

SCANNED

**SUBMISSION ON PLAN CHANGE 59 - COLONIAL VINEYARDS TO THE
WAIRAU/AWATERE RESOURCE MANAGEMENT PLAN**

We the undersigned are owners of aircraft hangars in the airpark at 79 Aerodrome Road, adjacent to the Omaka Aviation Heritage Centre.

We oppose the rezoning of rural land to allow residential development on New Renwick Road by Colonial Vineyards, Lot 2 DP 350626.

The decision to establish our hangars was based on the expectation that Omaka Aerodrome has a secure future as an active aerodrome. Confidence in Omaka would see more aircraft owners and aviation businesses attracted over time, adding to the diverse aviation community and strengthening the economic viability of our aviation businesses and investments.

The residential development proposed by Colonial Vineyards undermines this confidence. We are all too aware of what has happened repeatedly both in New Zealand and overseas, where encroaching residential developments put pressure on Local Authorities to restrict the flying operations of airports. No matter how many promises and so-called safeguards are made, history shows that it is the airport that is forced to compromise, ultimately to the point of closing.

We pose the question, what is of greater economic and social benefit for Marlborough, housing in this location when alternatives are available, or allowing aviation at Omaka to grow, attracting businesses, supporting local industry and contributing as an economic generator, as well as a recreational and tourism resource?

We urge the Marlborough District Council to reject the proposal from Colonial Vineyards.

Name TREVOR COLLINS Email NIKANDTREV@XTRA.CO.NZ
Address BOX 98 SPRING CREEK (HANGAR 99 D OMAKA)
Signed T. Collins Date 6.10.11

Name DAVID & BRIDGET JONES Email leportelet@stuartmodels.com
Address 3 COOK RIDGE, WAIKAWA BAY (HANGAR 23 B OMAKA)
Signed [Signature] Date 6.10.11

Sub:
Part:

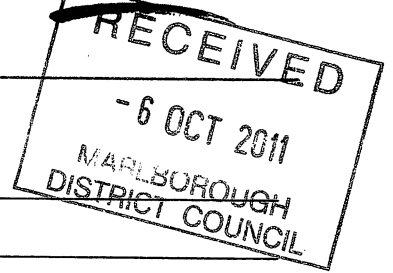
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Submission on Plan Change 59 – Colonial Vineyards to the Wairau/Awatere Resource Management Plan



Submissions close 6 October 2011



1. Submitter Details

Full Name: CRAIG WILKIE

Organisation (if applicable):

Contact Person: (if applicable):

Postal Address: 106A NEW RENWICK ROAD

BLenheim. Post Code

Email: c.j.wilkie@xtra.co.nz

Telephone: Business Home 5786162

Fax Mobile

Address for Service:

(if different from above)

Post Code

Signature (of submitter or person authorised to sign on behalf of submitter):

[Handwritten signature]

Date: 6-10-11

2. Trade Competition

Could you gain an advantage in trade competition in making this submission Yes [] No [x]

If you answered yes, please note that there are restrictions on your ability to make a submission. Refer to Clause 6(4) of the First Schedule of the RMA for further information.

3. Council Hearing

Do you wish to be heard in support of your submission? Yes [x] No []

If you answered 'Yes' to being heard, would you be prepared to consider presenting a joint case with others who have made a similar submission? Yes [x] No []

4. Return submission to:

Attention Planning Technician Marlborough District Council PO Box 443 Blenheim 7240

Fax: 520 7496

Email: pc59@marlborough.govt.nz

For Office Use Submission No:

43

5. The specific parts of the proposed plan change the submission relates to are as follows:

REZONING THE PROPERTY TO URBAN RESIDENTIAL 1
AND URBAN RESIDENTIAL 2 ZONES.

Continue on a separate sheet if necessary

6. My submission is: (state the nature of your submission whether you support or oppose (in full or part)) specific provisions)

PLEASE SEE ATTACHED NOTES.

Continue on a separate sheet if necessary

7. The decision I seek from Council is (Where amendments are sought, provide details of what changes you would like to see)

TO DECLINE THE APPLICATION TO REZONE.

Continue on a separate sheet if necessary

My submission is to oppose Plan Change 59.

