulder (April) seasons. When asked if anything about their experience at Milford was worse than expected, 19 responses related to aircraft activity and 12 to remoteness/tranquillity (mainly noise). Overall sample was non proportional. A worker survey ($n = 246$) carried out in February asked if

Continued on next page

Table A2.1 continued

SITE NAME	YEAR	SOURCE	SUMMARY
			respondents had noticed any changes that they thought were bad. 19 comments from the worker survey related to aircraft and associated noise.
Milford Sound/Piopiotahi and Milford Track, Fiordland National Park, Southland Conservancy	1997/98	Hunt (1999)	Modelled noise emitted from Milford Aerodrome and aircraft noise levels over the Milford Track as a tool to aid planning and mitigation of effects.
Milford Sound/Piopiotahi, Fiordland National Park, Southland Conservancy	1992	O'Neill (1994)	Self-completion survey of 290 visitors to Milford Sound carried out over 1 day in February made up of a representative sample of all user groups. 20% of respondents reported noise pollution. While no breakdown of what type of noise pollution is available the author noted that a number of respondents mentioned the amount of noise generated by aircraft and, to a lesser extent, buses. 6% of visitors indicated that the number noise of aircraft was one of the three worst features of their visit.
Milford Sound/Piopiotahi, Fiordland National Park, Southland Conservancy	1977	Chapman (1977)	Self completion survey of 200 visitors based on a stratified sample of car and bus users. Survey was undertaken during January and February. 7.5% of respondents perceived that there was noise pollution at Milford Sound/Piopiotahi and 2% indicated that they had experienced an extreme impact from aircraft noise.
Milford Track, Fiordland National Park, Southland Conservancy	2008	Booth et al. (2011)	Qualitative interviews with independent track walkers. Despite high levels of visitor dissatisfaction being previously recorded for aircraft noise, only 4 interviewees (out of 56) raised aircraft noise as an issue (unprompted). Aircraft activity was low during the study period but nonetheless was present. Those who raised the issue felt strongly.
'New Zealand back-country'	1995/96	Kearsley et al. (1998)	970 backcountry users were contacted in the field and invited to complete a mail-back questionnaire during the 1995/96 tramping season. Questionnaires were distributed on tramping tracks, at huts and at selected DOC offices and visitor information centres throughout the country to enable extensive coverage of both tramping areas and the tramping season. Figures listed are for the percentage of visitors who reported noise impacts that largely or totally spoiled overall enjoyment. Noise in huts 55%, aircraft noise 40%, jet boats 19%.
New Zealand Great Walks and other popular locations—Milford Track, Rakiura Track, Kepler Track, Routeburn Track, Travers-Sabine Track, Abel Tasman Coast Track, Abel Tasman Coast sea kayakers, Heaphy Track, Whanganui River Journey canoeists, Tongariro Northern Circuit Track, Lake Waikaremoana Track	1998/99	Cessford (1997a, b, 1998a–i, 1999, 2000)	Almost 5000 visitors were sampled in 11 surveys from some of the most popular multi-day walking tracks and other recreational opportunities in New Zealand. Amongst the questions visitors were asked was the degree to which they experienced different physical and social impacts from various types of human effects, including some related directly to recreational noise. These were: hearing aircraft fly overhead / aircraft landing; some people being loud in the huts during the evenings; some people being loud at campsites in the evenings; motorboat disturbance at huts and campsites; and motorboat disturbance at beaches / on the water.

Continued on next page

Table A2.1 continued

SITE NAME	YEAR	SOURCE	SUMMARY
			Visitors were asked, using an awareness/annoyance response scale, to indicate the degree to which they perceived each of these recreational noise effects as impacts on their visit enjoyment. Results were published individually in generic track reports (1997-98) and then combined overall in later noise-focussed papers (Cessford 1999, 2000). These papers summarised the largest noise impact analyses undertaken in NZ, and highlighted a range of significant noise issues from 38 different noise type/location cases, featuring high noise annoyance on the Milford Track (69%) amongst many other specific results.

Appendix 3

STANDARD AIRCRAFT MONITOR (SAM) QUESTIONNAIRE

This questionnaire is from Booth et al. (1999).

Code:
Date:

VISITOR SURVEY

Thank you for your time.
These questions ask about your visit to [NAME AREA].
Please think about your current visit to [NAME AREA]
when answering all questions.

1 What have you liked the most about your visit to [NAME AREA]?

2 What have you liked the least about your visit to [NAME AREA]?

- 3 Have you noticed any aircraft during this visit? By aircraft we mean both helicopters and aeroplanes.

1☐ Yes

2☐ No

If NO then stop here. Thank you for your time.
If YES then please continue.
- 4 What number of aircraft have you noticed on this visit? Count each aircraft fly-over separately even if it was the same plane.
- 5 Has the amount of aircraft activity you've noticed on this visit been :

1☐ Less than what you expected on this visit

2☐ **More** than you expected

3☐ About **the same** as you expected

4☐ You didn't know what to expect

6 **What amount of aircraft activity would impair your visit to [NAME AREA]?**
Please tick only one box.

- ☐1 Any aircraft activity at all would impair my visit
- ☐2 The amount I've noticed this visit (my visit has been impaired)
- ☐3 Double the amount I've noticed this visit
- ☐4 Five times the amount
- ☐5 More than five times the amount

7 **How have the aircraft affected you during this visit? Please tick only one box.**

- ☐1 I enjoyed them
- ☐2 Neutral (I neither enjoyed them nor was I annoyed by them)
- ☐3 I was annoyed by them
- ☐4 I don't know

If you ticked I WAS ANNOYED BY THEM, then please answer the rest of the questions. Otherwise please stop here. Thank you for your time.

8 **How much have the aircraft annoyed you?**
Please circle the number that best describes your answer.

1	2	3	4	5	6	7
	Hardly annoyed at all				Extremely annoyed	

9 **How much have the aircraft detracted from your total enjoyment of this visit to [NAME AREA]? Please circle the number that best describes your answer.**

1	2	3	4	5	6	7
	Didn't detract at all				Ruined my visit	

**Thank you
for your time!**

**Please hand this questionnaire back
to the person who gave it to you
[or other instructions for questionnaire
return]**

Now we'd like you to tell us about your experiences on the track

8. How long was your visit to the Gertrude Valley? (Tick one box)

- ☐ Less than 1 hour
 ☐ 1-2 hours
 ☐ 3-5 hours
 ☐ More than 5 hours

9. What have you liked the **most** about your visit to the Gertrude Valley?

10. What have you liked the **least** about your visit to the Gertrude Valley?

11. How much do you agree or disagree that...?	Strongly disagree Strongly agree						
a) I was able to experience natural peace and quiet	1	2	3	4	5	6	7
b) I was able to enjoy nature and scenery	1	2	3	4	5	6	7
c) I was able to experience solitude	1	2	3	4	5	6	7
d) I was able to relax and reduce stress.	1	2	3	4	5	6	7
e) I was able to enjoy the experience with friends and family	1	2	3	4	5	6	7

12. How did the activities of other visitors affect your visit?

	Did not notice this	Noticed this but it didn't annoy me	Annoyed me a little	Annoyed me a lot
• Behaviour of other visitors				
• Hearing or seeing helicopters				
• Hearing or seeing planes				
• Meeting commercial/ guided groups				
• Meeting large groups				

Comment:

13. Did you feel crowded at all at during your visit to the Gertrude Valley?
(circle one number)

1	2	3	4	5	6	7	8	9
Not at all crowded		Slightly Crowded			Moderately Crowded		Extremely Crowded	

Comment:

14.a) Would you recommend the Gertrude Valley to other people?

☐ Yes ☐ No

b) What things would you tell them about it?

Thank you for your time!

If you have any feedback about this survey please contact Michael Harbrow, Southland Conservancy, Department of Conservation, PO Box 743, Invercargill. Ph. 03-211-2400. Email: mharbrow@doc.govt.nz

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Does noise affect people and animals in natural areas?

This report reviews New Zealand research on noise impacts in natural areas, with particular emphasis on public conservation lands and waters. It provides a synthesis of New Zealand-based studies, including unpublished literature, and traces the development of research and monitoring to measure noise effects in New Zealand. A particular focus of this work has been aircraft noise and much of the report relates to this topic. A review of relevant international literature is also included, which provides an introduction to the topic, discusses various approaches to measuring the effects of noise, and gives contextual information to explain noise and its impacts.

Harbrow, M.A.; Cessford, G.R.; Kazmierow, B.J. 2011: The impact of noise on recreationists and wildlife in New Zealand's natural areas. *Science for Conservation* 314. 88p.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Russell and Michelle Grimshaw
Date: Tuesday, 22 July 2025 2:15:41 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Russell and Michelle Grimshaw

Organisation name:

Agent's full name:

Email address: grimfam@hotmail.com

Contact phone number:

Postal address:

12 Wharf Road

Ostend

Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

PM modification 16 helipads

Property address: 12Wharf Road ostend

Map or maps:

Other provisions:

We support option 3 amendments to restricted discretionary activity rule 13.8 for helipads

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

We think that's the most suitable choice.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Option 3 matters for discretion

Submission date: 22 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

98.1

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Murray Peat
Date: Saturday, 19 July 2025 3:00:32 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Murray Peat
 Organisation name:
 Agent's full name:
 Email address: murraypeat@gmail.com
 Contact phone number:
 Postal address:
 336 Point View Drive
 Shamrock Park
 Auckland 2016

Submission details

This is a submission to:

Plan change number: Plan Modification 16
 Plan change name: Helipads

My submission relates to

Rule or rules:
 Proposed Plan Modification 16 to the Auckland Council District Plan - Hauraki Gulf Islands Section - Part 13 Transport - Rule 13.8.2 (Helipads). Plus 13.8.1

Property address: 77 The Strand, Onetangi, Waiheke

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Rule 13.8.1 note 5. Should add 'avoiding any adverse affects from noise or vibrations to ecological life.'

Rule 13.8.2 note 3. Yes, the limit of a helinoise boundary must be set.

* To determine the minimum helipad noise boundary, walk away from a stationary helicopter until the decibels are 50 dB.

* Determine a helivibration boundary in case it's greater than the helinoise boundary.

* Tourists must be given ear muffs in and out of the helicopter while it is running. Anyone approaching within the 50 dB range must also have (access to) ear muffs. This is because helicopter noise can produce 100-110 dB standing close. Studies have shown that exposure to 100 dB for more than 15 minutes can cause permanent hearing loss. And less than 15 minutes can cause some hearing dysfunction.

* A helicopter flying up to 150 metres above homes can produce above 80 dB. Therefore, there should be no residential houses on a helicopter's incoming flight path, given it is well above the 50 dB threshold. Keep the 50 dB threshold for neighboring properties.

* Helicopter flights across Waiheke must be above an altitude where the maximum noise on the ground is 50 dB. (I note in Attachment C the CAA Rule 91.311 (AO2) which says aircraft must be above 1000ft over intensive residential development.) Determine if helicopters make more or less noise at that height than aircraft.

* A report on the effects of and proximity to humans of helinoise and helivibrations, including health aspects, such as stress and hearing loss/damage, should be added as an attachment for future reference.

Rule 13.8.2 notes 1 & 2. I support adding 'vibration' as a mitigating factor in relation to helicopters and helipads. Add 'all native birds' not just the rare ones, otherwise other natives might become the rare ones too!

* Another report should be written on the effects and proximity to bird, land, sea and plant life. It should include bird migratory flight paths, especially over Waiheke and the Gulf islands (given they may be impacted by helicopters.) This should be added as an attachment for future reference. Rule 13.8.2 note 5. Any elderly person or baby trying to sleep at all hours of the day must be included in a noise sensitive activity so it should state 'any residential dwelling.'

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: See above for all. Rule 13.8.1 note 5. Should add 'avoiding any adverse affects from noise or vibrations to ecological life.' Rule 13.8.2 notes 1 & 2. Add 'all native birds'. Rule 13.8.2 note 5.. Add 'any residential dwelling.'

Submission date: 19 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Gail Ann Prentice
Date: Friday, 18 July 2025 3:46:23 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Gail Ann Prentice

Organisation name:

Agent's full name:

Email address: prentice.oldblair@gmail.com

Contact phone number:

Postal address:

45 Tahatai Rd

Oneroa

1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Residential sensitivity and ecological sensitivity of helicopter flights / helipads in and around Auckland

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The current plan does not take sufficient consideration of the effects of helicopter flights on residential properties and the intrusion they cause. The effects do not just come to those living directly under proposed flight paths. The noise and vibration extends over a wide area and can be affected by wind direction etc.

I live in an area where there are dozens of consented helipads. While I consider emergency services flying is necessary, I do not believe that any well healed individual has the right to impinge on my or my neighbours enjoyment of our homes and gardens.

I am also interested in our natural environment which is under so many stresses at the moment. Nesting birds, feeding seabirds should be seriously considered when consenting any sort of development.

I or we seek the following decision by council: Approve the plan change without any amendments

100.1

Details of amendments:

Submission date: 18 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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email may be those of the individual sender and may not necessarily reflect the views of Council.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - K A Smith SJ Smith GL Smith
Date: Tuesday, 22 July 2025 12:30:45 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: K A Smith SJ Smith GL Smith

Organisation name:

Agent's full name: kevin smith

Email address: kevin@savant-pacific.co.nz

Contact phone number:

Postal address:

24 Laurie Ave

Parnell

Auckland 1052

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

proposed plan modification 16 - helipads

Property address: 200 Omata Rd, Lot 4DP 71253 Omata Rd

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Claris airport is not any great distance. Low flying helicopters disrupting an otherwise idyllic environment.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 22 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

101.1

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Susan Washington
Date: Monday, 21 July 2025 5:31:03 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Susan Washington

Organisation name:

Agent's full name:

Email address: flynnwashington@gmail.com

Contact phone number:

Postal address:

11 Ostend Rd

Waiheke Island

Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

That helipads in urban areas are to be a prohibited activity, and helipads in rural areas are to be a non complying activity.

Property address: I do not have an address - it is visible from Anzac Bay.

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Many of us came to live on Waiheke Island to be away from urban sounds and closer to nature. A helipad is an important facility for emergency use, but not simply for private use. I believe that those of us who came here to have a closer connection to nature and have a quieter lifestyle, should be respected, and not be ignored so that others can have faster life and 'build the economy' doing it.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: I want helipads in urban areas to be a prohibited activity, and helipads in rural areas to be a non-complying activity.

Submission date: 21 July 2025

102.1

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [Brian Bookman](#)
To: [Unitary Plan](#)
Subject: Plan Modification 16 -HeliPads
Date: Tuesday, 22 July 2025 8:06:12 pm

We are the owners of the property at 20 Miro Road, Palm Beach, Waiheke Island.
This is within the zone affected by proposed extended helipad activity.

We wish to express our opposition to any plan or proposal to extend helipad policy on this island.

We believe that there is currently more than necessary already in-situ.

Priority should be given for search and rescue, air ambulance, police, military; and in certain commercial situations.

We don't believe that private helicopter/helipad operators are justified.

There is already considerable audio intrusion.

There is disruption to environment; to bird life; socially; and general rights to enjoyment of this island, which is largely a recreational destination.

We support the 'QuietSkys' approach in opposing the granting of extended helipad rights, and consider an independent review as to whether the numerical volume of existing helipads is desirable .

This submission applies equally for our city residence at 17 Lochiel Road Remuera.

We trust these views will be considered.

Brian and Deborah Bookman.

20 Miro Road, Palm Beach.

17 Lochiel Road, Remuera.

22 July, 2025

103.1

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Joanna Davies
Date: Tuesday, 22 July 2025 5:30:39 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Joanna Davies

Organisation name:

Agent's full name: Joanna Davies

Email address: jodavies47@gmail.com

Contact phone number:

Postal address:

47 Margaret Reeve Lane

Waiheke Island

Auckland

Auckland 1971

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Proposed Modification 16 Helipads

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Ban ALL private helipads in Auckland City and the Hauraki Gulf Islands. They are invasive, especially the noise they create, and the collective effect of this impacts on the quality of those who live near one or are on their flight path as I am.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Ban ALL private helipads in Auckland City and the Hauraki Gulf Islands.

Submission date: 22 July 2025

Attend a hearing

104.1

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Lorraine Dawson
Date: Sunday, 20 July 2025 7:00:35 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Lorraine Dawson

Organisation name:

Agent's full name: Lorraine Dawson

Email address: dawson.lorraine@gmail.com

Contact phone number:

Postal address:
 24 Hauraki Road
 Oneroa
 Waiheke Island
 Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 amendment to Rule 13.8.2

Property address: 24 Hauraki Road Oneroa Waiheke Island

Map or maps: Hauraki Gulf Islands

Other provisions:
 Proposed plan modification 16

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

Neighbourhoods are not meant to have helipads because neighbourhoods where people live with families and pets. Helicopters are noise pollution to neighbourhoods therefore new helipads in neighbourhoods allowing helicopters to land and take off on a regular basis are not welcome. There are also many Native birds and the natural landscape of Native bush which should not be disturbed by helicopters. Helicopter noise and vibration can cause stress to humans, animals, birds and the natural environment which is a wellbeing disturbance.

At present helicopters are only allowed to search local bays in case of emergency or in some cases with special permission off load building materials to a site which doesn't have access these are rare one off occasions only, they are not allowed to set down or land.

There is enough helipads on the island, in remote places, at vineyard wineries and restaurants and there is an emergency helipad at the Onetangi sports park. There is no need for extra helipads

105.1

therefore no need amend rule 13.8.2 restricted discretionary activities.

I or we seek the following decision by council: Decline the plan change

Submission date: 20 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Catherine Downes
Date: Monday, 21 July 2025 4:46:21 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Catherine Downes

Organisation name:

Agent's full name:

Email address: cpdownes@xtra.co.nz

Contact phone number:

Postal address:
132 Wharf Rd Ostend
Waiheke
Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
The proposed amendment to Rule 13.8.2 Restricted Discretionary Activities (helipads) in the Auckland Council District Plan- Hauraki Gulf Islands Section- Operative 2018.

Property address: 132 Wharf Rd Ostend Waiheke

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
My household adamantly opposes helipads on Waiheke Island due to noise and vibration effects to cultural and ecological values.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 21 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

106.1

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[It's rego time. Renew before 1 August to avoid a late fee. Register Now.](#)



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Submission on a notified proposal for policy statement or plan change or variation

Clause 6A of Schedule 1, Resource Management Act 1991
FORM 5



This plan change has limited notification under clause 5A(4)(b) of First Schedule, Resource Management Act 1991, making submissions under this clause limited to those given written notice of this plan change.

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

PERRY ANTHONY GALLAGHER

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

7 KORAHA STREET REMUERA AUCKLAND 1050

Telephone:

09-5249520

Fax/Email:

INFO@SPASANDMORE.CO.NZ

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PC 16 MODIFICATION 16

Plan Change/Variation Name

HELI PADS

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

POLICY RE Heli PADS (WHITHELE ISLAND)

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are: TO MINIMIZE THE EFFECTS OF NOISE, VIBRATION
+ ASSOCIATED PROBLEMS FOR INHABITANTS OF KAIHOKU ISLAND
I PROPOSE THAT ONLY ONE CENTRAL HELIPAD BE BASED ON
THE ISLAND + THAT PRESCRIBED FLIGHT CORRIDORS BE ESTABLISHED.
THE ONLY EXCEPTIONS BEING DEFENCE OR (continue on a separate sheet if necessary)
URGENT MEDICAL SITUATIONS.

I seek the following decision by Council:

- Accept the proposed plan change / variation ☐
- Accept the proposed plan change / variation with amendments as outlined below ☐
- Decline the proposed plan change / variation ☐
- If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

- I wish to be heard in support of my submission ☐
- I do not wish to be heard in support of my submission ☒
- If others make a similar submission, I will consider presenting a joint case with them at a hearing ☐

Signature of Submitter
 (or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ / could not ☐ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☐ 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.

From: [Greg & Katie](#)
To: [Unitary Plan](#)
Subject: HGI plan modification 16 Helipads
Date: Monday, 21 July 2025 5:34:37 pm

Kia Ora

My name is Greg Hannah I live at 13 Te Aroha Ave in Oneroa Waiheke Island.

I would like to submit my support for the modification regarding helipads. I think the additional effects need to be applied to individuals transport and private helipads. These should help reduce noise and detrimental effects to neighbours and those in the flight path.

Please note I do not support any further restrictions to the use of helicopters for lifting materials to less accessible sites. We have no road access and use of helicopters working purposes is essential for lifting materials and water tanks when needed and the process is already quite restricted and expensive. The council and service providers also need the helicopters as a work tool for these temporary jobs.

The increase in regular private use is quite another matter and needs more restrictions.

Thanks

Greg

027 458 7472

108.1

Sent from my iPhone

R. Harland
250 Rosalie Bay
Road
Great Barrier
Island.

I am opposed to helipads on any private or business property. We are putting money into conservation. Helicopters use fuel - global warming. Are harsh on the bush with their rotor. Also harsh to any creature that may be present in those trees.