Before purchasing our property in New Renwick Road, we sought Senior Town Planners advice as to future development in the area and were advised that it is Council policy that urban development be confined to areas north of Blenheim town.

It is inappropriate to re-zone this particular piece of Rural land to Urban Residential 1 and Urban Residential 2 as it is contrary to the Resource Management Plan which has been published as Council policy.

The development of an Urban Residential subdivision in this area will dramatically alter the semi-rural nature of the area, which would be a significant and undesirable effect on our home environment.

Secondly, as a pilot member of the Marlborough Aero Club, the encroachment of urban development towards the long standing existence of the Omaka airfield would be another major and undesirable departure from the Resource Management Plan for the area. Building a subdivision directly below the approach/climb out area of one of the major runways at Omaka is a compromise to safety for pilots and residents alike.

In addition to the above arguments, I also wish to voice my concern about this process. We were advised by mail of this proposal, and the letter advised us:

“Submissions must be in the form prescribed (Form 5) by the Resource Management Act...Forms are available at the places listed above or at the Councils website.”

I attempted to find Form 5 on your website and failed. I then visited the Council's Planning Office and your staff (Maryann?) was totally unaware of Form 5. Your staff then proceeded to search your website for Form 5 and failed. It was only after contacting a planning technician that this form was made available to me. My concern is that a number of affected persons may have intended to contribute to this process but like me found it very difficult to find the compulsory form.

Craig Wilkie
106A New Renwick Road
Blenheim

SIMCOX CONSTRUCTION LTD

DRAINAGE CONTRACTORS

RECEIVED
Date 6 October 11

14 TAYLOR PASS ROAD
BLENHEIM 7201
Phone 578 5930
Fax 578 5936

M Marlborough District Council
PO Box 443
Blenheim 7240

Attention: Planning Technician

RE: SUBMISSION MADE BY Simcox Construction

ON Proposed Plan Change 59 - Colonial Vineyards Limited

Simcox Construction is not against land development of some form of this area, we wish to safeguard the Omaka Aerodrome and associated activities and facilities for current operations and the continuation and future development of this unique asset to Marlborough.

Effect on the Omaka Aviation Precinct in General

Whilst the Applicants on page 17 of their application have stressed, and I quote, "there is no proposal in this plan change to relocate Omaka nor to reduce or any way constrain any existing or future operations, the expressed desire and reality are likely to be far apart."

If the plan change is granted and the land is developed and transformed into residential housing what guarantees are there, that the combined pressure from these "new" residents will not seek to limit the activity of "noisy aircraft" or the "nuisance" of air show as visitors invade their neighborhood.

We have seen this eroding effect on "traditional activities" as rural areas are transformed into lifestyle blocks, and the traditional farming activities now become nuisance or an annoyance to the new neighboring inhabitants, and complaints follow. This I fear could be the result, if clear and concise safeguards are not set in place to protect the social and economic benefits that the Omaka Aerodrome and surrounding precinct provide our community.

The history of the Aerodrome is well documented, and council will be aware of the importance of the supporting industries and heritage precinct that council has helped support, but now must seek balance of protecting and enabling these activities to grow with the requirement for Blenheim to grow.

Therefore the first priority should be to safeguard this asset and then consider the merits of this Plan change to allow residential development at this site opposed to other potential areas for growth and development as were considered at the recent Southern Marlborough Urban Growth & Development – Strategy Meetings.

In conclusion, we support development but our primary concern is to protect and safeguard the use and associated activity of the aerodrome and precinct.

Yours sincerely

Antony Clark
Operations Manager

 Sub:
Part:

44

RECEIVED

- 6 OCT 2011

SOUTHERN MARLBOROUGH
COUNCIL

- * DRAINLAYING
- * CONCRETE WORK
- * DIGGER & LOADER HIRE
- * EXCAVATOR HIRE
- * TRUCK HIRE
- * BLASTING
- * BULL DOZER HIRE
- * GRAVEL SUPPLIES

Submission on Plan Change 59 – Colonial Vineyards to the Wairau/Awatere Resource Management Plan



Submissions close 6 October 2011

1. Submitter Details

Full Name: Marinus Wagenvoort

Organisation (if applicable):

Contact Person: (if applicable):

Postal Address: 7 Richardson Avenue, Burleigh, BLENHEIM.