We have a perfectly adequate air port at Clavis. Those of us who live here use the air lines or the boat.

The helipads also push up the so called value of the land. This has a flow on effect in our valuations rising.

No one needs a helicopter. Thank you. Sorry I forgot the noise.

R. Harland
D. Harland

109.1

21 JUL 2025

CBD - ALBERT STREET

Submission on a notified proposal for policy statement or plan change or variationClause 6 of Schedule 1, Resource Management Act 1991
FORM 5Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

JANET HOUTRIGTER

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

40 KORORA ONEKOMA, WAIHEKE

Telephone:

0224006811

Email:

jnholt@extra.co.nz

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Or

Property Address

ALL WAIHEKE

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☒

#110

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended

Yes ☒

No ☐

110.1

The reasons for my views are:

Vibrations problems should not be
noise considerations need to be addressed
no helicopters with loud noise, vibrations etc
if private
only allowed under certain

(continue on a separate sheet if necessary)

I seek the following decision by Council:

conditions re hospital helicopters
emergency const guard
helicopter.

Accept the proposed plan change / variation

☒

Accept the proposed plan change / variation with amendments as outlined below

☐

Decline the proposed plan change / variation

☐

If the proposed plan change / variation is not declined, then amend it as outlined below.

☐

I wish to be heard in support of my submission

☐

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

☐

If others make a similar submission, I will consider presenting a joint case with them at a hearing

☐

Signature of Submitter

(or person authorised to sign on behalf of submitter)

Date

17-July 2025

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ /could not ☐ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☐ 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.

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

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

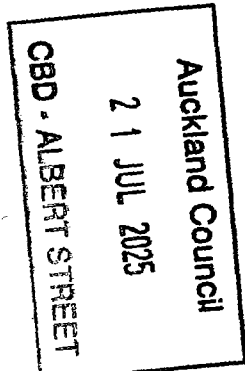
- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, 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.

Planning Technicians
Planning and Resource Consents
AUCKLAND COUNCIL
Private Bag 92300
AUCKLAND 1142

Attn: Planning Technician
Auckland Council

Level 16, 135 Albert Street

Private Bag 92300 Auckland 1142



Submission On Proposed Plan Modification 16 (Pm16): Auckland Council District Plan –
Hauraki Gulf Islands Section

Introduction

I make this submission as a long-term resident and property owner on Waiheke Island. The tranquillity of our island community is being eroded by the proliferation of private helipads and the intensification of helicopter traffic. While I welcome the intent of PM16, I believe the draft provisions require strengthening to protect residential amenity, ecological values and cultural heritage from cumulative and escalating effects.

General support for PM16 and the Council's preferred Option 3

I support Option 3 because it:

- Aligns the term “noise” with the Resource Management Act by expressly including “vibration”.^[1]
- Introduces assessment criteria that recognise potential impacts on Māori heritage and ecologically significant sites.^[2]
- Makes explicit reference to the New Zealand Coastal Policy Statement (NZCPS), confirming its relevance to helipad assessments.^[3]

These amendments represent meaningful progress, yet they remain insufficient to ensure the lived experience of residents is safeguarded. Further refinements are required.

Critical shortfall – cumulative effects remain unchecked

Although PM16 now requires decision-makers to consider cumulative noise and vibration, applicants can still downplay additional impacts by claiming that their marginal contribution is “less than minor”.^[4] This approach permits incremental environmental degradation.

Recommended changes:

- a) Require applicants to lodge a quantitative cumulative noise assessment covering all consented and permitted helipads within a 2 km radius.
- b) Set an enforceable daily and weekly movement cap: once the cap is reached, additional applications must be declined.
- c) Automatically categorise any new helipad within 2 km of an existing pad as a Discretionary (or Non-complying) Activity.

Inadequate power to decline applications

Restricted Discretionary status limits Council's ability to refuse consent where broader amenity or cumulative effects are evident.[5] To provide genuine protection:

- Re-classify private helipads in Residential, Coastal and Conservation zones as Discretionary Activities.
- Provide a presumption of refusal for any proposal:
 - within 1 km of an existing helipad, unless a demonstrable functional need is shown;
 - affecting a scheduled Māori heritage or ecological site; or
 - proposing more than 10 return flights per week.
- Insert a sunset clause so unused consents lapse after 12 months, and repeat non-compliance triggers cancellation.

Transparency and public participation

The majority of helipad consents are processed without public notification, eroding trust and disenfranchising neighbours. To restore confidence:

- Make every application within 2 km of a dwelling, cultural site or reserve publicly notifiable.
- Maintain an online, map-based register of helipads, approved flight paths and weekly movement logs.
- Require operators to publish quarterly compliance and complaint reports.

Density and spatial planning

Plan provisions currently allow unlimited clustering of helipads. Introduce:

- A maximum density of one helipad per 4 km².
- Helipad exclusion areas around residential settlements, Outstanding Natural Landscapes and habitats of threatened species.
- A functional-necessity test for all private proposals (medical, emergency or essential farm access only).

Cultural Impact Assessment (CIA)

To uphold Te Tiriti o Waitangi obligations and NZCPS Policy 2, mandate a CIA for any helipad proposed within 5 km of a site of significance to mana whenua. Iwi must be involved at project inception and empowered to recommend conditions or refusal.

Personal statement

Helicopter departures and arrivals now punctuate my weekends and evenings, interrupting sleep, conversation and recreation. The high-intensity, impulsive noise and rotor-wash vibration intrude even with windows closed. This is a profound loss of peaceful enjoyment and a direct assault on mental wellbeing. The planning framework must place people, ecology and heritage ahead of private convenience.

Conclusion

PM16 is a positive but incomplete response. I therefore request that Auckland Council:

- Adopt Option 3; and
- Incorporate the additional measures set out in sections 3-7 of this submission.

111.1

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

Name:

Richard and Ngaio Lewis.

rjlewis@xtra.co.nz.

Date: 22 July 2025.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Barbara Neil
Date: Monday, 21 July 2025 4:31:11 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Barbara Neil

Organisation name:

Agent's full name:

Email address: barbneil@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Property address: 38 Queens Drive, Oneroa, Waiheke

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Better consideration for the ecology of Waiheke is paramount.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 21 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

112.1

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Frank William Frederick REINHEIMER
Date: Tuesday, 22 July 2025 12:45:42 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Frank William Frederick REINHEIMER

Organisation name:

Agent's full name:

Email address:

Contact phone number:

Postal address:

P O Box 82

Tryphena

Great Barrier Island

Auckland 0991

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Rule 13.8.2

Property address: 65 Blackwell Drive , Tryphena , Great Barrier Island

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Helipads are not a good idea for Great Barrier Island. They will devalue my property and ruin the character and general atmosphere of the island. Anyone who wants to use helicopters as transport can go to the airport and drive to their property.

I or we seek the following decision by council: Decline the plan change

Submission date: 22 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

113.1

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Maria Sauer
Date: Tuesday, 22 July 2025 6:30:39 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Maria Sauer
 Organisation name:
 Agent's full name:
 Email address: maria.sauer@ymail.com
 Contact phone number:
 Postal address:
 73 Waiheke Road
 Waiheke Island
 Waiheke Island 1971

Submission details

This is a submission to:

Plan change number: Plan Modification 16
 Plan change name: Helipads

My submission relates to

Rule or rules:
 Proposed options

Property address: 73 Waiheke Road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

I support Plan Modification 16 in principle, but request that Option 4 is adopted because it provides the most comprehensive protection for residents, wildlife, and cultural heritage by allowing a broader assessment of ecological and cultural effects, not just those related to noise.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: see above, strongest protection - option 4

Submission date: 22 July 2025

Attend a hearing

114.1

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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34A Charlotte Street
Eden Terrace
Auckland 1021

**The Royal Forest and Bird Protection Society of New Zealand: Submission on
Auckland Council District Plan - Hauraki Gulf Islands Section - Plan Modification 16
– Helipads**

23 July 2025

To: Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1142

Submitted by email to: unitaryplan@aucklandcouncil.govt.nz

Submitter details

Royal Forest and Bird Protection Society of New Zealand Inc. (Forest & Bird)
34A Charlotte Street, Eden Terrace
Auckland 1021

Contact Name: Carl Morgan

Contact Email: c.morgan@forestandbird.org.nz

Contact Phone: 027 250 9777

Introduction

1. Forest & Bird is New Zealand's largest and longest-serving independent conservation organisation, with over 100,000 members and supporters. It is an incorporated society with the constitutional objective to

take all reasonable steps within the power of the Society for the preservation and protection of the indigenous flora and fauna and the natural features of New Zealand.

2. Forest & Bird's mission is to be a voice for nature on land, in fresh water, and at sea, by and on behalf of its members and supporters. Volunteers in 47 branches carry out community conservation projects and advocate for nature throughout Aotearoa New Zealand.
3. This submission has been produced by Forest & Bird and is supported by 7 Auckland Branches, including the Hauraki Gulf Islands branch and its members, who have a strong interest and involvement in the activities which occur in the Hauraki Gulf Marine Park.

Background

4. Auckland Council has a responsibility to give effect to the New Zealand Coastal Policy Statement 2010 when making plans and resource consent decisions under the RMA. Forest & Bird has in the past expressed concern regarding the inadequate consideration of indigenous fauna in decisions made under the Auckland Council District Plan – Hauraki Gulf Islands Section (ACDP:HGI), specifically regarding the consenting of helipads. As such, we are pleased to see progress in this space but believe the proposed Plan Modification should be amended to give effect to national direction.
5. Currently, under Rule 13.8.2 of the ACDP:HGI there is typically no opportunity for public submissions on applications, because helipad consents are mostly non-notified. Therefore, the information provided by the applicant and the assessment carried out by Council often provides all material that is considered during the application decision process.
6. Given the number of helipad consents granted throughout the nationally significant Hauraki Gulf, this process, and/or the information considered, has

been falling short – including, for example, through the consenting of helipads adjacent to Significant Ecological Areas (SEAs).

7. Land use decisions and activities are of critical importance in the Hauraki Gulf, which is a global seabird hotspot and is home to over 70 seabird species, with 27 of these species known to breed in the area, of which, 59% endemic to Aotearoa. However, due to numerous factors including reductions in food sources, fishing practices, pollution, and increased human activity, the remaining bird population is facing increasing pressures. Of the seabird species in the Gulf Marine Park, 22% are now Threatened and another 56% are At-Risk.¹
8. The adverse effects of helicopters, particularly on birds, are well documented. For example, according to a Department of Conservation report from Harbrow et al. (2011),² wildlife may respond to the size, speed, or sudden appearance of aircraft as well as to noise. Adverse effects may include, but are not limited to: hearing loss, collisions with aircraft, flushing of birds from nests or feeding areas, or alteration in movement and activity patterns. Noise and disturbance from aircraft overflights has the potential to affect far wider ranges of habitat. Considering the presence of numerous At-Risk species and the many potential adverse effects, it is crucial that planning settings ensure such matters are considered and appropriately managed.

Auckland Council District Plan – Hauraki Gulf Islands Section (ACDP: HGI)

9. When considering an application to establish a helipad or airstrip within the Hauraki Gulf Islands, the council currently has restricted its discretion to matters listed under 13.8.2 of the ACDP:HGI. The matters are:
 - Noise effects
 - The visual effect of any earthworks or retaining structures required to establish a helipad or airstrip.
10. These matters do not adequately consider the effects on the natural environment, especially indigenous fauna in the coastal environment – therefore failing to give effect to the NZCPS.

Policy Provisions

¹ <https://gulfbjournal.org.nz/wp-content/uploads/2023/08/SOER-online.pdf>

² <https://www.doc.govt.nz/documents/science-and-technical/sfc314entire.pdf>

11. Additional to the NZCPS, there are numerous national and local level policies which manage activities in the Hauraki Gulf. The policy examples discussed below are included as it is unclear how they are considered in relation to helipad consents, both under current settings and with the proposed Plan Modification. The examples were chosen as they have clear connections to indigenous fauna and habitats.
12. Section 6(a) and (c) of the RMA sets out provisions for the protection of matters of national importance relating to indigenous biodiversity which must be recognised and provided for in achieving the purpose of the RMA.
13. Section 7 of the Hauraki Gulf Marine Park Act 2000 (HGMPA) recognises the national significance of the Hauraki Gulf and the interrelationships within the catchment to sustain the life-supporting capacity of the environment of the Hauraki Gulf. This life-supporting capacity includes providing for the maintenance of the soils, water and ecosystems of the Gulf. Section 8 of the HGMPA outlines the management objectives including the protection and, where appropriate, the enhancement of the life supporting capacity of the environment.
14. For the land use management of Tāmaki Makaurau Auckland there are bottom lines and directive requirements within relevant Auckland Council plan provisions. These include requirements under the regional policy statement (RPS), which require restoration and protection of ecological values and life-supporting capacity of the Gulf. Forest & Bird would like to bring attention to the following within the RPS; B8.5. Managing the Hauraki Gulf/Te Moana Nui o Toi/Tikapa Moana, with particular attention to Policies (1), (2), (3), and (9).
15. Given that a Plan Modification is being progressed, Auckland Council now has the opportunity to ensure that the relevant provisions in the ACDP:HGI give effect to these higher-order policy directions.

Feedback on the Proposed Plan Modification

16. The NZCPS policies we are primarily concerned about in this context are Policies 2, 3, 7, 10, 11, 13, and 15, which have also been identified in the consultation feedback from the Waiheke Local Board and Department of Conservation (DOC). It is essential that the proposed Plan Modification gives effect to these policies.

115.1

17. However, Forest & Bird considers that, as currently drafted, the proposed Plan Modification fails to appropriately give effect to the relevant NZCPS policies.
18. Forest & Bird agrees with DOC that, rather than simply listing the NZCPS as a matter of discretion, it would be more appropriate to set out the specific matters of discretion that apply to Rule 13.8.2, including: Indigenous Biodiversity and Ecosystems; Natural Character and Features; Historic Heritage; Cultural Effects; Reclamation and declamation; and Natural hazards.
19. However, because the ACDP:HGI does not include policies to give effect to the avoidance policies set out in NZCPS Policies 11, 13 and 15, the approach suggested by DOC is also insufficient to give effect to the NZCPS. Forest & Bird therefore considers that the Assessment Criteria in Rule 13.8.2 also need to include the following:
- xx The avoidance of adverse effects of activities on:
 - (i) indigenous taxa that are listed as threatened or at risk in the New Zealand Threat Classification System lists;
 - (ii) taxa that are listed by the International Union for Conservation of Nature and Natural Resources as threatened;
 - (iii) indigenous ecosystems and vegetation types that are threatened in the coastal environment, or are naturally rare;
 - (iv) habitats of indigenous species where the species are at the limit of their natural range, or are naturally rare;
 - (v) areas containing nationally significant examples of indigenous community types; and
 - (vi) areas set aside for full or partial protection of indigenous biological diversity under other legislation.
 - xy The avoidance of significant adverse effects and the appropriate management of other adverse effects of activities on:
 - (i) areas of predominantly indigenous vegetation in the coastal environment;
 - (ii) habitats in the coastal environment that are important during the vulnerable life stages of indigenous species;
 - (iii) indigenous ecosystems and habitats that are only found in the coastal environment and are particularly vulnerable to modification, including estuaries, lagoons, coastal wetlands, dunelands, intertidal zones, rocky reef systems, eelgrass and saltmarsh;

- (iv) habitats of indigenous species in the coastal environment that are important for recreational, commercial, traditional or cultural purposes;
- (v) habitats, including areas and routes, important to migratory species; and
- (vi) ecological corridors, and areas important for linking or maintaining biological values identified under this matter of discretion.

xz The avoidance of adverse effects of activities on natural character in areas of the coastal environment with outstanding natural character.

xa The avoidance of significant adverse effects and appropriate management of other adverse effects of activities on natural character in all other areas of the coastal environment.

xb The avoidance of adverse effects of activities on outstanding natural features and outstanding natural landscapes in the coastal environment.

xc The avoidance of significant adverse effects and appropriate management of other adverse effects of activities on other natural features and natural landscapes in the coastal environment.

20. Forest & Bird notes that the assessment criteria for the fully discretionary activity under Rule 13.8.3 and 13.8.4 refer to “the matters set out in 13.8.2” and that Council does not intend to alter this wording. Forest & Bird supports this approach. It is important that the plan makes it clear that the above NZCPS considerations will also apply to the fully discretionary activity.

21. Forest & Bird also supports the inclusion of the word “vibration” as in the notified version of 2 July 2025.

22. Thank you for receiving this submission on Plan Modification 16 – Helipads.

SUBMISSION ENDS

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Geoff Tyler
Date: Friday, 18 July 2025 3:46:26 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Geoff Tyler

Organisation name:

Agent's full name:

Email address: kotare226@outlook.com

Contact phone number:

Postal address:

108 Wilma Rd

Waiheke

1081

Ostend

Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Rule 13.8.2

Property address: 108 Wilma Rd, Waiheke 1081

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

The island of Waiheke is a sanctuary for quietness. A place of rest and peacefulness. It's not a bustling suburb of development as in other parts of Auckland. People come for and stay for the the 'island life'. The beaches , the views the walks the slowness of life . Its like a 'pick me up'. The last thing we want is the ultra rich blasting in on helicopters. Its a shock to the bird life that we treasure and are encouraging. People who have helicopters also come for the island life, but in doing so destroy the peace they seek, for so many others. There are very satisfactory ways of getting to the island, if people find them frustrating or too slow they should build elsewhere. Let democracy rule on this serene special island and deny any further helicopter flights to the island. Geoff Tyler

I or we seek the following decision by council: Decline the plan change

116.1

Submission date: 18 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [Nicky ward](#)
To: [Unitary Plan](#)
Subject: Re helipads at Onetangi submission
Date: Wednesday, 23 July 2025 3:47:45 pm

To whom it may concern I make the following submission re helipads on Waiheke Island:

As a permanent resident in Seventh Avenue Onetangi, Waiheke, I am not in favour of any helipads nearby to Onetangi to destroy its peace and quiet and disturb the abundant bird life we have here. We purchased the property 17 years ago to enjoy a future out of the busyness of the city, without traffic and noise. I am now living there permanently (since 2019) and really enjoy the tranquility and natural beauty of the Onetangi beach and bay without listening to planes or helicopters in what is a very special place. There is plenty of space to land a helicopter at the sports park on O'Brien Road and it's only a short trip from there to Onetangi by bus, car or taxi.

It is hugely noisy when the rescue helicopter lands and takes off next to the tennis club where I play and I definitely don't want to have to put up with that near my house - the houses surrounding the sports park are all far enough away but Onetangi is a lot more built up and especially in summer it would be affecting many more people.

Kind regards, Nicky Ward
13 Seventh Avenue Onetangi Waiheke Island

Sent from my iPhone

117.1

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Meriel watts
Date: Tuesday, 22 July 2025 5:01:23 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Meriel watts

Organisation name:

Agent's full name:

Email address: meriel@merielwatts.net

Contact phone number:

Postal address:

47 Margaret Reeve Lane

Waiheke island

Auckland 1971

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Rule 13.8.2 Restricted Discretionary Activities (helipads)

Property address: 47 Margaret Reeve Lane, Waiheke Island

Map or maps: Unable to access the maps

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

All private helipads in the Auckland Urban area including all of Waiheke should be a banned activity.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Ban private helipads in urban Auckland including the whole of Waiheke

Submission date: 22 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

118.1

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [David Epston](#)
To: [Unitary Plan](#)
Subject: re: Helicopters
Date: Thursday, 24 July 2025 10:17:37 am

I support Councillor Mike Lee's proposed Notice of Motion calling for helipad consents to be given a prohibited status both in Auckland, urban areas and on Waiheke Island. I am of the strong opinion that helicopters have an invaluable role in emergencies, but are unjustifiably nosy and disruptive to anybody living or working within earshot of a helipad or flight route, and the convenience of the few ultra wealthy should not outweigh the wellbeing of the vast majority of humans and animals impacted by the noise and vibration caused by these machines.

I urge Council to ban the use of helicopters for anything other than emergency services.
Ann Epston, 40 Hill Road, Palm Beach, Waiheke.

119.1

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Michelle Kean
Date: Thursday, 24 July 2025 10:01:08 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Michelle Kean

Organisation name:

Agent's full name:

Email address: michellerkean@gmail.com

Contact phone number:

Postal address:

7 Empire Ave
Enclosure Bay
Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

13.8.2

Property address: 7 Empire Ave Enclosure Bay

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

I wish to restrict the noise created by the high amount of helicopter flights.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 24 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

120.1

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From:geowill4@gmail.com
Sent Date:2025-07-24 08:14:50 AM
Original Subject Line:Heli pads

To the Council,

I hope this is not too late. I wish to oppose the use of helipads in our city. I am concerned that permission was granted in the first place. There are some wealthy & entitled people in this metropolis who need to have more appreciation of citizenship and regards for the local community.

Please do not allow this precedent to proceed.

Sincerely,

Geoffrey Hinds

121.1

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Samuel Stephens
Date: Wednesday, 23 July 2025 6:30:33 pm
Attachments: [PM16 Helipads submission.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Samuel Stephens
Organisation name: Advanced Flight
Agent's full name:
Email address: samuel@advancedflight.co.nz
Contact phone number:
Postal address:

Submission details

This is a submission to:

Plan change number: Plan Modification 16
Plan change name: Helipads

My submission relates to

Rule or rules:
Auckland Council District Plan – Hauraki Gulf islands section – Plan modifications
PM16: Helipads

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
See supporting document

I or we seek the following decision by council: Decline the plan change

Submission date: 23 July 2025

Supporting documents
PM16 Helipads submission.pdf

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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Submission Opposing Proposed Plan Modification 16

122.1

I am writing to formally oppose the proposed changes to Rule 13.8.2 of the Auckland Council District Plan - Hauraki Gulf Islands Section, as outlined in Proposed Plan Modification 16 (PM16). The council asserts that these amendments aim to remove ambiguity in the assessment criteria for helipads. However, I contend that the proposed modifications introduce significant ambiguity and risk exceeding the council's legal authority under the Resource Management Act 1991. My concerns are detailed below.

The proposal seeks to amend "Noise effects" to "Noise and vibration effects." While seemingly a minor clarification, it creates a critical assessment void. The council's own documentation, specifically Attachment E, references the National Planning Standard 15 Noise and Vibration Metrics Standard. While relevant to all machinery or activity the level of helicopter-induced vibration in a fixed structure as defined by the standard is negligible. There is a distinct physical difference between ground-borne vibration from construction and the phenomenon of "rattling" of lightweight building elements, which is caused by low-frequency airborne noise. The proposed change risks conflating these issues.

The proposal adds explicit references to Māori heritage sites and ecological sites as noise-sensitive areas in the assessment criteria, despite the council's acknowledgment that these are already covered under existing noise considerations. The justification is to prevent "oversight but this change introduces ambiguity:

Are these sites now afforded greater consideration than residential properties? The current noise standard of Ldn 50dBA applies generally, yet PM16 does not specify if lower thresholds are expected for these sites or how such differences would be quantified.

The council notes that "other assessment criteria provide more generally for all noise-related effects to be considered." By singling out specific sites, the amendment risks creating a perception of a two-tier system without providing clear methodology or justification, thus inviting subjective decision-making.

The RMA limits the council's authority to effects arising from helicopter landing and takeoff, not broader overflying activities, which fall under the Civil Aviation Authority. The contributing information acknowledges this jurisdictional boundary, yet it is not mentioned once in the 56-page evaluation report.

The evaluation report justifies explicitly listing cultural and ecological sites to avoid oversight, stating, "The concern is that the references to 'noise sensitive activities' create the potential for noise-related ecological and cultural impacts to be overlooked." If preventing oversight is a key rationale, why is there no parallel effort to explicitly constrain the council's authority to takeoff and landing (operations below 500')? This inconsistency suggests selective clarity, undermining the proposal's credibility.

The contributing information also highlights two critical points omitted from the evaluation report:

- Low complaint numbers regarding helicopter activity.
- The CAA's assessment that current helicopter activity levels are in line with the rest of Auckland and are not unsafe.

These findings indicate that the proposed changes may address a perceived rather than substantiated issue. Their exclusion from the evaluation report (despite their relevance) suggests that PM16 may be driven by anecdotal concerns rather than empirical evidence, further questioning its necessity.

Far from removing ambiguity, Proposed Plan Modification 16 introduces uncertainty through undefined vibration criteria, redundant and unclear site-specific provisions, and a failure to explicitly limit the council's jurisdiction. The omission of key data on complaint levels and safety further weakens the case for change. I urge the council to reject the proposed amendment ensuring decisions continue to be grounded in evidence rather than an anecdote.

Thank you for considering this submission.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Toni Schaefer
Date: Wednesday, 23 July 2025 3:30:33 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Toni Schaefer
Organisation name:
Agent's full name:
Email address: contact@manukalodge.nz
Contact phone number:
Postal address:
12 Rosalie Bay Rd
RD1
Aotea Great Barrier 0991

Submission details

This is a submission to:

Plan change number: Plan Modification 16
Plan change name: Helipads

My submission relates to

Rule or rules:
The issue of helipads in residential areas in Aotea/Great Barrier

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
Aotea Great Barrier is a quiet location. The last thing we need is people being allowed to fly helicopters over our houses. Noise pollution on the mainland was one of the reasons I moved to the island. There is also the issue of privacy being infringed.

I or we seek the following decision by council: Decline the plan change

Submission date: 23 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

123.1

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Julie Robson
Date: Wednesday, 23 July 2025 8:00:31 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Julie Robson

Organisation name:

Agent's full name: Julie Robson

Email address: joolzr@gmail.com

Contact phone number:

Postal address:
64 Blackwell Drive
Tryphena
Auckland 0991

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
Plan modification 16 - helipads

Property address: 64 Blackwell Drive

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

I wish to see the unique character and natural environment of Aotea protected. I do not believe that an increase in helipads will benefit the people, natural environment or economy of Aotea.

Visitors come here to experience the atmosphere and wildlife - particularly birds. To ensure this is maintained I would like to see noise, vibration and visual intrusion from helipads minimized.

If anything I would like to see the restrictions on helipads strengthened and made permanent.

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 23 July 2025

124.1

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Gregory Heap
Date: Wednesday, 23 July 2025 8:45:24 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Gregory Heap

Organisation name:

Agent's full name: Gregory Heap

Email address: gregory.heap@icloud.com

Contact phone number:

Postal address:

52C Kaitoke Lane Great Barrier Island

Claris

Auckland 0960

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Auckland Council District Plan - Hauraki Gulf Islands Section

Property address: Great Barrier Island

Map or maps: All maps for Great Barrier Island

Other provisions:

That the Policy and Planning Committee:

a) request Council staff to progress a plan modification to the Auckland Council District Plan - Hauraki Gulf Islands Section - making private helipads in residential areas on Aotea / Great Barrier Island and on Waiheke Island a prohibited activity.

b) note that this plan modification for the Gulf Island District Plan would,

i) For Aotea / Great Barrier Island, only apply to Settlement Areas as defined under the Great Barrier Strategic Management Area in the Hauraki Gulf Islands section.

ii) On Waiheke Island only apply to Residential Areas of the island.

iii) For areas outside residential areas, e.g. rural areas, modify the activity status to become consistent with that of the Auckland Unitary Plan.

c) request Council staff apply to the Minister for the Environment for an exemption to progress the above plan modification.

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

125.1

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The simple view that helicopters have the same definition as a lawnmower or motor vehicle as described by the planning commissioners for the Rawene Ave decision is a nonsense. There needs to be clear descriptions of where helipads can be located as proposed by Cllr Lee

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 23 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Roy and Nirmala WITHERS
Date: Thursday, 24 July 2025 12:30:51 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Roy and Nirmala WITHERS

Organisation name:

Agent's full name:

Email address: malawithers@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

13.8.2 RESTRICTED DISCRETIONARY ACTIVITIES

Property address: 3 HARPOON HILL

Map or maps:

Other provisions:

HELIPADS

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Our property is next to a kauri reserve and is a habitat for native birds . We bought this property to have peace and enjoy the quiet of nature . Our property is freehold so should not have Auckland council interfering on our property or space . There is an airport to land the helicopters and helipads can be arranged to be made here . Property owners can drive to their property so there is no need for helipads which disturb the nature and the bird reproduction and life . We sincerely hope that you will decide not to change anything around our property because our intention to live here was to be surrounded by nature and not by helicopters .

126.1

I or we seek the following decision by council: Decline the plan change

Submission date: 24 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Norman Parlane
Date: Thursday, 24 July 2025 2:16:11 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Norman Parlane

Organisation name:

Agent's full name: Norman Parlane

Email address: ncparlane@gmail.com

Contact phone number:

Postal address:
7 Seventh Avenue
Waiheke Island
Waiheke Island 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
PM 16

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
Helicopter pads are unnecessary

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 24 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

127.1

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [Robyn Hatton](#)
To: [Unitary Plan](#)
Subject: Helipads submission
Date: Thursday, 24 July 2025 3:18:28 pm

Afternoon,

I, Robyn Rosemary Hatton of 42 Jellicoe Parade, Surfdale, Waiheke Island oppose the Proposed Plan Modification for 16 Helipads

There is no consideration of disturbing the peace, no consideration re babies sleeping, disturbing elderly who live on the Island for peace, no consideration such as increasing vibration and noise pollution and disturbing the recreational natural ambience.

Waiheke is acknowledged worldwide for it's uniqueness. Granting such a derogatory plan as more Helipads, this would change the dynamics of our beautiful Island, just for the pleasure of the ones who has sought Helipads revealing such a selfish one sided attitude they exhibit.

Not to mention our bird life who would have their natural environment disturbed.

Do not make Waiheke another Gold Coast. Do not destroy our unique Island.

Kindest regards,

Robyn Hatton

128.1

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Helen Kemp
Date: Thursday, 24 July 2025 4:46:13 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Helen Kemp
 Organisation name:
 Agent's full name: Helen Kemp
 Email address: redwaveart@gmail.com
 Contact phone number:
 Postal address:
 PO Box 64
 Tryphena
 Tryphena
 Tryphena 0962

Submission details

This is a submission to:

Plan change number: Plan Modification 16
 Plan change name: Helipads

My submission relates to

Rule or rules:
 Plan Modification 16 - Helipads
 Property address: 13 Rosalie Bay Road, Tryphena
 Map or maps:
 Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

I do not wish to see or consider it either necessary or appropriate for helipads on great barrier island other than located at the existing airports at Claris and Whangapoua for the following reasons:
 Unnecessary and unwarranted noise pollution
 Unnecessary and unwarranted intrusion on privacy
 Existing helipad/landing locations sufficient at Claris and Whangapoua/Okupu
 Any helipad landings eg at the Palmers beach should not be considered as a precedent.
 Community lodged an objection with extensive signatures from the community against these and any future helipads which were ignored by Council.

I or we seek the following decision by council: Decline the plan change

Submission date: 24 July 2025

129.1

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Robin Watts
Date: Thursday, 24 July 2025 5:00:46 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Robin Watts
 Organisation name: NZ Society of Friends Trust Board
 Agent's full name:
 Email address: treasurer@trust.quakers.nz
 Contact phone number:
 Postal address:

Submission details

This is a submission to:

Plan change number: Plan Modification 16
 Plan change name: Helipads

My submission relates to

Rule or rules:
 Property address: 70 Palm Rd, Palm Beach, Waiheke
 Map or maps:
 Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

There are sufficient ways for residents (and tourists) to move and off the island. Additional helipads are unnecessary and add noise and vibrations to local environment. Consideration should be made of how any future helipad will affect ecological areas and historic Māori sites.

130.1

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 24 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Monique Rennhard - Van Dooren
Date: Thursday, 24 July 2025 5:15:51 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Monique Rennhard - Van Dooren

Organisation name:

Agent's full name:

Email address: swiss_kiwi@gmx.ch

Contact phone number:

Postal address:

4 Rosalie Bay Road

Tryphena

Great Barrier Island 0991

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Proposed amendment to Rule 18.3.2 Restrictive Discretionary Activities (helipads)

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

Great Barrier Island has two expensive airports that service the Island. Air transport, including private and commercial helicopters, should only use these.

Helicopters are very noisy and obtrusive, and their use should be limited to the airports provided.

We enjoy the serenity of the Island, and we promote and protect our nature and wild life.

Helicopters contribute to both air pollution and noise pollution. Helicopters generate a lot of noise, especially during hovering and take off/landing, and will be very impactful to our quality of life and overall well-being.

Helicopter traffic and the flight path access, could potentially endanger the bird life not only due to air pollution but the noise could affect their breeding and feeding patterns, and potentially lead to abandonment of nests.

We should be implementing stricter noise and flight restrictions and prohibit helicopter activities away from the designated Island airports.

131.1

I or we seek the following decision by council: Decline the plan change

Submission date: 24 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Jess Rutherford
Date: Thursday, 24 July 2025 10:30:46 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jess Rutherford

Organisation name: Hunky Dory Co

Agent's full name:

Email address: kojessstenei@gmail.com

Contact phone number:

Postal address:

P.O Box 81

Claris

Great Barrier Island

Great Barrier Island 0991

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Rule 13.8.2

Property address: Parish Aotea, Rosalie Bay Road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The noise impacts of helicopters are substantial, often long-lasting (for example, when machines are warming up often for long lengths of time) and far reaching and much greater than other forms of vehicle. Already we have numerous approved helipads on GBI and the cumulative impact of these is already significant. We believe that assessing private helipads on an individual basis is wrong

Therefore helipads should be a prohibited activity except at designated airports.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Helipads should be a prohibited activity except at designated airports.

132.1

Submission date: 24 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Annette Melchior
Date: Friday, 25 July 2025 1:45:21 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Annette Melchior

Organisation name:

Agent's full name:

Email address: melchior.annie@gmail.com

Contact phone number:

Postal address:

49 Palm Road
Waiheke Island.
Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Adverse conditions resulting in Vibration and environmental impact on bird life and other fauna

Property address: 49 Palm Road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

We are worried about the impact on humans and birds especially

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 25 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

133.1

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may 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.
- 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.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Dr Michael Lawrence STEVEN

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

27 Cowan Street, Ponsonby, Auckland 1011

Telephone:

0276357429

Email:

mike.steven@xtra.co.nz

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Rule 13.8.2

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☒

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

See attached sheet

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

I wish to be heard in support of my submission ☐

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☒



Signature of Submitter
(or person authorised to sign on behalf of submitter)

25 July 2025

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ /could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☒ / am not ☐ 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.

Attachment to the Submission of Dr ML Steven on
Proposed Plan Modification 16 to the Auckland Council District
Plan - Hauraki Gulf Islands Section - Part 13 Transport - Rule
13.8.2 (Helipads)

My submission addresses what I regard as inconsistencies between the S.32 discussion on Option 3 (the preferred option) and the and the proposed rule change, and inconsistencies within the rule change itself. These inconsistencies relate to the intention to ensure that Rule 13.8.2 is consistent with the relevant policy directives of the New Zealand Coastal Policy Statement.

Further to the details provided on Form 5, I note the proposal to amend Rule 13.8.2 *Matters of Discretion* through the inclusion of the following clause:

...

The scope of consideration for the listed matters includes the policy directives of the NZCPS on ecological values, cultural values, **natural character, amenity and recreational enjoyment which can be adversely affected by noise (as relevant).* [my bold emphasis]

This is supported in the S.32 Report, which, in discussing Option 3, states, at paragraph 57, p.14:

57. ...Additional guidance will also be added referencing the NZCPS to clarify that the scope of consideration of the listed matters is informed by the policy directives of the NZCPS on ecological, cultural, **natural character, amenity and recreational enjoyment values**. [my bold emphasis]

Despite the reference to the proposal to include “additional guidance...referencing the NZCPS”, the Corrected version of the Proposed Plan Modification, while referring to the NZCPS in the additional *Matters for Discretion*, (see above), makes no reference to the NZCPS within the text of the *Assessment Criteria*. The only addition to the Assessment Criteria is the proposed Paragraph x., addressing the effects of noise and vibration on natural and historic heritage:

Assessment Criteria

...

x. *The effects of noise and vibration on natural and historic heritage including:*

- *Māori heritage sites, with particular regard given to NZCPS policy 2*

- sites of ecological significance, and breeding sites/ nesting areas of threatened, endangered, or rare species (particularly indigenous taxa) with particular regard to NZCPS policy 11

While the proposed assessment criteria refers specifically to NZCPS Policies 2 *The Treaty of Waitangi, tangata whenua and Māori heritage*, and 11 *Indigenous biological diversity (biodiversity)*, reference to Policy 13 *Preservation of natural character* appears to have been overlooked. Further, there is no specific reference to amenity and recreational enjoyment in the assessment criteria. I note that NZCPS Policy 13(2) states:

*Recognise that natural character is not the same as natural features and landscapes or **amenity values***

As amenity cannot be covered in the context of Policy 13 *Preservation of natural character*, further assessment criteria will be needed to cover both of these factors.

Proposed Amendments to Rule 13.8.2

I propose the addition of a further two, new assessment criteria, Y and Z, covering natural character, and amenity:

- Y. The effects of noise and vibration on the natural character of the coastal environment, including:

NZCPS Policy 13(2)(h)

- h. experiential attributes, including the sounds and smell of the sea; and their context or setting

- Z. The effects of noise and vibration on amenity, including recreational amenity

Amenity values:

Amenity values means those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes

134.1



Michael L Steven (Dr)
Thursday, 24 July 2025

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Angela Wright
Date: Friday, 25 July 2025 7:30:18 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Angela Wright

Organisation name:

Agent's full name: Angela Wright

Email address: aoteaang@gmail.com

Contact phone number:

Postal address:

86 Puriri Bay Rd

AUCKLAND

AUCKLAND 0991

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Helipads on Aotea (Great Barrier Island)

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Aotea (Great Barrier Island) is a small Island with two aerodromes and I understand 11 helipads - some of which are for general landings. There are very few properties that are more than 20 minute drive from the Claris Aerodrome which has a helipad and parking for vehicles. There are also local shuttles. Roads are of good quality. There are up to 22 flights a day from Auckland to Aotea, and also various other scheduled flights from other parts of the North Island, plus a ferry. Extra helipads are an indulgence not a necessity

I or we seek the following decision by council: Decline the plan change

Submission date: 25 July 2025

Attend a hearing

135.1

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[It's rego time. Renew before 1 August to avoid a late fee. Register Now.](#)



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SUBMISSION ON PROPOSED PLAN MODIFICATION 16 (PM16): AUCKLAND COUNCIL DISTRICT PLAN –
HAURAKI GULF ISLANDS SECTION

1. Introduction

This submission is lodged on behalf of Thomas Greve and Marika Czaja, as we are concerned about the escalating use of helicopters on the Hauraki Gulf Islands, in particular where we live, Waiheke Island. We **generally** support PM16 but are firmly of the view that stronger controls are needed to safeguard community wellbeing, protect biodiversity and respect mana whenua values.

2. Support for Option 3 – with amendments

Council's preferred Option 3 is the most effective of the alternatives assessed because it:

- Correctly couples “vibration” with “noise” in all relevant provisions, mirroring the Resource Management Act definition.
- Requires explicit consideration of effects on Māori heritage and threatened species habitats.
- Brings the New Zealand Coastal Policy Statement into scope, ensuring national-level guidance is not overlooked.

Nonetheless, Option 3 leaves critical gaps unaddressed.

3. Cumulative noise – a systemic failure

Attachment A recognises cumulative effects yet imposes no threshold beyond which additional activity must be declined. Without a cap, incremental consents will continue to degrade amenity and natural character.

We therefore request:

- A quantitative cumulative noise standard (e.g., 55 dB Ldn at any notional boundary, measured across all helicopter movements).
- Mandatory refusal of any application where the standard is already exceeded.
- A moratorium on new helipads within 4 km of an existing pad until comprehensive monitoring data are available.

4. Activity status – give Council real discretion

The Restricted Discretionary category is too narrow to enable refusal on overall environmental or cultural grounds. Reclassifying helipads as Discretionary Activities, as contemplated by s32 Option 4, would better implement the purpose of the Act and reflect the weight of community concern.

5. Public notification and transparency

We repeat our call for full notification of all helipad applications affecting residential or coastal areas. Furthermore:

- Live flight-tracking data should be publicly accessible.
- All consent-imposed flight logs must be lodged quarterly on the Council website.

6. Density and spatial limits

The Hauraki Gulf Islands District Plan lacks any strategic spatial planning for helipads. National Planning Standard 15 anticipates strategic noise planning tools. A density cap of one helipad per 4-5 km² and exclusion zones around sensitive habitats are essential.

7. Cultural Impact Assessment

Every application within 5 km of a scheduled Māori heritage site should be accompanied by a Cultural Impact Assessment prepared by, or in partnership with, affected iwi.

8. Statement of effects on residents

We now experience helicopter movements every 12–15 minutes on summer weekends. Conversations are paused, outdoor activities are disrupted, and wildlife observations are curtailed. The loss is tangible and ongoing. PM16 must adopt enforceable limits rather than rely on discretionary conditions determined case-by-case.

9. Relief sought

Adopt Option 3 with the additional amendments detailed in sections 3–7 above; or alternatively adopt Option 4 (Discretionary activity status) in its entirety.

136.1

We don't wish to talk to our submission.