Post Code 7201

Email: rien@equus.co.nz

Telephone: Business 03 578 0214 Home 03 578 3803

Fax 03 578 0919 Mobile 027 650 9901

Address for Service:

(if different from above)

Post Code

Signature (of submitter or person authorised to sign on behalf of submitter):

[Handwritten signature]

Date: 6 October, 2011.

2. Trade Competition

Could you gain an advantage in trade competition in making this submission Yes [] No [x]

If you answered yes, please note that there are restrictions on your ability to make a submission. Refer to Clause 6(4) of the First Schedule of the RMA for further information.

3. Council Hearing

Do you wish to be heard in support of your submission? Yes [x] No []

If you answered 'Yes' to being heard, would you be prepared to consider presenting a joint case with others who have made a similar submission? Yes [x] No []

4. Return submission to:

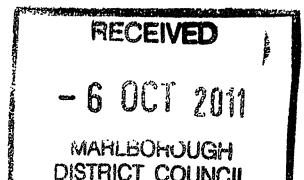
Attention Planning Technician Marlborough District Council PO Box 443 Blenheim 7240

Fax: 520 7496

Email: pc59@marlborough.govt.nz

For Office Use Submission No:

45



5. **The specific parts of the proposed plan change the submission relates to are as follows:**

All aspects regarding the Application by Colonial Vineyards for this Proposed Plan Change to the Wairau/Awatere Resource Management Plan.

Continue on a separate sheet if necessary

6. **My submission is:** *(state the nature of your submission whether you support or oppose (in full or part)) specific provisions)*

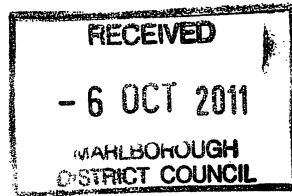
Please see SECTION 6 of the attached submission.

Continue on a separate sheet if necessary

7. **The decision I seek from Council is** *(Where amendments are sought, provide details of what changes you would like to see)*

Please see SECTION 7 of the attached submission.

Continue on a separate sheet if necessary



SECTION 6

MY SUBMISSION OPPOSES THE PROPOSED PLAN CHANGE IN FULL BASED ON THE FOLLOWING::

- impact of increased traffic
- impact on water supply
- proposed solutions to reverse noise sensitivity
- natural boundaries
- the promotion of urban sprawl
- neighbourhood, community and physical affects

1. Impact of Increased Traffic

The road (New Renwick Road) that will need to accommodate the bulk of the projected 3,000 extra traffic movements should the rezoning be successful and the proposed development proceed, it is not only the main thoroughfare for traffic from the north-western suburbs and rural areas to the west of Blenheim to Wairau Hospital, but also the main route for traffic from the west wishing to bypass Blenheim when proceeding to destinations south of Blenheim.

With a projected 3,000 extra traffic movements the density of traffic along this road, particularly between Battys Road and Maxwell Road, will reach dangerous levels.

It is along this stretch of road that a school bus stop is located; there is the entrance to the Burleigh Industrial Estate, and a relatively narrow bridge to negotiate, all contributing to safety concerns from increased traffic densities.

The emphasis on “affordable” housing in the proposed development, should the rezoning be successful, suggests that a large proportion of the residents will be school-aged. These children/teenagers cycling to and from school along this stretch of road add a further safety concern.

2. Impact on Water Supply

The supply of water to the Burleigh area has been a major issue over the past 50 years, the problem with pressure only having been resolved in the past few years. The addition of almost four times as many extra consumers as are currently connected to this single main supply system raises concerns whether the volume of supply is sufficient to maintain the current level of water pressure.

3. Solutions to Reverse Noise Sensitivity

The issue of noise nuisance for the block of land in question and those properties immediately surrounding it relate to four main sources:

- a) Noise from frost fans located to the south of Omaka Aerodrome and amplified by the natural amphitheatre effect created by the Wither Hills.
- b) Noise created by the Wither Hills Winery, particularly at harvest time and carried on the natural westerly airflow that is prevalent during that time.
- c) Activities of "frost fighting" helicopters.
- d) Aircraft noise from operations at Omaka Aerodrome.

The emphasis on acoustical insulation as mandatory for all houses in the proposed development will help alleviate the effects of (a), (b) and (c) but not (d).