Thank you

Thomas Greve and Marika Czaja

Date: 23 July 2025

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Josephine Gail Baddeley
Date: Monday, 28 July 2025 3:15:56 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Josephine Gail Baddeley

Organisation name:

Agent's full name:

Email address: joemike@xtra.co.nz

Contact phone number:

Postal address:
 28 Bella Vista Rd Waiheke Island
 Waiheke Island
 Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 Rule 13.8.2

Property address: 28 Bella Vista Rd Waiheke Island

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The noise and disturbance caused to properties in the vicinity of the helipad is detrimental to wildlife and destroys the amenity value of all properties nearby . The Whakanewha Regional Park already has far too much aviation traffic from the airstrip it would be not only unnecessary but an egregious imposition on the users of the park and neighbouring properties to have more helipads in the vicinity.. The Hauraki Gulf Islands have unique environmental and cultural values which would be detrimentally effected by more helipads

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: I want the proposal amended to state that the Chief Plannin enable all private helipad consents to be fully notified until the proposed amendment is in place

137.1

Submission date: 28 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[It's rego time. Renew before 1 August to avoid a late fee. Register Now.](#)



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Josephine Gail Baddeley
Date: Monday, 28 July 2025 3:31:05 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Josephine Gail Baddeley

Organisation name: OMIHA WELFARE AND RECREATION SOCIETY

Agent's full name:

Email address: joemike@xtra.co.nz

Contact phone number:

Postal address:
 2 GLEN BROOK RD OMIHA
 WAIHEKE ISLAND
 Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 Rule 13.8.2

Property address: 2 Glenn Brook Rd Waiheke Island

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The Hauraki Gulf Islands are a place of special ecological significance. In Omiha there are two regional parks: Rangihoua and Whakanewha as well as a large Forest and Bird Reserve. These are special habitats for wildlife and provide a highly valued recreational space for inhabitants and visitors. The amenity values: quietness, protection of wildlife are very adversely impacted by helicopters. Already the effect of very loud and disturbing aircraft travel is suffered from the airstrip bordering on Whakanewha. Provision of more helipads would exacerbate this situation, particularly if the provisions of NZ Coastal Policy Statement are ignored. These provisions are applicable to Omiha Whakanewha, and Rangihoua all of which have marine boundaries

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: I want the proposal amended to state that the Chief Planner enable all

138.1

private helipad consents to be fully notified until the proposed amendment is in place

138.1

Submission date: 28 July 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[It's rego time. Renew before 1 August to avoid a late fee. Register Now.](#)



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Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:



Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

IAN DOUGLAS

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

20 HILLSIDE RD, OSTEND, WAIHEKE ISLAND
AUCKLAND. 1081

Telephone:

09 372 8333

Email:

ann.porter@extra.co.nz

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Or

Property Address

Or

Map

Or

Other (specify)

Use of helicopters on Waiheke Island -
both for tourism ~ for personal helipads.

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended Yes ☐ No ☐

139.1

The reasons for my views are: The noise associated with helicopter movements

on the Island have a seriously detrimental effect on the enjoyment of life. Helicopter flights that are non-essential should be prohibited in residential & rural areas of western Waiheke. THERE IS ALREADY A HELIPORT AT WAHKE ISLAND FOR THE USE OF BOTH RESIDENTS + TOURISTS. (continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☐

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

Consents for non-essential helipads shall be prohibited in urban & rural zones in the western part of the Island between Pie Melon Bay & Rocky Bay. Helicopter movements over the western part of the Island shall be prohibited when travelling to helipads in the Eastern part of the Island.

I wish to be heard in support of my submission ☐

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☐

Jan Douglas
Signature of Submitter
(or person authorised to sign on behalf of submitter)

23.7.2025
Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ / could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☒ 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.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:



Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Robyn Ryan

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

22 Ostend Rd, Ostend

Telephone:

021 238-6038

Email:

robynmaryryan@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Rule 13.8.2

Or

Property Address

Or

Map

Or

Other (specify)

Do not wait excessive noise etc from helicopters fly over as disruptive & intrusive. OK for emergency & rescue

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☒

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended

Yes ☒

No ☐

140.1

The reasons for my views are:

Do not ~~wish~~ want helipads except emergency/rescue one

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation



Accept the proposed plan change / variation with amendments as outlined below



Decline the proposed plan change / variation



If the proposed plan change / variation is not declined, then amend it as outlined below.



I wish to be heard in support of my submission



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



If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter

(or person authorised to sign on behalf of submitter)

Date

5/July 2025

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ / could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☐ 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.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - David Gerrett
Date: Tuesday, 5 August 2025 12:06:29 pm
Attachments: [DAG Helipad Submission.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: David Gerrett

Organisation name:

Agent's full name:

Email address: dgerrett@xtra.co.nz

Contact phone number:

Postal address:
 20 Eden Terrace
 Onetangi
 Waiheke Island
 Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Property address: 20 Eden Terrace, Onetangi, Waiheke Island 1081

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

- Noise disruption concerns: Helicopter noise is intrusive and continuous, disrupting the peaceful natural soundscape and daily life on the islands due to the unique geography that amplifies sound. Helicopters' hovering intensifies noise impact more than fixed-wing aircraft.
- Safety risks: Increased helicopter activity raises risks of accidents, mis-landings, and mechanical failures, especially in pedestrian-friendly and recreational areas, with limited local infrastructure to manage aviation emergencies.
- Loss of quiet enjoyment: Helicopter flights near residential zones disrupt residents' ability to enjoy their property quietly, causing stress and anxiety that undermine wellbeing.
- Additional disturbances beyond current flights: New helipads increase total flight frequency,

141.1

affecting previously undisturbed areas and undermining existing flight path management.

- Environmental harm: Helicopter operations disturb native wildlife, degrade habitats through construction, contribute to air and water pollution, and risk introducing invasive species, conflicting with conservation goals.
- Property value decline: Proximity to helipads correlates with decreased property values due to noise, safety concerns, and amenity loss, potentially altering community composition and reducing investment.
- Cumulative pollution effects: Even low-level emissions and chemical runoff from helicopter activity accumulate over time, threatening environmental and human health in the islands' confined geography.
- Impact on island enjoyment: Increased helicopter use diminishes the islands' appeal to residents, visitors, and businesses by eroding the tranquility and natural beauty that define their identity.
- Erosion of island character: Expanding helipads risks transforming the rural, coastal, and wild nature of the islands into urban extensions, fundamentally changing their unique spirit and sustainability.

I or we seek the following decision by council: Decline the plan change

Submission date: 5 August 2025

Supporting documents
DAG Helipad Submission.pdf

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

Submission on ACDP Hauraki Islands Proposed Plan Modification 16 (Helipads)

Concerns Regarding Noise, Safety, Quiet Enjoyment, Environmental Impact, Property Value, Pollution, Island Amenity, and Character

To Whom It May Concern,

This submission is made in reference to Proposed Plan Modification 16 to the Auckland Council District Plan (ACDP) – Hauraki Islands Section, concerning provisions for additional helipads in the Hauraki Gulf islands. I wish to register my strong opposition to the proposed modification, based on a range of significant and well-founded concerns. These relate to noise, safety, the quiet enjoyment of property, additional disturbances over and above existing flight paths, environmental impacts, depreciation of property values, low-level pollution, the detrimental effect on the enjoyment of the islands by residents and visitors, and the erosion of the established character of these unique islands.

Noise

Helicopter operations are intrinsically noisy, generating high decibel levels that are both pervasive and intrusive. The unique geography of the Hauraki Islands, with their open landscapes and generally tranquil environment, amplifies noise transmission. The regular or even occasional operation of helipads within close proximity to homes, recreational areas, and natural habitats will inevitably shatter the peace that is so valued by island residents and visitors. Helicopter noise is not just a fleeting inconvenience; it is a continuous assault on the senses, interrupting daily life, sleep, work, conversation, and the natural soundscape.

The current sound environment on the islands is characterised by birdsong, the wind through native bush, and the distant sound of the ocean—qualities that contribute profoundly to the islands' amenity. Helipad operations threaten to replace these with the thunderous, mechanical churn of rotary blades and engines, a particular concern given the unpredictable frequency and duration of flights. Unlike fixed-wing aircraft, helicopters frequently hover for extended periods, exacerbating the noise impact. Studies show that helicopter noise is often perceived as more disturbing than other types of aircraft noise due to its irregularity and tone. The result is a chronic reduction in the quality of life for those living, working, or holidaying nearby.

Safety

Another major concern is safety. Increased helicopter activity poses a significant risk both in the air and on the ground. The Hauraki Islands are home to many pedestrian and cyclist-friendly zones, as well as popular walking tracks, beaches, and reserves. Even with strict operating protocols, the risk of accidents, mis-landings, mechanical failures, or pilot error is ever-present. The introduction of more helipads

Submission on ACDP Hauraki Islands Proposed Plan Modification 16 (Helipads)

means a higher likelihood of such incidents, particularly in areas not traditionally designed for aviation activity.

Additionally, emergency response times could be compromised by airspace congestion, and the presence of more flight paths increases the potential for mid-air conflicts, especially given the mix of recreational, private, and commercial aviation already present in the region. The islands' limited infrastructure is ill-equipped to respond to aviation accidents, which, while rare, can have catastrophic consequences for tight-knit communities.

Loss of Quiet Enjoyment of Property

The right to quiet enjoyment of one's property is a fundamental expectation of home ownership and tenancy. Helicopter activity, especially close to residential zones, undermines this right. The intermittent yet unpredictable nature of helicopter flights means residents cannot plan their activities, rest, or recreation with any certainty that they will not be disrupted by intrusive noise and vibration.

For many, the decision to live on or visit the Hauraki Islands is motivated by the desire for solitude, tranquility, and escape from the urban din. The imposition of helipads runs fundamentally counter to these aspirations. The resulting frustration, anxiety, and stress represent a clear and measurable loss of amenity, impacting day-to-day wellbeing and mental health.

Disturbance Additional to Existing Flight Paths

It is important to note that the islands are already subject to established flight paths for commercial and private aircraft. The addition of new helipads does not merely redistribute existing activity but increases the total volume and frequency of flights. This creates new disturbances in previously unaffected areas, compounding the overall impact.

Many existing flight paths are carefully managed to minimise overflight of sensitive areas, but the proliferation of helipads undermines this planning. Residents who have accepted or adapted to the current level of aerial activity should not be subjected to further impositions without compelling justification—none of which has been demonstrated in the proposed modification.

Environmental Issues

The environmental consequences of increased helicopter activity are significant and multifaceted. The Hauraki Islands are renowned for their unique ecosystems, native flora and fauna, and conservation values. Helicopter operations threaten these assets in several ways:

Submission on ACDP Hauraki Islands Proposed Plan Modification 16 (Helipads)

- **Disturbance to Wildlife:** The islands are home to many native and endangered bird species. Helicopter noise and rotor wash can disturb nesting and feeding, causing stress, nest abandonment, and population decline.
- **Degradation of Natural Habitats:** The construction of helipads often requires vegetation clearance, earthworks, and changes to drainage patterns, directly impacting sensitive environments.
- **Pollution:** Helicopters are a source of air pollution, releasing carbon monoxide, nitrogen oxides, and particulate matter. Fuel spills and the disposal of chemicals or lubricants can further contaminate soil and waterways.
- **Introduction of Invasive Species:** Increased helicopter traffic can inadvertently facilitate the introduction of weeds, pests, and diseases, which threaten vital native habitats.

In sum, the proposed modification is at odds with the Council's stated commitments to protect and enhance the islands' biodiversity and ecological health.

Depreciation of Property Value

There is robust evidence from other regions that proximity to aviation infrastructure, especially helipads, is associated with a decline in property values. Prospective buyers are deterred by noise, safety risks, loss of amenity, and the prospect of ongoing disturbance. The unique appeal of the Hauraki Islands is a major factor in their property values; undermining this by allowing more helipads is likely to result in real and measurable financial loss for homeowners.

This is not only an issue of individual wealth but also threatens the social fabric of the islands, as declining property values can drive changes in the resident population and reduce investment in the community. Such outcomes run counter to the objectives of sustainable development and community wellbeing.

Low Level Pollution

Helicopters contribute to air and, potentially, water pollution, even at "low" levels. While each flight may seem insignificant in isolation, the cumulative effect of multiple landings and take-offs, fuel consumption, and maintenance activity adds up over time. The islands' relatively small size and enclosed geography mean that pollutants can persist, affecting both environmental and human health.

In addition to airborne emissions, the risk of chemical runoff from helipad sites, especially those sited near waterways or sensitive ecosystems, cannot be ignored. The Council must consider the long-term, incremental impact of these developments, not just their immediate convenience.

Submission on ACDP Hauraki Islands Proposed Plan Modification 16 (Helipads)

Impact on Established Island Enjoyment by Many People

The Hauraki Islands are treasured by a wide range of people: full-time residents, holidaymakers, outdoor enthusiasts, artists, conservationists, and those seeking respite from city life. Their enjoyment of the islands is inseparable from the peace, beauty, and unique character that the islands offer. Increased helicopter activity will irreparably damage this, causing many to seek quieter, less developed destinations.

This has wider ramifications, including impacts on tourism, local businesses, and the social vibrancy of the islands. The islands' identity as a place of retreat and inspiration would be diminished, undermining one of Auckland's most distinctive and cherished assets.

Impact on the Character of the Islands

Perhaps the most profound concern is the loss of character that increased helicopter activity represents. The Hauraki Islands are not suburbs of Auckland; they are rural, coastal, and, in many cases, wild. Their character is defined by their tranquility, limited accessibility, and close relationship with the natural world.

Allowing more helipads risks transforming the islands into extensions of the city, erasing the qualities that make them special. This is not a trivial loss, but a fundamental change to the islands' spirit, attractiveness, and long-term sustainability.

Conclusion

For all the reasons outlined above—noise, safety, loss of quiet enjoyment, additional disturbance, environmental risks, depreciation of property value, cumulative pollution, loss of amenity, and the erosion of the islands' unique character—I urge the Council to reject Proposed Plan Modification 16 in its current form. Instead, a precautionary, evidence-based approach should be adopted, prioritising the wishes of residents and the protection of the natural environment over the convenience of a few.

Thank you for considering this submission.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Katie Lavers
Date: Sunday, 10 August 2025 8:15:53 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Katie Lavers

Organisation name:

Agent's full name:

Email address: katielavers8@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Anything that affects dog walking

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Dogs need to be able to be run off leash for their wellbeing. I am sick of Forest and Bird's interference in local council decisions. Their position statement on dogs from 2017 is unfounded , illogical and should be thrown away. Do not create less spaces for dog walkers. If you do that then you will see an increase in aggressive incidents, increased traffic and it will just generally make things much worse.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: See statement above.

Submission date: 10 August 2025

Attend a hearing

142.1

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Helen Jones
Date: Friday, 15 August 2025 4:45:33 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Helen Jones

Organisation name:

Agent's full name: Helen Elizabeth Crawford Jones

Email address: helen@jubsta.co.nz

Contact phone number:

Postal address:
 12 Tirotai Crescent
 Westmere
 Auckland 1022

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
 Restricted Discretionary Activity Rule 13.8.2.

Property address: 151 Sandhills Road, Great Barrier Island

Map or maps:

Other provisions:
 General classification of Helipads as a restricted discretionary activity in residential areas

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
 We do not consider the proposed changes adequately take into consideration the negative effects of helicopter pads on the wider surrounding environment and community or go far enough to mitigate these.

Negative impacts include effects on:
 - residential amenity values - noise, vibration, air movement, visual and general disturbance
 - ecological sensitivity (rare and threatened species) - noise, vibration, air movement and general disturbance
 - cultural sensitivity (kaitiakitanga responsibilities)

Our belief is that the amendment does not adequately address the lack of clarity within the provisions in relation to helipads and continues to leave consenting open to a high level of

143.1

discretion without adequate understanding or appreciation of negative notional and site specific impacts.

We believe Helipads should be classified as non-compliant in all locations other than designated airports and/or airfields in order to ensure thorough and total mitigation of negative impacts.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Classification of helipads as non-compliant in all locations other than designated airports and/or airfields.

Submission date: 15 August 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

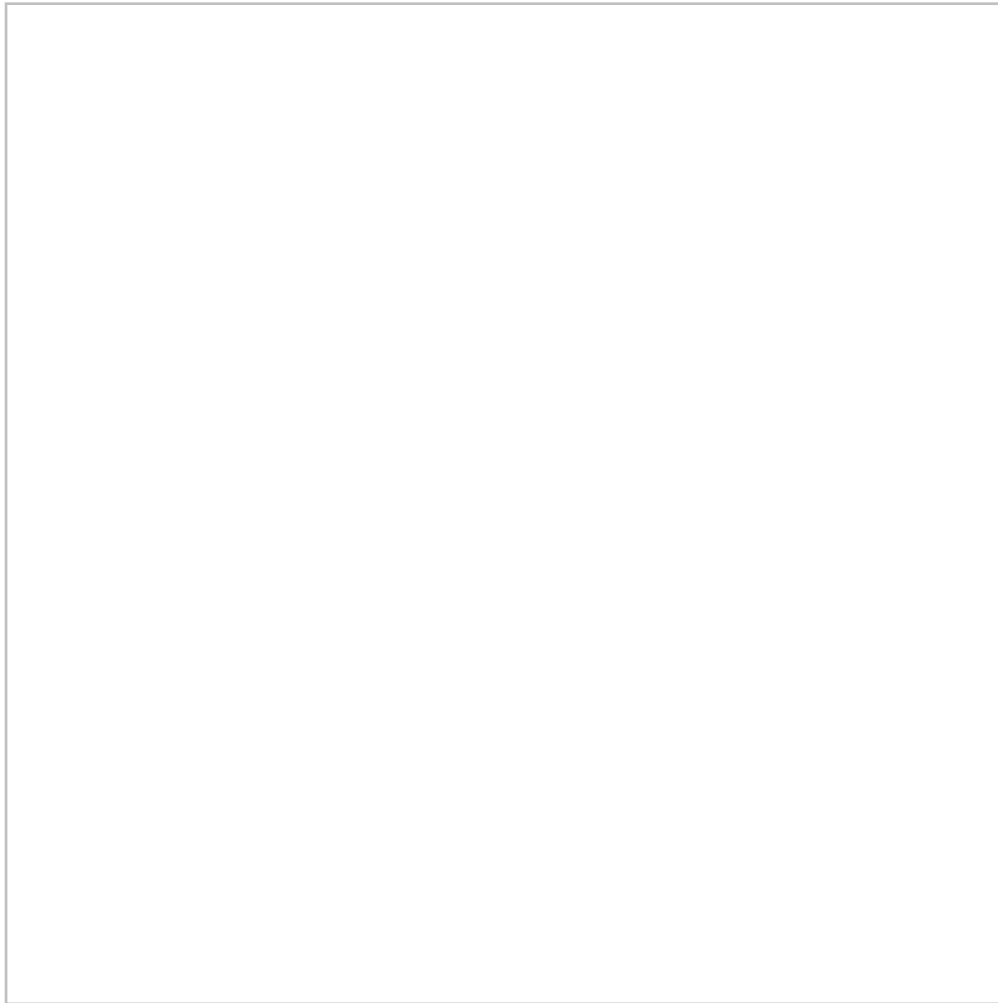
Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

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- 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.
- 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.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Richard Howard

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

260 Gray Road, Great Barrier Island, Great Barrier Island / Aotea, 0991 (TBC)

Telephone:

Email:

richard@autojapan.com

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Auckland Council District Plan – Hauraki Gulf Islands section (HGI Plan) – Part 13 Transport – Rule 13.8.2

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☒

I wish to have the provisions identified above amended Yes ☐ No ☒

The reasons for my views are:

Please see the attached submission.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☐

Decline the proposed plan change / variation ☒

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

Please see the attached submission.

I wish to be heard in support of my submission ☒

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☒

R D Howard

08/18/2025

Signature of Submitter

Date

(or person authorised to sign on behalf of submitter)

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ /could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☐ 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.

**Submission On Proposed Plan Modification 16 to the Auckland Council District Plan –
Hauraki Gulf Islands Section – Rule 13.8.2 (Helipads)**

To: Planning Technician
Auckland Council
Level 16
135 Albert Street
Private Bag 92300
Auckland 1142
By email: unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: Richard Howard

Address for Service: 260 Gray Road
Great Barrier Island / Aotea 0991
Attention: Richard Howard
richard@autojapan.com

Date: 18 August 2025

INTRODUCTION AND SUMMARY

1. I **oppose** the proposed amendments to Rule 13.8.2 of the Auckland Council District Plan – Hauraki Gulf Islands Section (HGI Plan) relating to helipads and airstrips.
2. I seek that the Council decline the proposed plan modification.
3. I could not gain an advantage in trade competition through this submission.
4. I am a joint landowner of a large property on Great Barrier Island and am authorised to make this submission.
5. I am directly affected by planning rules that regulate the establishment and operation of helipads. The current rule framework is sufficient by allowing helipads while managing adverse effects on the environment. Helicopters represent a flexible and practical transport option given the unique geography, remoteness, and limited transport links to and from the island. I consider that the proposed modifications go beyond what is necessary in this context.