Over the 55 years I have lived in this area the complaints I have heard about mostly relate to flying activities, be they circuits, arrivals or departures or glider towing taking place mainly during weekends when people are engaged in activities outside the home.

In this regard, attention must also be drawn to Figure 5 : Omaka Runway 01/19 Extended Centreline showing the typical circuit pattern shown on page 35 of The Application Document.

The typical circuit shown is purely theoretical as the turn more frequently happens over the middle of Richardson Avenue than where shown on this Figure.

No amount of reliance on “noise contouring” will ever solve this problem as often it does not relate to the intensity of the noise, but rather to its frequency and persistence that causes the annoyance.

The real concern about this problem having a future effect on the operations of, and any future activities at Omaka Aerodrome, is the nature of the new residents who will occupy and buy into an “affordable home” housing development.

Up to now, the majority of the residents of Burleigh bought their properties because of location and as such, mostly accept any intrusion of aircraft noise, or other rural generated noise.

In an area developed specifically around affordable properties, location is less of a factor and such noise acceptance will not be as forthcoming, especially given people’s ever-increasing intolerance to matters such as noise intrusion. This raises the distinct possibility that a group of like-minded occupiers could challenge the activities at Omaka Aerodrome, based on “aircraft noise annoyance”, with the aim of curbing the then present and future aviation activities, resulting in a situation similar to that which has occurred at Western Springs Raceway in Auckland and Ruapuna Raceway in Christchurch.

4. Natural Boundaries

The present zoning of the Burleigh area with residential units mostly of between 900 and 1000 square metres has acted as an effective buffer between residential and rural land for 60 years, during which time the land, part of which is now occupied by Colonial Vineyards, has been productively utilised as pasture, a source of hay and

silage, for cropping peas and brassicas, growing lucerne for the once profitable dry lucerne feed industry, and latterly as a vineyard.

Having this very effective buffer has allowed the development of Omaka Aerodrome to proceed unhindered. It also allowed for the seamless establishment and development of the Omaka Marae in the area, as well as the establishment of Wither Hills Winery.

If it were considered that a “new natural boundary” between residential and rural were required, while at the same time, to a degree, addressing future house requirements , a rezoning from Rural 3 to Rural Residential would be a more natural and practical progression than rezoning, to Residential 1 and 2, which places residential units smaller than those presently forming that boundary, at the edge of a Rural 3 Zone!

5. Promotion of Urban Sprawl

In its 60 years of existence, the Burleigh enclave has always been an area difficult to service, originally by the Marlborough County Council, and latterly, after amalgamation, by the Marlborough District Council.

By looking at an aerial view of Blenheim, it is easy to see why this is the case, with Burleigh situated on the west side of the Taylor River with effectively only single road access and away from the bulk of the town’s residential units.

To allow a medium to high-density satellite suburb to develop at Burleigh, sets the basis for continued urban sprawl onto cultivatable land at a time when such land should be protected as issues of food miles and global warming force crop production nearer the sources of consumption. The value of this land lies in its potential for food production, not to be tied up in perpetuity as a housing estate..

Medium to high-density housing development should happen on tracts of under-utilised land within the town boundary that are readily accessible by road from a

number of directions or have the potential for such road access, thus maintaining a compact Blenheim. An example of such an area is the much under-utilised Waterlea Racecourse.

To allow a rezoning of the land occupied by Colonial Vineyards, with its limited access connection to town, to Urban Residential 1 and 2 sets a precedent for continuing urban sprawl.

6. Neighbourhood, Community and Physical Affects

The effect that the potential influx of up to four times as many new residential units to the area, should the rezoning be successful, will be immense and overall detrimental to the present residents of the Burleigh area.

The introduction of high density "affordable" housing to the area conjures up connotations that are difficult to dispel given experience elsewhere where such developments have occasioned social unrest and increased crime, and particularly since the concept plans contained in the Application Document do not allow for any provision of social amenities.

There are very few positives that any rezoning allowing the potential for medium to high density residential development will have on the present residents.

The main access road will be busier, the semi-rural living of many will be compromised and many of the positive aspects of living in the area will also be compromised for very little or now advantage.

The effects of changing landscape and loss of vista will be very negative for the residents bordering the Colonial Vineyard.