SUBMISSION

6. Great Barrier Island is a remote location with limited access. Commercial flights and ferries are infrequent. In addition, the Claris airstrip faces severe parking congestion during busy periods, affecting both fixed-wing and rotor-wing aircraft. Requiring all

helicopter landings to occur at this location would intensify the pressure on already limited infrastructure. As such, private helicopter transport and helipads can provide a practical option for travel, particularly for work-related commuting or accessing mainland services.

7. For landowners like me, property size, topography, vegetation, and separation from neighbouring dwellings provide natural buffers, so helicopter movements have minimal noise, vibration and amenity impacts on surrounding residents.
8. My property lies within the existing Visual Flight Rules (VFR) landing circuit for the Claris airstrip. Aircraft frequently fly overhead, so the effects of additional helicopter movements and landings would be comparable to what they are currently. Further, my immediate neighbour has an existing helipad, which has operated without complaint or disturbance to the wider community. This demonstrates that in similar contexts, well-sited and infrequently used helipads are acceptable.
9. The existing framework is sufficient to address any potential effects. The proposed modifications go beyond what is necessary for helipad applications, particularly in rural island contexts. In particular, I consider that:

- (a) **Rule 13.8.2(3) already addresses relevant effects:** rule 13.8.2(3) focuses on noise emissions received at or within the notional boundary of noise-sensitive activities, which is a people-centric definition. It applies to dwellings, schools, hospitals, and other places where people are likely to be affected by noise. The proposed references to NZCPS policies on ecological values, cultural values, natural character, amenity, and recreational enjoyment have no direct relevance to this definition. Similarly, natural and historic heritage are not included in the definition of “noise-sensitive activity,” and therefore their inclusion here is misaligned with the rule’s existing scope.

In principle, I am not opposed to explicitly including vibration as a matter for discretion, but this could be achieved without introducing the broad and unrelated NZCPS policy references.

- (b) **Departure from the purpose of restricted discretionary status:** restricted discretionary activities are intended to confine Council’s discretion to specific matters. By incorporating a wide range of NZCPS policy areas, the proposal significantly expands the scope of assessment beyond key noise and amenity effects, undermining the purpose of a restricted discretionary status.

- (c) **Unnecessary and onerous for an intermittent activity:** helipad use is infrequent. Requiring an applicant to assess effects across all the NZCPS matters listed would be disproportionate to the actual and potential effects (noting the scale and duration) of the activity and would add unnecessary cost and complexity.

PROCESS CONCERNS

10. I am aware of recent legislative changes which I consider would prevent PM 16 from progressing. I understand that the Resource Management (Consenting and Other System Changes) Amendment Bill is in the process of receiving Royal Assent. This change to the Resource Management Act puts a pause on hearing and notifying plan changes and variations, with only limited exceptions. In my view, this plan modification does not fall within any of those exemptions. Accordingly, I question whether it can be advanced and provide my submission in that context.

DECISION SOUGHT BY COUNCIL

11. I request that Proposed Plan Modification 16 be declined.
12. If the Council proceeds with PM 16, I request that:
- (a) The references to NZCPS policy directives in "Matters for Discretion" be removed.
 - (b) New assessment criterion X be removed.

144.1

CONCLUSION

13. The current rule framework is already sufficient to manage the effects of helipads in the Hauraki Gulf Islands. The proposed amendments unnecessarily broaden the scope of Rule 13.8.2 beyond its intended focus on managing effects on noise sensitive activities.
14. I wish to be heard in support of my submission.
15. If others make a similar submission, I will consider presenting a joint case with them at a hearing.

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

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- 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.
- 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.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



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Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Kushla Currie

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

22 Ridge Road, Oneroa, Waiheke Island 1081

Telephone:

0210693608

Email:

kushlagrace@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

All provisions pertaining to helipads, including the objectives and policies, rules, a

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☒

I **oppose** the specific provisions identified above ☐

wish to have the provisions identified above amended

Yes ☒

No ☐

I do not support. I can't
uncheck this box - I
wish for an amendment



#145

The reasons for my views are:

PM16 is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). This is an error because it is required by sections 55(2), 57(2) & 55(2D)(a) of the RMA. The proposal to keep the policies, objectives and activity statuses the same is wrongful. A substitution revision is therefore required.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

☐

Accept the proposed plan change / variation with amendments as outlined below

☒

Decline the proposed plan change / variation

☐

If the proposed plan change / variation is not declined, then amend it as outlined below.

☐

That the objectives and policies of the district plan be amended to give full effect to the NZCPS.

That new rules are developed for helipad consenting, that flow through from those revised objectives.

That the new rules have a more restrictive activity status and include more matters for consideration again as required to give effect to the New Zealand Coastal Policy Statement (2010) (NZCPS).

I wish to be heard in support of my submission

☐

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

☐

If others make a similar submission, I will consider presenting a joint case with them at a hearing

☐

145.1



Signature of Submitter
(or person authorised to sign on behalf of submitter)

18th August 2025

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ / could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☒ 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.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



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Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Anthony Kim Whitaker

Organisation Name (if submission is made on behalf of Organisation)

Quiet Sky Waiheke

Address for service of Submitter

8 Hillside Road, Palm Beach, Waiheke Island, Auckland 1081.

Telephone:

212989670

Email:

anthonykimwhitaker@gmail.com

Contact Person: (Name and designation, if applicable)

*** NB the form deletes the leading zero of the phone number ***

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

All provisions pertaining to helipads, including the objectives and policies, rules, activity statuses, and matters for consideration

Or

Property Address

Or

Map

Or

Other (specify)

Submission

*** NB the 'other (specify)' box on this form does not function correctly ***

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

See appended supplementary sheet; section heading: "The reasons for my views are:"

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

See appended supplementary sheet; section heading: "I seek the following decision by Council:"

I wish to be heard in support of my submission ☒

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☒



*** NB this foreign date format is forced by the form ***

08/18/2025

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

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I could ☐ /could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

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(a) adversely affects the environment; and

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

Submission by Quiet Sky Waiheke on proposed plan change PM16 - Helipads

This supplementary sheet accompanies our submission on FORM 5 and forms part of it.

The reasons for my views are:

The Section 32 report makes clear that the proposed plan change is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). In fact, it proposes only to include consideration of some of the policies of the NZCPS and only in relation to noise and vibration effects. It does not propose to change objectives and policies of the district plan, nor the activity status of applications to establish helipads (or airstrips).

This leads to the highly unusual situation of a plan change with “*proposed amendments [which] aim only to clarify the existing regulatory framework*” [23], which “*will have no impact on future applications for helipads*” [23], and which “*does not introduce or expand matters of consideration or change any standards*”, because “*The plan modification does not propose a policy shift*” [186]. In other words, this is a plan change which is designed to make no material change to the plan.

Note: The numbering in square brackets above, and below, is a reference to the cited section of the Section 32 report.

Quiet Sky Waiheke campaigned for the NZCPS to be given effect to because we were told that council could not or would not make any changes to the Hauraki Gulf Islands district plan (hereafter, ‘the district plan’) to minimise the impact of excessive private helicopter movements over Waiheke, and especially take-offs and landings, which have arisen from the excessive number of private helipads that have been consented (more than 65 now), and which continue to be consented. Yet we recognised that the New Zealand Coastal Policy Statement was a consequential piece of national policy, which *required* a plan change to be made, and which would also require a change to the *objectives* and *policies*, and *activity status*, pertaining to helipad consent applications. And we noted that many helipad consents were being granted with flightpaths over areas and species which should have been protected by the NZCPS (and still are). And we satisfied ourselves that helicopters were extremely likely to be having a real impact on (supposedly) protected species and biodiversity values around Waiheke Island.

In response to our campaigning (via the Local Board) we were then told that the NZCPS *had* already been incorporated into the district plan, really. The older (1994) coastal policy statement and sections of the Hauraki Gulf Marine Park Act (2000) were cited as having been considered during the writing of the district plan, as though that meant that the 2010 NZCPS did not have to be given effect to.

Indeed, that argument persists in the Section 32 report, which states that “*The operative NZCPS is not specifically referenced in the Restricted Discretionary Activity provisions. The approach is that the provisions subject matter is what gives effect to the NZCPS – rather than by making direct reference*” [8] and that “*NZCPS policy [was] delivered under NZCPS 1994 and s10 of the HGMPs, where s7 and s8 are treated as NZCPS policy*”. [99]

The district plan was written before the 2010 NZCPS – which is a very different piece of legislation to the 1994 coastal policy statement and Hauraki Gulf Marine Park Act. So, it can’t have been given effect to, whether by direct reference, or by subject matter, unless the new

legislation is effectively identical to the old legislation. It is difficult to conceive of any situation where existing legislation could be replaced by new legislation which makes no changes and requires no implementation. And in fact the current NZCPS was so strikingly different to the previous coastal policy statements, that case law was made around it in the supreme court and plentiful legal guidance notes were issued explaining the impacts of the new NZCPS, with clarifications that the word ‘avoid’, in relation to adverse impacts, really did mean what it said, i.e. not allow to happen, at all. The NZCPS was a big deal, not more of the same. Yet the section 32 report for the present plan change states that the “NZCPS and HGMPA are generally in alignment” and “broadly cover the same matters” with a “high level of correlation” [37]...meaning that the provisions of the district plan are “consistent with the NZCPS in its current form” [38].

The NZCPS includes policies 11, 13 & 15, which use very strict wording, requiring the avoidance of adverse effects, and policy 3, which requires a precautionary approach. These are uniquely powerful rules in the legislative landscape, not in any way equivalent to the less specific rules in prior legislation, that did not establish a prohibition of adverse effects. There is a significant section of the Section 32 report which aims to find equivalences and highlight similarities between the old legislation and the new, whilst overlooking the key differences [116-139]. It does not hold up to scrutiny. Consider, for example, at Policy 11 (a) & (b) (incorrectly labelled ‘c’ & ‘d’ in the Section 32 report), and Policy 15 (b) & (c)(iv) of the NZCPS. Then consider what is identified in the Section 32 report as equivalent: “Refer to HGMPA directives identified above in relation to NZCPS Objective 2” [133] & [135]. In fact, this reference to the HGMPA directives identified in relation to NZCPS Objective 2 is repeated as the answer for most of the NZCPS policies (i.e. [127], [131], [133], [135], [136], [137] & [134])...Yet looking under NZCPS Objective 2, the answer is to “Refer to Objective 1” [120]. Objective 1, in turn, cites section 7(1) of the HGMPA as identifying “the life-supporting capacity in the Hauraki Gulf as a matter of National Importance” [118] and management objectives 8(a) & (b) as being relevant also [119]. They read as follows:

“To recognise the national significance of the Hauraki Gulf, its islands, and catchments, the objectives of the management of the Hauraki Gulf, its islands, and catchments are—

(a) the protection and, where appropriate, the enhancement of the life-supporting capacity of the environment of the Hauraki Gulf, its islands, and catchments:

(b) the protection and, where appropriate, the enhancement of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments:”

All very well, but these sections would have to do a lot of heavy lifting, to stand in for the entirety of the NZCPS. And in fact, they cannot. A general objective to protect the life-supporting capacity of the Hauraki Gulf, which can be balanced across other objectives and policies and rules in the RMA (or plans giving effect to it) is not the same as a simple and absolute requirement to avoid (meaning not allow) any adverse impacts whatsoever on protected native fauna (policy 11 of the NZCPS); indeed to avoid any uncertain risk of adverse impacts (when combined with NZCPS policy 3). It’s rather an understatement then to summarise that “the NZCPS goes into more detail, however the HGMPA in being less prescriptive has equally broad scope” [138].

It is the detail and prescriptiveness of the NZCPS which makes it different. And that difference is the reason that it needs to be given effect to. No doubt all environmental legislation would seem

broadly the same, when stripped of detail and prescriptiveness. But in this case, there are especially prescriptive and consequential rules that government has written and required council to give effect to.

The logical conclusion of Council's approach is the statement that *"Doing nothing is technically an appropriate and efficient solution from a process perspective given that the consents process assessment of effects under s104 of the RMA already requires regard to be had to the NZCPS to the extent that the matters over which discretion has been restricted correspond to the NZCPS provisions"* [61].

To be clear, this is a statement that council believes it would be appropriate to not undertake a plan change to give effect to the NZCPS.

Council's approach is therefore a clear and direct breach of RMA sections 55 (2) and 57 (2) which, together, mean that **the objectives and policies of the district plan must be amended to give effect to the objectives and policies of the NZCPS**. Council claims the right to choose to not give effect to the NZCPS, but that option is not legally available.

Section 55 (2D) (a) of the RMA states that *"in all cases, the local authority must make the amendments...as soon as practicable"*. The only valid reason that council might have to not amend the objectives and policies of the district plan (to give effect to the NZCPS) would be if it was not 'practicable'. But the NZCPS was gazetted fifteen years ago, which is ample time to give effect to it. And council is currently undertaking a plan change to notionally give effect to the NZCPS. It cannot very well claim that it would not be practicable to do it properly, yet would be practicable to go through the same process, and not do it properly.

It does not materially change the wrongness of council's position, that it is proposing the present plan change, because the proposal fails to give proper effect to NZCPS. Council wishes to choose *not* to amend the objectives and policies and instead to *"maintain the plan wide balance of objectives and policies"* [100] with the result that *"The proposed amendments are considered the most appropriate method of ensuring assessment outcomes consistent with achieving the relevant objectives and policies of the RPS and the District Plan"* [192]. To achieve this, the *"scope has purposely been kept narrow...[only] clarifying the interpretation of 'noise'...and nuances of noise effects assessment"* [26]. And the *"Objectives and policies...[have been defined as being] outside the scope of the plan modification"* [27] and *"the development of options is [decreed as being] limited to Restricted Discretionary Activity Rule 13.8.2"* [28].

This is not a valid choice under sections 55 (2) and 57 (2) of the RMA, which requires that the objectives and policies be changed to give effect to the NZCPS. The section 32 report identifies the relevant sections of the RMA as being part 2 and sections 31, 73, 74, 75 & 76 [101]. It does not identify sections 55 (2), (2D), or 57 (2), yet they are clearly pivotal. This is an egregious oversight.

Council could theoretically find that no change is needed, having gone through an evaluation process. But council has not gone through a process of considering changes to the objectives and policies, because it has, quite wrongly, defined the scope of the plan change as something which will not do that. Moreover council has concluded that *"The NZCPS in its entirety is too great a scope to be a 'matter of discretion'. It would contradict the key mechanism underpinning Restricted Discretionary activity status, which is to place specified limitations on the matters that can be considered. Potentially any effect on a subject of the NZCPS may be considered, the*

scope created would be broader and more akin to a discretionary activity...essentially removing the Restricted Discretionary activity status and replacing it with Discretionary Activity status” [66] meaning that it would “open up assessments to include irrelevant matters” [67].

In short, council knows that giving effect to the NZCPS in its entirety would require a change to the activity status. It knows, or should know, that it is obliged to give effect to the NZCPS in its entirety. But it simply chooses not to, because it believes that the requirements of the NZCPS are ‘irrelevant’.

There is some reasoning provided in the s32 report explaining why council believes it should not give full effect to the NZCPS. One reason has been discussed already – that some parts of the HGMPA are similar-enough to the NZCPS to not warrant a change – and that argument was found wanting.

Another reason is that to give full effect to the NZCPS is “*likely to result in intense debate with a lengthy hearing and appeals process*” and that “*the cost of the plan modification is likely to be high*” because “*Helicopters are a contentious topic*” [68]. (Although these arguments are provided in a narrow context, in [68], they have been made by council many times in a range of fora and formats, so they are representative of council’s reasoning).

These would not be valid reasons for declining to give effect to environmental regulations and council would not accept this argument from others who were seeking to avoid discharging their responsibilities under the RMA. Moreover, they are untrue. It would not be possible to successfully contest a plan change which simply implements government policy. Council could not lose a case in court where it had simply undertaken a mandated plan change to give effect to the NZCPS (and no such appeal would be forthcoming). It is however possible to contest the failure to give effect to government policy, so failing to give effect to the NZCPS is the more fiscally-risky approach.

A final reason given for the plan to not be changed is that “*the provisions for helipads were the subject of submissions during the plan making process*” [9] and that the current plan provisions “*are a decision of the Environment Court*” [39] and that there would be “*no policy backing for...provisions addressing issues unrelated to noise and visual effects*” [64].

Addressing the argument that the provisions were the subject of submissions during the plan making process: That is incorrect. The public was not able to submit on the provisions which are in the operative district plan. The public submitted on very different provisions, summarised as follows:

- A non-complying activity in residential areas.
- A discretionary activity in rural areas.
- A maximum of three inward and outward flights in a seven-day period.
- Consideration of noise, visual and amenity effects, impacts on noise sensitive activities, hours of operation (and more).
- Those effects to be considered:
 - Within the context of the objective – specific to helipad consenting – of “protecting the character and amenity values of the islands”.
 - With the policy of “not providing for helipads in locations that can adversely affect the amenity of surrounding residents”.

- With the strategy that the Plan “restricts helipads in areas that are easily accessible by more conventional means of transport, and where there is the potential to adversely affect amenity values”
- A maximum (not averaged) noise limit of 85dBA L_{max} .
- A recommendation that reliance on the Standard [NZS 6807] would be extremely difficult to monitor and enforce and should not be used.

Those are the provisions which came from the district plan change process (drafting, submissions, and hearing). Those provisions would have prevented the proliferation of helipads, as was their stated intention. But some helicopter companies and a couple of landowners appealed those provisions. Council agreed to the much more permissive extant rules for helipads through an out-of-court process. And the community was not consulted on that replacement set of rules, which were very different – being much more permissive, with fewer controls, and based around NZS 6807.

Addressing the argument that the provisions were the result of an Environment Court decision: That is also incorrect. Council settled, out of court, with the appellants and brought the agreed new rules to the court to rubber stamp without passing any judgement (i.e. by *consent order*).

Addressing the argument that there is no policy backing for provisions unrelated to noise and vibration: That too is incorrect. The NZCPS is the policy which needs to be given effect to. The RMA requires that the objectives and policies of the district plan be amended to give effect to it. The NZCPS can't be given effect to in full, without adding further provisions to be considered in consent processing, and without a change in the activity status.

In summary, the objectives and policies of the district plan must be amended to give effect to the NZCPS. This must lead to new rules being developed for helipad consenting, that flow through from those revised objectives and policies. Those rules must have a more restrictive activity status. And those rules must include more matters for consideration than just noise and vibration. These obligations arise from the existence of the NZCPS, and parts 6, 7, 8, 55 (2) & 57 (2) of the RMA. Council has made a clear and obvious error in law by not proposing to give full effect to the NZCPS and cannot rely on it being ‘not practicable’ to avoid doing so, as, in the first instance, fifteen years have elapsed since the NZCPS was published and, in the second instance, Council is currently in the throes of a process to nominally give effect to the NZCPS. It would be no less practicable to do it correctly, than it would be to do it incorrectly.

I seek the following decision by Council:

- That the objectives and policies of the district plan be amended to give full effect to the New Zealand Coastal Policy Statement (2010).
- That new rules are developed for helipad consenting, that flow through from those revised objectives and policies.
- That the new rules have a more restrictive activity status and include more matters for consideration; again as required to give effect to the New Zealand Coastal Policy Statement (2010).

146.1

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may 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.
- 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.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Ms Gerda Gorgner

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

8 Hillside Road, Waiheke Island

Telephone:

Email:

gerdagmob@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

All provisions pertaining to helipads, including the objectives and policies, rules, activity statuses, and matters for consideration

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

PM16 is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). This is an error because it is required by sections 55(2), 57(2) & 55(2D)(a) of the RMA. The proposal to keep the policies, objectives and activity statuses the same is wrongful. A substation revision is therefore required.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

147.1

That the objectives and policies of the district plan be amended to give full effect to the NZCPS.

That new rules are developed for helipad consenting, that flow through from those revised objectives and policies.

That the new rules have a more restrictive activity status and include more matters for consideration;

again as required to give effect to the New Zealand Coastal Policy Statement (2010) (NZCPS).

I wish to be heard in support of my submission ☐

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☐

Gerda Gorgner

Signature of Submitter

(or person authorised to sign on behalf of submitter)

08/19/2025

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

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I could ☐ / could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☐ 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.

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Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



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Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Graham Bruce Roberts

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

44 Hill Road, Palm Beach, Waiheke Island 1081

Telephone:

021 678 767

Email:

gbroberts@xtra.co.nz

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

All provisions pertaining to helipads, including the objectives and policies, rules, a

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

PM16 is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). This is an error because it is required by sections 55(2), 57(2) & 55(2D)(a) of the RMA. The proposal to keep the policies, objectives and activity statuses the same is wrongful. A substitution revision is therefore required.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

148.1

That the objectives and policies of the district plan be amended to give full effect to the NZCPS.

That new rules are developed for helipad consenting, that flow through from those revised objectives.

That the new rules have a more restrictive activity status and include more matters for consideration again as required to give effect to the New Zealand Coastal Policy Statement (2010) (NZCPS).

I wish to be heard in support of my submission ☐

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☐



Signature of Submitter
(or person authorised to sign on behalf of submitter)

19 August 2025

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

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(a) adversely affects the environment; and

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

I **support** the specific provisions identified above ☐
I **oppose** the specific provisions identified above ☐
I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:
PM16 is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). This is an error because it is required by sections 55(2), 57(2) & 55(2D)(a) of the RMA. The proposal to keep the policies, objectives and activity statuses the same is wrongful. A substation revision is therefore required.

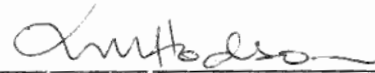
(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation	☐
Accept the proposed plan change / variation with amendments as outlined below	☒
Decline the proposed plan change / variation	☐
If the proposed plan change / variation is not declined, then amend it as outlined below.	☐

That the objectives and policies of the district plan be amended to give full effect to the NZCPS.
That new rules are developed for helipad consenting, that flow through from those revised objectives and policies
That the new rules have a more restrictive activity status and include more matters for consideration;
again as required to give effect to the New Zealand Coastal Policy Statement (2010) (NZCPS).

I wish to be heard in support of my submission	☐
I do not wish to be heard in support of my submission	☐
If others make a similar submission, I will consider presenting a joint case with them at a hearing	☐


Signature of Submitter
(or person authorised to sign on behalf of submitter)

03/19/2025
Date

Notes to person making submission:

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Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to .

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Ms. Linda Mary Hodson

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

182 Awaawaroa Rd, RD1, Waiheke Island, 1971

Telephone:

212318189

Email:

08/19/2025

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

All provisions pertaining to helipads, including the objectives and policies, rules, activity statuses, and matters for consideration

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

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- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- 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.

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Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Damian Sycamore

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

Telephone:

Email:

damiansycamore@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

All provisions pertaining to helipads, including the objectives and policies, rules, activity statuses, and matters for consideration

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

PM16 is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). This is an error because it is required by sections 55(2), 57(2) & 55(2D)(a) of the RMA. The proposal to keep the policies, objectives and activity statuses the same is wrongful. A substation revision is therefore required.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

That the objectives and policies of the district plan be amended to give full effect to the NZCPS.

That new rules are developed for helipad consenting, that flow through from those revised objectives and policies.

That the new rules have a more restrictive activity status and include more matters for consideration;

again as required to give effect to the New Zealand Coastal Policy Statement (2010) (NZCPS).

I wish to be heard in support of my submission ☐

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☐

150.1


Signature of Submitter
(or person authorised to sign on behalf of submitter)

08/19/2025

Date

Notes to person making submission:

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I could ☐ / could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☐ directly affected by an effect of the subject matter of the submission that:

(a) adversely affects the environment; and

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Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



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Auckland Council
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Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

David Leslie Smith

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

46 Hill Road, Palm Beach, Waiheke Island. 1081

Telephone: 0210329637

Email: jananddavidsmith@outlook.com

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number PM 16

Plan Change/Variation Name Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

All provisions pertaining to helipads, including the objectives and policies, rules, activity statuses, and matters for consideration

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

PM16 is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). This is an error because it is required by sections 55(2), 57(2) & 55(2D)(a) of the RMA. The proposal to keep the policies, objectives and activity statuses the same is wrongful. A substantial revision is therefore required.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

That the objectives and policies of the district plan be amended to give full effect to the NZCPS.

That new rules are developed for helipad consenting, that flow through from those revised objectives and policies.

That the new rules have a more restrictive activity status and include more matters for consideration;

again as required to give effect to the New Zealand Coastal Policy Statement (2010) (NZCPS).

I wish to be heard in support of my submission ☐

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☐

151.1



Signature of Submitter
(or person authorised to sign on behalf of submitter)

08/18/2025

Date

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(a) adversely affects the environment; and

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

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Trevor Michael Newman
Date: Tuesday, 19 August 2025 4:15:29 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Trevor Michael Newman

Organisation name: -

Agent's full name: -

Email address: mike_newman@xtra.co.nz

Contact phone number:

Postal address:

-

Port Fitzroy Great Barrier island

Auckland 0963

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

rule 13.8.2

Property address: settlement areas Great Barrier island

Map or maps:

Other provisions:

No helicopter activity or landings in settlement areas Great barrier island

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

There is a concrete pad used in Port Fitzroy by the Westpac helicopter - which no one minds. This pad has been used by helicopter companies flying people in and out for large holiday boats annoying the residents, this pad is beside a small mangrove beach which was a teal duck roosting area. this pad is not legal. The dept of conservation often use a now unused house site in Port Fitzroy for helicopter activity - which should be banned, they have enough room for this behind their office in Okiwi

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: No helipads in Great Barrier settlement areas Noise and vibration to be considered

152.1

Submission date: 19 August 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Patricia May Gerrett
Date: Wednesday, 20 August 2025 11:30:33 am
Attachments: [SUBMISSION ON PLAN MODIFICIATION 16_PMG.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Patricia May Gerrett

Organisation name:

Agent's full name:

Email address: trishgerrett@xtra.co.nz

Contact phone number:

Postal address:
20 Eden Terrace
Onetangi
Waiheke Island
Auckland 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
Proposed Plan Modification 16 - Helipads

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
I oppose the proliferation of helipads on the Hauraki Gulf Islands.

I or we seek the following decision by council: Decline the plan change

Submission date: 20 August 2025

Supporting documents
SUBMISSION ON PLAN MODIFICIATION 16_PMG.pdf

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

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SUBMISSION ON ACDP HAURAKI ISLANDS PROPOSED PLAN MODIFICATION 16 (HELIPADS)

This submission is made in reference to Proposed Plan Modification 16 to the Auckland Council District Plan (ACDP) – Hauraki Islands Section, concerning provisions for additional helipads in the Hauraki Gulf Islands. I wish to register my opposition to the proposed modification.

153.1

I support the introduction of the NZ Coastal Policy Statement as a matter of consideration for applications to establish a helipad under the Hauraki Gulf Islands District Plan. This will allow for consideration of a broad range of cultural and ecological effects.

The onus must be placed on applicants for helipads to provide environmental assessments to comprehensively prove that there will be no harmful effects to native fauna, including sea bird populations and marine animals within all possible flight paths for the helipad. Helicopters are noisy and destroy the natural tranquil nature of the islands that residents and visitors alike have come to value and enjoy.

Council must identify areas of coastal environment where particular activities are inappropriate and where coastal values are under threat from adverse cumulative effects. Once multiple helipads are allowed, their adverse effects cannot be reversed.

Indigenous biological diversity must be protected particularly during vulnerable life states of indigenous species, for example nesting and fledging.

It is also important to recognise that special features, for example, the sounds of the sea should also be taken into consideration.

Council must consider the protection of sites and places of significance to mana whenua.

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may 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.
- 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.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Sandra Mary Chesterman

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

Telephone:

210696646

Email:

sanderlwaiheke@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

All provisions pertaining to helipads, including the objectives and policies, rules, activity statuses, and matters for consideration

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☒

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

PM16 is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). This is an error because it is required by sections 55(2), 57(2) & 55(2D)(a) of the RMA. The proposal to keep the policies, objectives and activity statuses the same is wrongful. A substantive revision is therefore required.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

That the objectives and policies of the district plan be amended to give full effect to the NZCPS.

That new rules are developed for helipad consenting, that flow through from those revised objectives and policies.

That the new rules have a more restrictive activity status and include more matters for consideration;

again as required to give effect to the New Zealand Coastal Policy Statement (2010) (NZCPS).

I wish to be heard in support of my submission ☐

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☐

S M Chesterman (signature attached)

08/20/2025

Signature of Submitter

Date

(or person authorised to sign on behalf of submitter)

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ / could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☒ 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.

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☒

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

PM16 is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). This is an error because it is required by sections 55(2), 57(2) & 55(2D)(a) of the RMA. The proposal to keep the policies, objectives and activity statuses the same is wrongful. A substation revision is therefore required.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

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Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

That the objectives and policies of the district plan be amended to give full effect to the NZCPS.

That new rules are developed for helipad consenting, that flow through from those revised objectives and policies.

That the new rules have a more restrictive activity status and include more matters for consideration;

again as required to give effect to the New Zealand Coastal Policy Statement (2010) (NZCPS).

I wish to be heard in support of my submission ☐

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☐



Signature of Submitter
(or person authorised to sign on behalf of submitter)

08/19/2025

Date

Notes to person making submission:

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If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ / could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☐ 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.

154.1

Submission to: **Auckland Council**
 Plan Modification 16

20 August 2025

From: Helen Geary
 50 St Mary's Rd
 St Mary's Bay
 Auckland 1011

Proposed Plan Modification 16 is a proposal that seeks to amend the Auckland Council District Plan - Hauraki Gulf Islands section (HGI Plan) provisions for Restricted Discretionary Activities for helipads, under Rule 13.8.2 Restricted Discretionary Activities to:

- clarify the scope of consideration of the assessment of effects.
- amend the Matters for Discretion to reference noise and vibration and the New Zealand Coastal Policy Statement.
- amend Assessment Criteria to consider noise and vibration effects to cultural and ecological values.

My submission is related to my personal experience of the effects of helicopter noise in St Mary's Bay and its negative effect on our quality of life.

1. Local residents of Waiheke and Aotea/Gt Barrier have experience of significant amounts of noise from flights to and from the multitude of helipads on both islands.
2. Helicopter noise is very intrusive and can result in significant loss of amenity, peace and quiet for residents.
3. Helicopter noise can pose threats to nesting and breeding birds, impacting ecologically important areas.
4. Helicopters can pose safety issues when taking off and landing in residential areas, particularly on Waiheke.
5. Quiet Sky Waitemata addressed these range of concerns fully in a recent Resource Consent hearing for 38 Rawene Ave, LUC60389929. The decision by Independent Hearing Commissioners is being appealed to the Environment Court.
6. Quiet Sky Waiheke has been advocating for several years for tighter controls over the helicopter traffic to the island, and the granting of further helipads.
7. Under the Unitary Plan, which covers the central Auckland isthmus, helipads are considered a non-complying activity.
8. In the Hauraki Gulf, where an earlier plan is still in operation, helipads are considered a restricted discretionary activity.
9. I support the view that all applications for a restricted discretionary activity should be publicly notified, to allow community input.
10. I note the both the Waiheke Local Board and the Aotea/Great Barrier Local Board support the tighter implementation of noise matters regarding helicopters.

155.1

11. I support the enhanced definition of “noise”, as proposed.
12. I support the recognition in the Section 32 report that ecological and cultural sites can be adversely affected by helicopter noise.
13. I support the recommendation by council staff in the Section 32 report that Option 3 be adopted.

155.1

Helen Geary
helen@geary.nz
021 208 7490

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Shirin Brown
Date: Wednesday, 20 August 2025 5:30:21 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Shirin Brown
 Organisation name: Protect our Gulf
 Agent's full name:
 Email address: shirinlives@gmail.com
 Contact phone number: 0212423310
 Postal address:
 33 Ocean Road,
 Surfdale
 AKL 1081

Submission details

This is a submission to:

Plan change number: Plan Modification 16
 Plan change name: Helipads

My submission relates to

Rule or rules:
 All provisions pertaining to helipads, including the objectives and policies, rules, activity statuses, and matters for consideration

Property address: Waiheke and surrounding areas covered by the local board area, the purpose our our organisation is to work for the peoples and environment of the Hauraki Gulf.

Map or maps:

Other provisions:
 Helicopters.

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

We support the Quiet Sky Submission and the Forest and Bird Submission. According to Quiet Sky Waiheke, there are 65+ consented helipads on an island of about 10,000 resident population. Given the NoM that has passed through the planning committee, requiring helipads to be a prohibited activity in residential areas, and the fact that most of the complaints around helicopters relate to rural areas of Waiheke, where people also live and wish to enjoy tranquility, we feel the rule should be extended to make new helipads a prohibited activity or at the very least a restricted discretionary activity across Waiheke. We also feel it is unnecessary to withdraw the proposed plan change which gives effect to the National Coastal Policy Statement.

Essentially, people who are trying to enjoy their properties and have come to Waiheke to enjoy the

156.1

peace and tranquility of an island, should not have to put up with up to 10 helicopter movements a day as people ferry to a private property or vineyard. However, we also recognise that people balk at the idea of a prohibited activity.

We note in information provided by Dark Skies Waiheke that the following issues have been raised in previous submissions by the public on these issues:

The public submitted on very different provisions, summarised as follows:

A non-complying activity in residential areas.

A discretionary activity in rural areas.

A maximum of three inward and outward flights in a seven-day period.

Consideration of noise, visual and amenity effects, impacts on noise sensitive activities, hours of operation (and more).

Those effects to be considered:

Within the context of the objective – specific to helipad consenting – of “protecting the character and amenity values of the islands”.

With the policy of “not providing for helipads in locations that can adversely affect the amenity of surrounding residents”.

With the strategy that the Plan “restricts helipads in areas that are easily accessible by more conventional means of transport, and where there is the potential to adversely affect amenity values”

A maximum (not averaged) noise limit of 85dBA Lmax.

A recommendation that reliance on the Standard [NZS 6807] would be extremely difficult to monitor and enforce and should not be used.

Since then, people are increasingly fed up with helicopters so any situation which facilitates the building of helipads is extremely unwelcome to the people who live here, and should be as far as possible a non-complying, restricted or prohibited activity to allow the people who live here to enjoy their property without flyovers, pollution and noise.

As such, we feel that helipads should non-complying activity and should give full effect to the NZ Coastal policy statement, which will give some ability for flexibility while ensuring that wildlife and people are protected.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: All helipad consents should be non-complying (at the very least, but we would also support stronger restrictions), and should give full effect to the NZ Coastal policy statement for the area covered by the Hauraki Islands District Plan .

Submission date: 20 August 2025

Attend a hearing

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

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

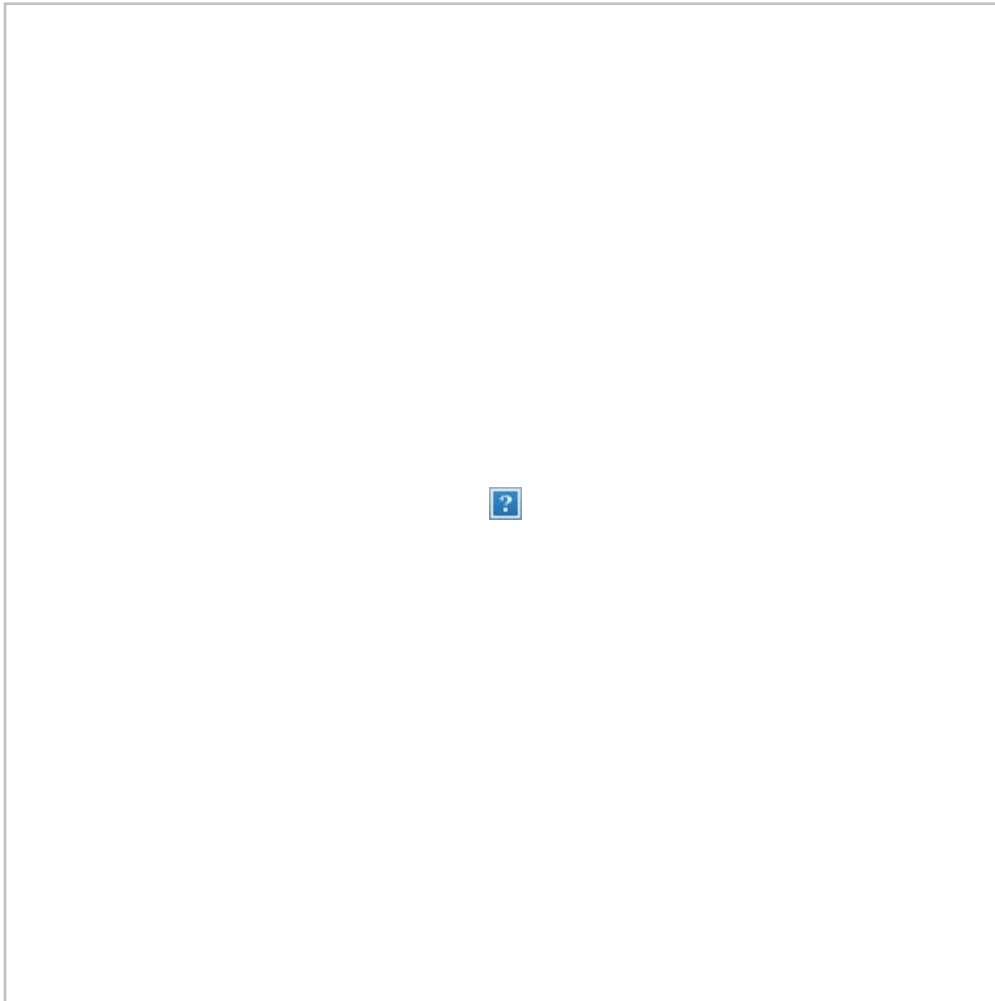
Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Mr Craig Adam Brown

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

321 Sea View Road, Ostend, Waiheke Island, Auckland 1081.

Telephone:

274990646

Email:

craig@cbconsult.co.nz

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

All provisions pertaining to helipads, including the objectives and policies, rules, activity statuses, and matters for consideration

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

PM16 is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). This is an error because it is required by sections 55(2), 57(2) & 55(2D)(a) of the RMA. The proposal to keep the policies, objectives and activity statuses the same is wrongful. A substantial revision is therefore required.

CONTINUES ON SEPARATE SHEET

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

That the objectives and policies of the district plan be amended to give full effect to the NZCPS.

That new rules are developed for helipad consenting, that flow through from those revised objectives and policies.

That the new rules have a more restrictive activity status and include more matters for consideration;

again as required to give effect to the New Zealand Coastal Policy Statement (2010) (NZCPS).

I wish to be heard in support of my submission ☒

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☒

157.1



Signature of Submitter
(or person authorised to sign on behalf of submitter)

08/20/2025

Date

Notes to person making submission:

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If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ / could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☐ 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.

Continuation of Craig Brown's submission on PM16

The reason for my views are:

The NZCPS requires the district plan to be changed to (amongst other things) protect native species. This proposed plan change would not make sufficient changes to the district plan to give proper effect to the NZCPS. There are more adverse effects on native species than just noise and vibration. Including, but not limited to: Optical stimuli (such as from the visual presence of a helicopter), pressure stimuli (such as from the very powerful downdraft and sidewash from a helicopter's rotors), chemical stimuli (such as from the highly leaded petrol, or avgas, from a helicopter's exhaust), and habituation/behavioural change.

It should be obvious that having a helicopter fly low over nesting or feeding birds is going to disrupt them. Just the sight of the helicopter would be sufficient to alert them to threat and affect their behaviour. For example, leaving a feeding ground, or choosing not to nest in a certain area.

Even the most cursory consideration would conclude that the downdraft of a helicopter would be extremely hazardous to proximal birds and nests.

Here's a safety video for offshore oilrigs illustrates the issue very well:

<https://www.youtube.com/watch?v=09bvuYRKwwc>

Here's another resource, which goes into mathematical detail on the forces involved:

<https://pilotswhoaskwhy.com/2024/01/29/understanding-rotor-downwash-the-ultimate-pilot-guide/> (TL;DR: The downwash has hurricane force).

It is a nonsense that potential impacts of such magnitude would not be able to be considered, under the current proposed plan change.

It should be recalled that the shores around Waiheke Island have some of the most valuable and natural remaining habitats for many nationally and internationally endangered birds. Helicopters flying low over these shores as they land or take-off is an obvious risk.

Here's a CAA resource on bird hazards makes quite clear the risks of aviation to birds, even as it is describing the risk of birds to aviation:

https://www.aviation.govt.nz/assets/publications/gaps/Bird_Hazards.pdf

And here is a literature review of aircraft impacts on wildlife in the Hauraki Gulf:

<https://quietskywaihekenz.wordpress.com/wp-content/uploads/2025/08/impact-of-aircraft-stimuli-on-wildlife-waters-2024-draft.pdf>

In short, the proposed plan change is inadequate to address these impacts.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

John Murray

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

64 Pacific Parade, Surfdale, Waiheke

Telephone:

0210457874

Email:

johngordonmurray@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

All provisions pertaining to helipads, including the objectives and policies, rules, a

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☒

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

PM16 is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). This is an error because it is required by sections 55(2), 57(2) & 55(2D)(a) of the RMA. The proposal to keep the policies, objectives and activity statuses the same is wrongful. A substantial revision is therefore required.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

158.1

That the objectives and policies of the district plan be amended to give full effect to the NZCPS.

That new rules are developed for helipad consenting, that flow through from those revised objectives.

That the new rules have a more restrictive activity status and include more matters for consideration again as required to give effect to the New Zealand Coastal Policy Statement (2010) (NZCPS).

I wish to be heard in support of my submission ☐

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☐

21/8/2025

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

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I could ☐ / could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☐ 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.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Wendy Baverstock
Date: Thursday, 21 August 2025 10:01:48 am
Attachments: [pm16-form5 filled signed.pdf](#)
[ACDPHGI PM16 Sub \(Aug25\) FINAL.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Wendy Baverstock

Organisation name: Isle Land Limited

Agent's full name:

Email address: wendy@isleland.co.nz

Contact phone number: 093722757

Postal address:

PO Box 230

Ostend

Waiheke Island 1843

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

PM 16

Property address:

Map or maps:

Other provisions:

Proposed amendments to Rule 13.8.2

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Please refer attached submission letter para 6.5

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: Please refer attached submission letter para 6.5

Submission date: 21 August 2025

Supporting documents

pm16-form5 filled signed.pdf

ACDPHGI PM16 Sub (Aug25) FINAL.pdf

Attend a hearing

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

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this

email may be those of the individual sender and may not necessarily reflect the views of Council.

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may 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.
- 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.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Wendy Baverstock

Organisation Name (if submission is made on behalf of Organisation)

Isle Land Limited

Address for service of Submitter

PO Box 230, Ostend, Waiheke Island 1843

Telephone:

93722757

Email:

wendy@isleland.co.nz

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Proposed amendments to Rule 13.8.2

Or

Property Address

Or

Map

Or

Other (specify)

Proposed amendment to Rule 13.8.2 - Matters of Discretion, and Proposed amendment to Rule 13.8.2 - Assessment Criteria

Proposed amendment to Rule 13.8.2 - Matters of Discretion, and Proposed amendment to Rule 13.8.2 - Assessment Criteria

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☒

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

Please refer attached submission letter para 6.5

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☐

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☒

Please refer attached submission letter para 6.5

I wish to be heard in support of my submission ☒

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☒



Signature of Submitter
(or person authorised to sign on behalf of submitter)

08/21/2025

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ /could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☒ 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.



21 August 2025

Auckland Council,
Level 16, 135 Albert Street
Private Bag 92300,
Auckland 1142

unitaryplan@aucklandcouncil.govt.nz

Attention: Planning Technician.

SUBMISSION ON ACDP-HGI PROPOSED PLAN MODIFICATION 16 - HELIPADS.

1. Submitter contact details (mandatory information)

This submission is from Isle Land Limited and has been prepared by me as the company director. My company is located on Waiheke Island and, as the planning agent for applicants, regularly lodges various resource consent applications with Auckland Council, including helipad applications.

This submission generally follows the Council's prescribed form (RMA Form 5) for submissions on the proposed plan modification, and is accompanied by a completed form which refers to this submission letter.

Correspondence regarding this submission should be addressed to:

Wendy Baverstock,
Director & Planning Consultant
Isle Land Limited
P O Box 230, Ostend,
Waiheke Island 1843

09 372 2757, 027 220 2203 or wendy@isleland.co.nz

2. Trade competition and adverse effects

I could not gain an advantage in trade competition through this submission.

3. Attachments to this submission

There are no other attachments to this submission beyond the accompanying completed prescribed submission form (the contents of which are also provided in this letter of submission, along with further details).

4. Appearance at a hearing

Isle Land Limited wishes to be heard in support of this submission.

5. Scope of Submission

This is a submission on **Proposed Plan Modification 16 (PM 16) – Helipads**, to the **Auckland Council District Plan - Hauraki Gulf Islands section**.

6. Submission details

6.1 The specific provisions that my submission relates to are:

(i) the proposed amendment to Rule 13.8.2 Matters for Discretion, which would add the asterisk-marked explanation of the scope of consideration given in italics below. My specific concern relates to **matters associated with ecological values which can be adversely affected by noise**.

**The scope of consideration for the listed matters includes the policy directives of the NZCPS on ecological values, cultural values, natural character, amenity and recreational enjoyment which can be adversely affected by noise (as relevant).*

(ii) the proposed amendment to Rule 13.8.2 Assessment Criteria which would add a new criterion 'X' given in italics below. Similar to point (i) above, my specific concern relates to **the effects of noise and vibration on natural heritage including: sites of ecological significance, and breeding sites/ nesting areas of threatened, endangered, or rare species (particularly indigenous taxa) with particular regard to NZCPS policy 11**.

X. The effects of noise and vibration on natural and historic heritage including:

- *Māori heritage sites, with particular regard given to NZCPS policy 2*
- *sites of ecological significance, and breeding sites/ nesting areas of threatened, endangered, or rare species (particularly indigenous taxa) with particular regard to NZCPS policy 11*

6.2 Provisions Supported or Opposed?

I **oppose** the specific provisions identified in 6.1 above.

6.3 Amend Provisions?

I wish to have the provisions identified above **amended** unless they can be further clarified as explained further below in 6.5.

6.4 I seek the following decision by Council

If the proposed plan modification is not declined, then amend it as outlined below in 6.5.

6.5 Reasons for my views and amendment sought

I am concerned that in their currently proposed form **the provisions as modified by PM-16 provide insufficient clarity for helipad applicants (or Council officers processing such applications) to be able to understand the scope, requirements and obligations of the restricted discretionary activity matters of discretion and assessment criteria for consideration of potential impacts of a helipad activity on ecological values** (indigenous biological diversity values – NZCPS Policy 11).

159.1

While proposed Assessment Criterion 'X' identifies *'sites of ecological significance, and breeding sites/ nesting areas of threatened, endangered, or rare species (particularly indigenous taxa) with particular regard to NZCPS policy 11'*, this remains a very broad criterion that is potentially open to arbitrary or subjective decisions on the extent of assessment required and the area within which such assessment must be carried out.

My preference is for provisions similar to those currently provided for assessment of the effects of noise on people involved in 'noise sensitive activities'. Rule 13.8.2.3(a) specifies an acceptable noise limit (L_{dn} 50dBA) and where this is to be applied (*measured at or within the notional boundary of any noise sensitive activity (not on the same site)*). Assessment Criterion 1 reiterates that Council will have regard to *The effects of noise received at or within the notional boundary of the noise sensitive activities*, Criterion 2 covers cumulative noise levels. Text following the assessment criteria (i) specifies that noise measurement and assessment must be in accordance with an identified New Zealand Standard, and (ii) refers to a definition in the plan of 'notional boundary' and how this is extended to encompass more than dwellings.

These provisions for assessing helipad noise effects on people involved in 'noise sensitive activities' provide a sufficiently well-defined framework that allows acoustic specialists to measure and model helicopter noise to be generated by use of a proposed helipad, to identify the area within which the relevant noise limit would be exceeded, to determine whether any relevant noise sensitive activities would be exposed to noise levels above the identified limit, and to work with the applicant on any adjustments to types of helicopter, flight paths or number of helicopter movements that might be required for the proposed helipad activity to minimise potential adverse effects and to remain a restricted discretionary activity.

In contrast, the proposed PM-16 amendments (i) do not identify any acceptable noise limit/s for protection of ecological/biodiversity values, and (ii) do not provide any guidance on the spatial extent of assessment required (equivalent to the 'notional boundary of a noise sensitive activity' in the existing framework).

My concern is that, as proposed, the PM-16 restricted discretionary activity provisions regarding ecological/biodiversity effects of helipads are too open ended and ill-defined for robust and practicable application as a restricted discretionary activity and therefore potentially open to arbitrary and subjective interpretation.

I seek that either (i) the relevant parts of PM-16 amendment be declined, or (ii) that PM-16 is amended so that it provides a similar clear set of restricted discretionary activity requirements for assessment of potential effects on ecological/biodiversity values as is currently provided for consideration of effects on people involved in 'noise sensitive activities'.

Yours faithfully



Wendy Baverstock
Director & Planning Consultant
Isle Land Ltd.

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

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

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- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- 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.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Merrie Waters

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

18 Miami Ave, Surfdale

Telephone:

09 372 7589

Email:

merrie_waters@hotmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

All provisions pertaining to helipads, including the objectives and policies, rules, a

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

PM16 is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). This is an error because it is required by sections 55(2), 57(2) & 55(2D)(a) of the RMA. The proposal to keep the policies, objectives and activity statuses the same is wrongful. A substantial revision is therefore required.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

160.1

That the objectives and policies of the district plan be amended to give full effect to the NZCPS.

That new rules are developed for helipad consenting, that flow through from those revised objectives.

That the new rules have a more restrictive activity status and include more matters for consideration again as required to give effect to the New Zealand Coastal Policy Statement (2010) (NZCPS).

I wish to be heard in support of my submission ☐

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☐

Merrie D K Waters Hewetson

21 August 2022

Signature of Submitter

Date

(or person authorised to sign on behalf of submitter)

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

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I could ☐ / could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☐ 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.

From: [Bryony Cole](#)
To: [Unitary Plan](#)
Subject: Submission: Helicopters, Waiheke and Gulf Islands
Date: Thursday, 21 August 2025 6:51:56 pm

Submission on behalf of the Cole whānau, Waiheke Island
 Submitted by Bryony Cole
 Email: kiwi_b111@hotmail.com

We support the excellent submission of Quiet Sky Waiheke in relation to proposed planning changes regarding helicopters in the Hauraki Gulf Islands and also wider Auckland (as copied below).

We strongly oppose the proliferation of private helicopter landing sites on Waiheke and beyond. We strongly object to private helicopters as a means of personal travel but at the very least when utilised they should be required to land at an airfield. They are noisy and intrusive and greatly affect our enjoyment of our stunning island home. It is utterly laughable to put residential helicopter flights on par with private vehicle or bike transport.

We also support Councillor Mike Lee's efforts to represent the majority of his constituents who want to restrict the use of private helipads.

Thank you for accepting our submission
 The Cole family

— —

The Section 32 report makes clear that the proposed plan change is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). In fact, it proposes only to include consideration of some of the policies of the NZCPS and only in relation to noise and vibration effects. It does not propose to change objectives and policies of the district plan, nor the activity status of applications to establish helipads (or airstrips).

This leads to the highly unusual situation of a plan change with *"proposed amendments [which] aim only to clarify the existing regulatory framework" [23]*, which *"will have no impact on future applications for helipads" [23]*, and which *"does not introduce or expand matters of consideration or change any standards"*, because *"The plan modification does not propose a policy*

shift" [186]. In other words, this is a plan change which is designed to make no material change to the plan.

Note: The numbering in square brackets above, and below, is a reference to the cited section of the Section 32 report.

Quiet Sky Waiheke campaigned for the NZCPS to be given effect to because we were told that council could not or would not make any changes to the Hauraki Gulf Islands district plan (hereafter, 'the district plan') to minimise the impact of excessive private helicopter movements over Waiheke, and especially take-offs and landings, which have arisen from the excessive number of private helipads that have been consented (more than 65 now), and which continue to be consented. Yet we recognised that the New Zealand Coastal Policy Statement was a consequential piece of national policy, which *required* a plan change to be made, and which would also require a change to the *objectives* and *policies*, and *activity status*, pertaining to helipad consent applications. And we noted that many helipad consents were being granted with flightpaths over areas and species which should have been protected by the NZCPS (and still are). And we satisfied ourselves that helicopters were extremely likely to be having a real impact on (supposedly) protected species and biodiversity values around Waiheke Island.

In response to our campaigning (via the Local Board) we were then told that the NZCPS *had* already been incorporated into the district plan, really. The older (1994) coastal policy statement and sections of the Hauraki Gulf Marine Park Act (2000) were cited as having been considered during the writing of the district plan, as though that meant that the 2010 NZCPS did not have to be given effect to.

Indeed, that argument persists in the Section 32 report, which states that "*The operative NZCPS is not specifically referenced in*

the Restricted Discretionary Activity provisions. The approach is that the provisions subject matter is what gives effect to the NZCPS – rather than by making direct reference” [8] and that “NZCPS policy[was] delivered under NZCPS 1994 and s10 of the HGMPs, where s7 and s8 are treated as NZCPS policy”. [99]

The district plan was written before the 2010 NZCPS – which is a very different piece of legislation to the 1994 coastal policy statement and Hauraki Gulf Marine Park Act. So, it can't have been given effect to, whether by direct reference, or by subject matter, unless the new legislation is effectively identical to the old legislation. It is difficult to conceive of any situation where existing legislation could be replaced by new legislation which makes no changes and requires no implementation. And in fact the current NZCPS was so strikingly different to the previous coastal policy statements, that case law was made around it in the supreme court and plentiful legal guidance notes were issued explaining the impacts of the new NZCPS, with clarifications that the word 'avoid', in relation to adverse impacts, really did mean what it said, i.e. not allow to happen, at all. The NZCPS was a big deal, not more of the same. Yet the section 32 report for the present plan change states that the “NZCPS and HGMPA are generally in alignment” and “broadly cover the same matters” with a “high level of correlation” [37]... meaning that the provisions of the district plan are “consistent with the NZCPS in its current form” [38].

The NZCPS includes policies 11, 13 & 15, which use very strict wording, requiring the avoidance of adverse effects, and policy 3, which requires a precautionary approach. These are uniquely powerful rules in the legislative landscape, not in any way equivalent to the less specific rules in prior legislation, that did not establish a prohibition of adverse effects. There is a significant section of the Section 32 report which aims to find equivalences and highlight similarities between the old

legislation and the new, whilst overlooking the key differences **[116-139]**. It does not hold up to scrutiny. Consider, for example, at Policy 11 (a) & (b) (incorrectly labelled 'c' & 'd' in the Section 32 report), and Policy 15 (b) & (c)(iv) of the NZCPS. Then consider what is identified in the Section 32 report as equivalent: "*Refer to HGMPA directives identified above in relation to NZCPS Objective 2*" **[133]** & **[135]**. In fact, this reference to the HGMPA directives identified in relation to NZCPS Objective 2 is repeated as the answer for most of the NZCPS policies (i.e. **[127]**, **[131]**, **[133]**, **[135]**, **[136]**, **[137]** & **[134]**)... Yet looking under NZCPS Objective 2, the answer is to "*Refer to Objective 1*" **[120]**. Objective 1, in turn, cites section 7(1) of the HGMPA as identifying "*the life-supporting capacity in the Hauraki Gulf as a matter of National Importance*" **[118]** and management objectives 8(a) & (b) as being relevant also **[119]**. They read as follows:

"To recognise the national significance of the Hauraki Gulf, its islands, and catchments, the objectives of the management of the Hauraki Gulf, its islands, and catchments are—

(a) the protection and, where appropriate, the enhancement of the life-supporting capacity of the environment of the Hauraki Gulf, its islands, and catchments:

(b) the protection and, where appropriate, the enhancement of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments."

All very well, but these sections would have to do a lot of heavy lifting, to stand in for the entirety of the NZCPS. And in fact, they cannot. A general objective to protect the life-supporting capacity of the Hauraki Gulf, which can be balanced across other objectives and policies and rules in the RMA (or plans giving effect to it) is not the same as a simple and absolute requirement to avoid (meaning not allow) any adverse

impacts whatsoever on protected native fauna (policy 11 of the NZCPS); indeed to avoid any uncertain risk of adverse impacts (when combined with NZCPS policy 3). It's rather an understatement then to summarise that *"the NZCPS goes into more detail, however the HGMPA in being less prescriptive has equally broad scope"* [138].

It is the detail and prescriptiveness of the NZCPS which makes it different. And that difference is the reason that it needs to be given effect to. No doubt all environmental legislation would seem broadly the same, when stripped of detail and prescriptiveness. But in this case, there are especially prescriptive and consequential rules that government has written and required council to give effect to.

The logical conclusion of Council's approach is the statement that *"Doing nothing is technically an appropriate and efficient solution from a process perspective given that the consents process assessment of effects under s104 of the RMA already requires regard to be had to the NZCPS to the extent that the matters over which discretion has been restricted correspond to the NZCPS provisions"* [61].

To be clear, this is a statement that council believes it would be appropriate to not undertake a plan change to give effect to the NZCPS.

Council's approach is therefore a clear and direct breach of RMA sections 55 (2) and 57 (2) which, together, mean that **the objectives and policies of the district plan must be amended to give effect to the objectives and policies of the NZCPS.**

Council claims the right to choose to not give effect to the NZCPS, but that option is not legally available.

Section 55 (2D) (a) of the RMA states that *"in all cases, the local authority must make the amendments...as soon as practicable"*.

The only valid reason that council might have to not amend the objectives and policies of the district plan (to give effect to the NZCPS) would be if it was not 'practicable'. But the NZCPS was gazetted fifteen years ago, which is ample time to give effect to it. And council is currently undertaking a plan change to notionally give effect to the NZCPS. It cannot very well claim that it would not be practicable to do it properly, yet would be practicable to go through the same process, and not do it properly.

It does not materially change the wrongness of council's position, that it is proposing the present plan change, because the proposal fails to give proper effect to NZCPS. Council wishes to choose *not* to amend the objectives and policies and instead to "*maintain the plan wide balance of objectives and policies*" **[100]** with the result that "*The proposed amendments are considered the most appropriate method of ensuring assessment outcomes consistent with achieving the relevant objectives and policies of the RPS and the District Plan*" **[192]**. To achieve this, the "*scope has purposely been kept narrow...[only] clarifying the interpretation of 'noise'...and nuances of noise effects assessment*" **[26]**. And the "*Objectives and policies...[have been defined as being] outside the scope of the plan modification*" **[27]** and "*the development of options is [decreed as being] limited to Restricted Discretionary Activity Rule 13.8.2*" **[28]**.

This is not a valid choice under sections 55 (2) and 57 (2) of the RMA, which requires that the objectives and policies be changed to give effect to the NZCPS. The section 32 report identifies the relevant sections of the RMA as being part 2 and sections 31, 73, 74, 75 & 76 **[101]**. It does not identify sections 55 (2), (2D), or 57 (2), yet they are clearly pivotal. This is an egregious oversight.

Council could theoretically find that no change is needed, having gone through an evaluation process. But council has not gone through a process of considering changes to the objectives and policies, because it has, quite wrongly, defined the scope of the plan change as something which will not do that. Moreover council has concluded that *"The NZCPS in its entirety is too great a scope to be a 'matter of discretion'. It would contradict the key mechanism underpinning Restricted Discretionary activity status, which is to place specified limitations on the matters that can be considered. Potentially any effect on a subject of the NZCPS may be considered, the scope created would be broader and more akin to a discretionary activity...essentially removing the Restricted Discretionary activity status and replacing it with Discretionary Activity status"* [66] meaning that it would "open up assessments to include irrelevant matters" [67].

In short, council knows that giving effect to the NZCPS in its entirety would require a change to the activity status. It knows, or should know, that it is obliged to give effect to the NZCPS in its entirety. But it simply chooses not to, because it believes that the requirements of the NZCPS are 'irrelevant'.

There is some reasoning provided in the s32 report explaining why council believes it should not give full effect to the NZCPS. One reason has been discussed already – that some parts of the HGMPA are similar-enough to the NZCPS to not warrant a change – and that argument was found wanting.

Another reason is that to give full effect to the NZCPS is *"likely to result in intense debate with a lengthy hearing and appeals process"* and that *"the cost of the plan modification is likely to be high"* because *"Helicopters are a contentious topic"* [68].

(Although these arguments are provided in a narrow context, in [68], they have been made by council many times in a range

of fora and formats, so they are representative of council's reasoning).

These would not be valid reasons for declining to give effect to environmental regulations and council would not accept this argument from others who were seeking to avoid discharging their responsibilities under the RMA. Moreover, they are untrue. It would not be possible to successfully contest a plan change which simply implements government policy. Council could not lose a case in court where it had simply undertaken a mandated plan change to give effect to the NZCPS (and no such appeal would be forthcoming). It is however possible to contest the failure to give effect to government policy, so failing to give effect to the NZCPS is the more fiscally-risky approach.

A final reason given for the plan to not be changed is that "*the provisions for helipads were the subject of submissions during the plan making process*" **[9]** and that the current plan provisions "*are a decision of the Environment Court*" **[39]** and that there would be "*no policy backing for...provisions addressing issues unrelated to noise and visual effects*" **[64]**.

Addressing the argument that the provisions were the subject of submissions during the plan making process: That is incorrect. The public was not able to submit on the provisions which are in the operative district plan. The public submitted on very different provisions, summarised as follows:

- A non-complying activity in residential areas.
- A discretionary activity in rural areas.
- A maximum of three inward and outward flights in a seven-day period.
- Consideration of noise, visual and amenity effects, impacts on noise sensitive activities, hours of operation (and more).
- Those effects to be considered:

- Within the context of the objective – specific to helipad consenting – of “protecting the character and amenity values of the islands”.
- With the policy of “not providing for helipads in locations that can adversely affect the amenity of surrounding residents”.
- With the strategy that the Plan “restricts helipads in areas that are easily accessible by more conventional means of transport, and where there is the potential to adversely affect amenity values”
- A maximum (not averaged) noise limit of 85dBA L_{max} .
- A recommendation that reliance on the Standard [NZS 6807] would be extremely difficult to monitor and enforce and should not be used.

Those are the provisions which came from the district plan change process (drafting, submissions, and hearing). Those provisions would have prevented the proliferation of helipads, as was their stated intention. But some helicopter companies and a couple of landowners appealed those provisions. Council agreed to the much more permissive extant rules for helipads through an out-of-court process. And the community was not consulted on that replacement set of rules, which were very different – being much more permissive, with fewer controls, and based around NZS 6807.

Addressing the argument that the provisions were the result of an Environment Court decision: That is also incorrect. Council settled, out of court, with the appellants and brought the agreed new rules to the court to rubber stamp without passing any judgement (i.e. by *consent order*).

Addressing the argument that there is no policy backing for provisions unrelated to noise and vibration: That too is incorrect. The NZCPS is the policy which needs to be given

effect to. The RMA requires that the objectives and policies of the district plan be amended to give effect to it. The NZCPS can't be given effect to in full, without adding further provisions to be considered in consent processing, and without a change in the activity status.

In summary, the objectives and policies of the district plan must be amended to give effect to the NZCPS. This must lead to new rules being developed for helipad consenting, that flow through from those revised objectives and policies. Those rules must have a more restrictive activity status. And those rules must include more matters for consideration than just noise and vibration. These obligations arise from the existence of the NZCPS, and parts 6, 7, 8, 55 (2) & 57 (2) of the RMA. Council has made a clear and obvious error in law by not proposing to give full effect to the NZCPS and cannot rely on it being 'not practicable' to avoid doing so, as, in the first instance, fifteen years have elapsed since the NZCPS was published and, in the second instance, Council is currently in the throes of a process to nominally give effect to the NZCPS. It would be no less practicable to do it correctly, than it would be to do it incorrectly.

We seek the following decision by Council:

- That the objectives and policies of the district plan be amended to give full effect to the New Zealand Coastal Policy Statement (2010).
- That new rules are developed for helipad consenting, that flow through from those revised objectives and policies.
- That the new rules have a more restrictive activity status and include more matters for consideration; again as required to give effect to the New Zealand Coastal Policy Statement (2010).

161.1

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - SALLY ELIZABETH ANN SCOTT
Date: Thursday, 21 August 2025 7:01:12 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: SALLY ELIZABETH ANN SCOTT

Organisation name:

Agent's full name:

Email address: seascott51@gmail.com

Contact phone number:

Postal address:

0991

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:

Property address: 161 Sandhills Rd., Great Barrier Island/Aotea

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Submission on Hauraki Gulf Islands section – Proposed Plan Modification 16 – Helipads

Name: Sally E A Scott.

Address: 161 Sandhills Rd., Aotea – Great Barrier Island

Email: seascott51@gmail.com

I am a Public Health Nurse and I own, with my husband, a property on Aotea – Great Barrier Island.

My submission is with the aim that future consents for Private Helicopter Pads should not be granted for Aotea – Great Barrier Island.

This is for a variety of reasons.

One of the big reasons is we chose, like many on the Island, to buy our property because of its isolation and connection with the natural environment. This is an antidote to our Auckland Central life and demanding jobs.

Health/Trauma

There is an association between Helicopters and Trauma on Aotea. Being an outer island, for any medical/accident event that can't be attended to by the health team, results in being transported by helicopter. In the Facebook group, Barrier Chitchat another resident commented on this and her distressed response to the sound of helicopters related to her own transport off the island due to a major medical event. I too have been transported after a serious accident, and her comment explained my own visceral dislike of the noise/vibration caused by helicopters. There will be many on Aotea who are triggered by the noise, resulting in a cortisol surge. Helicopters not only produce noise, they create significant vibrations. This can result in Hyperacusis (ear pain) in vulnerable people.

Lead from Piston Engine Helicopters

There is no restriction on type of helicopter that is used. Piston Engine Helicopters use leaded fuel. This is a major health risk to a population that is completely reliant on either tank (rain) or stream/spring water for their drinking water.

Endangered Bird Life

Aotea is home to a number of endangered birds. There is a risk to these birds from unrestricted helicopter use. The noise, vibration and downdraft can disturb birds nesting and feeding.

In conclusion with the increased affluence of residents and the availability of larger properties, Aotea is at risk of becoming like Waiheke, where there are 60+ private helicopter pads. This has resulted in the degradation of life style for the majority for the convenience of an entitled few.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: include the effects of noise and vibration on neighbouring residential properties.

Submission date: 21 August 2025

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

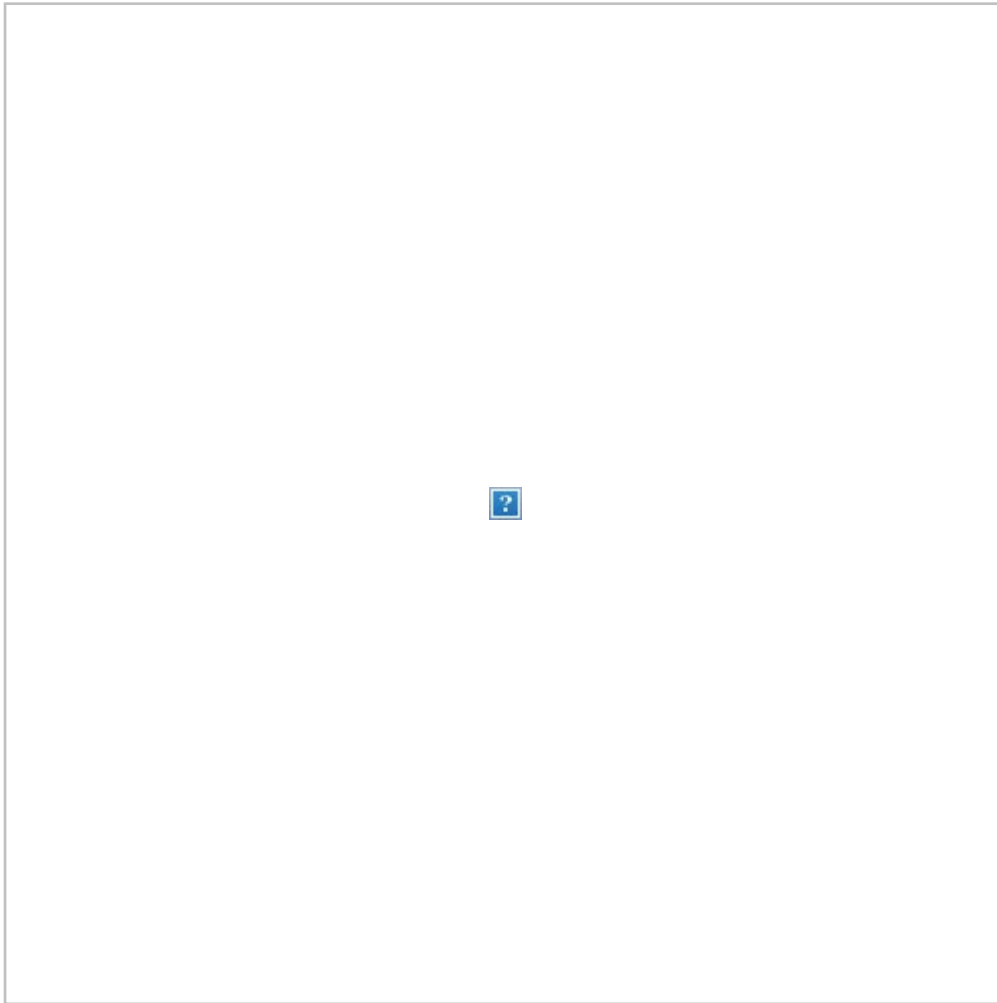
Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to:

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Ms S G Connor

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

Lot 14 182 Awaawaroa Road, Waiheke Island, Auckland

Telephone:

93726183

Email:

sue@isle.nz

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

All provisions pertaining to helipads, including the objectives and policies, rules, activity statuses, and matters for consideration

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

PM16 is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). This is an error because it is required by sections 55(2), 57(2) & 55(2D)(a) of the RMA. The proposal to keep the policies, objectives and activity statuses the same is incorrect and cannot stand. A substantial revision is therefore required.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

That the objectives and policies of the district plan be amended to give full effect to the NZCPS.

That new rules are developed for helipad consenting, that flow through from those revised objectives and policies.

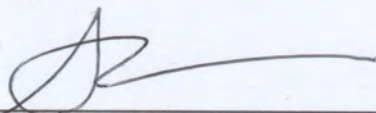
That the new rules have a more restrictive activity status and include more matters for consideration;

again as required to give effect to the New Zealand Coastal Policy Statement (2010) (NZCPS).

I wish to be heard in support of my submission ☒

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☒



Signature of Submitter
(or person authorised to sign on behalf of submitter)

08/21/2025

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ / could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☐ 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.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Hanne Sorensen
Date: Thursday, 21 August 2025 9:31:11 pm
Attachments: [Helipad submission.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Hanne Sorensen

Organisation name:

Agent's full name:

Email address: hanne.sorensen@yahoo.com

Contact phone number:

Postal address:
182 Awaawaroa Road
Waiheke Island
Auckland 1971

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
All provisions pertaining to helipads.

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
PM 16 fails to give full effect to the New Zealand Coastal Policy Statement as the RMA requires.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: see attached file

Submission date: 21 August 2025

Supporting documents
Helipad submission.pdf

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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I seek the following decision from Council:

That the objectives and policies of the district plan be amended to give full effect to the New Zealand Coastal Policy Statement (2010).

164.1

That new rules are developed for helipad consenting, that flow through from those revised objectives and policies in consultation with the public.

That the new rules have a more restrictive activity status and include more matters for consideration; again as required to give effect to the New Zealand Coastal Policy Statement (2010).

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may 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.
- 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.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Ms S G Connor

Organisation Name (if submission is made on behalf of Organisation)

Awaawaroa Bay Limited

Address for service of Submitter

182 Awaawaroa Road, Waiheke Island, Auckland 1971

Telephone:

93726183

Email:

sue.connor@awaawaroa.org

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

All provisions pertaining to helipads, including the objectives and policies, rules, activity statuses, and matters for consideration

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☒

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

PM16 is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). This is an error because it is required by sections 55(2), 57(2) & 55(2D)(a) of the RMA. The proposal to keep the policies, objectives and activity statuses the same is wrongful. A substation revision is therefore required.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

The choices above do not address the need to amend the District Plan to give full effect to the NZCPS. That new rules are developed for helipad consenting, that flow through from those revised objectives and policies. That the new rules have a more restrictive activity status and include more matters for consideration; again as required to give effect to the New Zealand Coastal Policy Statement (2010) (NZCPS).

I wish to be heard in support of my submission ☒

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☒

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ / could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☐ / am not ☒ 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.



Awaawaroa Bay Ltd.

RD1 Waiheke Island Auckland 1971
www.awaawaroa.org email: info@awaawaroa.org

21 August 2025

Awaawaroa Bay Ltd
182 Awaawaroa Road
Contact person: S G Connor
21 295 3770
sue.connor@awaawaroa.org

Submission on Auckland Council District Plan - Hauraki Gulf Islands Section - Plan Modification 16 – Helipads

Introduction

1. Awaawaroa Bay Ltd (ABL) is the owner of land for 15 shareholders on Waiheke Island, who established an 'Ecovillage' under a Rural Property Management Plan (RPMP) in 1995. The RPMP envisaged a rural intentional community of households living sustainably on the land, incorporating permaculture and organic principles, restoring a former sheep and dry stock farm back to ecological health by instituting a large wetland margin and hillside revegetation plan.
2. The land owned by ABL is nestled in a valley that runs northwards from Awaawaroa Bay, a Significant Ecological Area (SEA) sitting at the confluence of 2 significant wetland Awa's, which in turn connects into the extensive estuarine mangrove forest of Awaawaroa Bay. The unique geography of the land provides a crucial wildlife corridor and link between other adjacent properties with remnant mature bush.
3. The Auckland Council Unitary Plan recognises Awaawaroa Bay and the associated wetlands as an SEA and states "[t]he bay is the second most important breeding site on Waiheke Island for New Zealand dotterel ('nationally vulnerable'). Caspian tern ('nationally vulnerable'), pied shag ('nationally vulnerable') and variable oystercatcher ('at risk recovering') also breed here". It also states "the wetlands are habitat for North Island fern bird ('at risk declining'), banded rail ('naturally uncommon'), spotted crane ('data deficient relict') and Australasian bittern ('nationally endangered')."
4. There is ample research showing that helicopters, particularly, can have detrimental effect on marine and coastal wildlife. Adverse effects result not only from noise and vibration but also, inter alia, from visual impacts together with downwash and outwash pressure. Furthermore, studies suggest that habituation of wildlife to helicopter disturbances does not necessarily mean there are no adverse effects.
5. Awaawaroa Bay and surrounds are subjected to multiple helicopter activities on a daily basis. In summer this increases due to an increase in heli-tourism, as well as a local high end

restaurant with a helipad (granted in 2013) for diners who wish to eschew regular forms of transport for their luncheon dates. These helicopters often fly low and directly above Awaawaroa Bay, thus directly over the habitat of the wildlife populations described in this SEA.

Auckland Council has failed to give effect of the New Zealand Coastal Policy Statement 2010 (NZCPS).

6. Auckland Council (the Council) is required to give effect to the New Zealand Coastal Policy Statement 2010 (NZCPS) under the RMA when making policies, plans and decisions. The Council is likewise required to make changes to existing policies and plans to give effect to the NZCPS.
7. The Council's s32 report claims that "NZCPS policy [was] delivered under NZCPS 1994 and s10 of the HGMPs, where s7 and s8 are treated as NZCPS policy". The s32 Report goes on to state that the "NZCPS and HGMPs are generally in alignment" and "broadly cover the same matters" with a "high level of correlation"...meaning that the provisions of the district plan are "consistent with the NZCPS in its current form".
8. This is simply nonsense. The NZCPS heralded a significant shift in the legislative landscape using language of 'avoidance of adverse effects' and requiring a 'precautionary approach and providing an 'environmental bottom line'. [King Salmon v Environmental Defence Society]
9. The Council appears to believe it does not have to undertake a plan change to give effect to the NZCPS. However, s55(2) and 57(2) together, require that the objectives and policies of the district plan must be amended to give effect to the objectives and policies of the NZCPS.
10. Section 55 (2D) (a) of the RMA states that "*in all cases*, the local authority must make the amendments...as soon as practicable". It is now 2025, it is 15 years since the NZCPS was gazetted.

Auckland Council Failing to give effect to NZCPS in relation to helipads

11. When considering an application to establish a helipad or airstrip within the Hauraki Gulf Islands, the council currently has restricted its discretion to matters listed under 13.8.2 of the District Plan as follows:
 - Noise effects
 - The visual effect of any earthworks or retaining structures required to establish a helipad or airstrip.
12. The current Rule 13.8.2 completely fails to consider that it must avoid adverse effects on the natural environment, especially indigenous biological diversity in the coastal environment as required by the NZCPS.
13. The proposed Plan Modification PM16 fails to give effect to the relevant prime directive in the NZCPS of *avoiding adverse effects* on the matters set out in Policies 11, 13 and 15 and instead limits the discretion to consider the NZCPS directives upon those two matters of discretion in 13.8.2 in relation to noise (only).

14. By proposing to limit the potential effects caused by noise only, in regard to the NZCPS, the Council ignores a plethora of research showing that helicopters can cause a much broader range of adverse effects than from noise only.
15. The Council has purposefully kept PM16 narrow in order to avoid fully implementing the Objectives and Policies of the NZCPS, because, *inter alia*, such action may mean that the helipad applications would no longer be a Restricted Discretionary Activity and would change activity status to more akin to a Discretionary Activity. (s32 report paragraphs 66 and 67)
16. It is not, however, up to the Council to pick and choose which parts of the NZCPS it wishes to implement nor is the Council's task to avoid implementing National Policy Statements because it might change the status of a particular activity. It is directed to "amend regional policy statements, proposed regional policy statements, plans, proposed plans, and variations to give effect to NZCPS provisions that affect these documents as soon as practicable..." (NZCPS – Application of this Policy Statement).
17. There is now this Plan Modification process so now is the time to implement the higher order Policy directives of the NZCPS in the District Plan.

We seek the following Decision by Council

- That the objectives and policies of the district plan be amended to give full effect to the New Zealand Coastal Policy Statement (2010).
- That new rules are developed for helipad consenting, that flow through from those revised objectives and policies in consultation with the public.
- That the new rules have a more restrictive activity status and include more matters for consideration; again as required to give effect to the New Zealand Coastal Policy Statement (2010).

165.1

ABL wishes to be heard in support of this submission.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Modification 16 - Rob Morton
Date: Thursday, 21 August 2025 10:16:10 pm
Attachments: [Helipad submission_20250821221348.003.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Rob Morton

Organisation name:

Agent's full name:

Email address: rob@gulftrees.co.nz

Contact phone number:

Postal address:
182 Awaawaroa Rd
Waiheke Id
Auckland 1971

Submission details

This is a submission to:

Plan change number: Plan Modification 16

Plan change name: Helipads

My submission relates to

Rule or rules:
The rules regarding helipads

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
Under the RMA there is a New Zealand Coastal Policy Statement. This must be adhered to.
PM16 fails to give full effect to the NZCPS requirements

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: See attached file

Submission date: 21 August 2025

Supporting documents
[Helipad submission_20250821221348.003.pdf](#)

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

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

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



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I seek the following decision from Council:

That the objectives and policies of the district plan be amended to give full effect to the New Zealand Coastal Policy Statement (2010). 166.1

That new rules are developed for helipad consenting, that flow through from those revised objectives and policies in consultation with the public.

That the new rules have a more restrictive activity status and include more matters for consideration; again as required to give effect to the New Zealand Coastal Policy Statement (2010).

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

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- 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.
- 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.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Ms Manda Johnson

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

38C Hill Rd Palm Beach Waiheke Island Auckland 1081

Telephone:

276873780

Email:

mandajanejohnson@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

All provisions pertaining to helipads, including the objectives and policies, rules, activity statuses, and matters for consideration

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☐

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

PM16 is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). This is an error because it is required by sections 55(2), 57(2) & 55(2D)(a) of the RMA. The proposal to keep the policies, objectives and activity statuses the same is wrongful. A substantial revision is therefore required.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below. ☐

That the objectives and policies of the district plan be amended to give full effect to the NZCPS.

That new rules are developed for helipad consenting, that flow through from those revised objectives and policies.

That the new rules have a more restrictive activity status and include more matters for consideration;

again as required to give effect to the New Zealand Coastal Policy Statement (2010) (NZCPS).

I wish to be heard in support of my submission ☐

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☐

167.1

Manda Johnson

Signature of Submitter

(or person authorised to sign on behalf of submitter)

Signed by:

Manda Johnson

F00F168DC247406...

08/22/2025

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ /could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am ☒ / am not ☐ 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.

From: [Claire Bruell](#)
To: [Unitary Plan](#)
Subject: Submission on Proposed Plan Change PM16
Date: Monday, 25 August 2025 10:59:22 am

Submission on a notified proposal for policy statement or plan change or variation
 Clause 6 of Schedule 1, Resource Management Act 1991
 FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to:

Attn: Planning Technician
 Auckland Council
 Level 16, 135 Albert Street
 Private Bag 92300
 Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms (Full Name)

Mrs Claire Ginette Bruell

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

35 Auckland Rd, St Heliers, Auckland 1071

Telephone: 021937663

Email: claire@bruell.co.nz

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PM 16

Plan Change/Variation Name

Helipads

The specific provisions that my submission relates to are:
 (Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions, or wish to have them amended and the reasons for your views)

I support the specific provisions identified above ☐

I oppose the specific provisions identified above ☐

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

PM16 is not proposing to give full effect to the New Zealand Coastal Policy Statement (NZCPS). This is an error because it is required by sections 55(2), 57(2) & 55(2D)(a) of the RMA. The proposal to keep the policies, objectives and activity statuses the same is wrongful. A substantial revision is therefore required.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

Accept the proposed plan change / variation with amendments as outlined below ☒

Decline the proposed plan change / variation ☐

If the proposed plan change / variation is not declined, then amend it as outlined below ☐

That the objectives and policies of the district plan be amended to give full effect to the NZCPS.

That new rules are developed for resource consenting, that flow through from those revised objectives and policies.

That the new rules have a more restrictive activity status and include more matters for consideration.

again as required to give effect to the New Zealand Coastal Policy Statement (2010) (NZCPS).

I wish to be heard in support of my submission ☐

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

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☐

Claire Bruell

Signature of Submitter
(or person authorised to sign on behalf of submitter)

25.8.2025

Date

Notes to person making submission:

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168.1