It is the views of surrounding hills and mountains and the semi-rural lifestyle, as noisy as this can sometimes be, that in Richardson Avenue has seen a very low turnover of

housing stock, with 50% still occupied by the original or offspring of the original owners of these residential properties.

Any provision of greenways and parks in a housing development will do little to soften the impact of the changing landscape to one of "residential housing" because the benefits of these areas will be for the residents of the new development and happen within the development not around the margins or external boundaries where it would soften the impact for present residents.

SECTION 7

THE DECISION

Preamble

The projected residential growth needs for Blenheim are that 2,625 new residential units will be required by the year 2031. The projection would have been done prior to the various major Global Financial Crises that have unfolded and continue to escalate.

All indications are that any recovery from these events will be slow, thus severely affecting the profitability of the two main industries driving growth in Marlborough; the Wine industry and Tourism.

This brings into question the validity of the projected requirement for new residential units by 2031 suggesting that it is now overstated.

Thus, any urgency for rezoning of land has diminished providing a breathing space to determine what effects the emerging financial implications and insurance issues will have on the level of house ownership and any preferred alternative options that may emerge.

THE DECISION I SEEK FROM COUNCIL REGARDING THIS APPLICATION IS:

- i) That the status quo prevails and the zoning remains unchanged at Rural 3, thus retaining the vineyard, or alternatively using the land for horticulture or cropping.

A less preferred, but reluctantly acceptable alternative decision would be –

- ii) That the present zoning change from Rural 3 to Rural Residential allowing for 3000 – 6000 square metre residential units to be developed, each unit to contain an on-site effluent digesting system to utilise treated waste water for on-site irrigation.

---oOo---

Marinus Wagenvoort
3 October 2011

**Submission on Plan Change 59 – Colonial Vineyards
to the Wairau/Awatere
Resource Management Plan**

SCANNED



Submissions close 6 October 2011

1. Submitter Details

Full Name: Dai Jones

Organisation (if applicable): _____

Contact Person: (if applicable): Dai

Postal Address: 72 New Renwick Road.
Blenheim
Post Code 7201

Email: _____

Telephone: Business 57 80777 Home 578 9999
Fax _____ Mobile _____

Address for Service: As above.
(if different from above) _____
Post Code _____

Signature (of submitter or person authorised to sign on behalf of submitter):

[Signature] Date: 6/10/2011

2. Trade Competition

Could you gain an advantage in trade competition in making this submission Yes No

If you answered yes, please note that there are restrictions on your ability to make a submission. Refer to Clause 6(4) of the First Schedule of the RMA for further information.

3. Council Hearing

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

If you answered 'Yes' to being heard, would you be prepared to consider presenting a joint case with others who have made a similar submission? Yes No

4. Return submission to:

Attention Planning Technician
Marlborough District Council
PO Box 443
Blenheim 7240

Fax: 520 7496
Email: pc59@marlborough.govt.nz

For Office Use
Submission No:

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I am saying no to this proposal

Provision for growth can be provided without this subdivision.

Information needs to be updated as the current parameters used are out of date.

Details are vague or absent and the statement within the application that the plan and information is only indicative means the final outcome could be anything. There is no way knowing what will be the final result will be. It is like asking for a blank cheque.

The one statement of most concern is the intention to sell cheap sections. This will lead to poor outcomes of undesirable poor quality housing and communities.

This will comprised growth to other areas, identified in the growth strategy report. Redevelopment of existing sites within the town will provide an affordable growth for the community.

Scarce and critical soil should be safeguarded and anything that produces wine is that. It can be used for lots of other produce other than wine .So use poor land for housing. I have listened before to expert witness say this land could **not** grow grapes. That has been proved wrong.

The costs have not been fully considered of all the actual infrastructure development.

Noise control construction is just not functionally practicable . It relies on keeping a house closed up and that is not allowed under the NZBC. The council has already introduced this requirement for new housing close to windmills. The advice from the council's own building control is that the best form of noise control is distance, the more the better.

The application appears like a last minute attempt by owners to extract a quick profit. This is not the role of the Resource management act . These owners do not live on the land and by the nature of a subdivision intend to sell it. It appears their only concern is profit not progress.



Submission on Plan Change 59 – Colonial Vineyards to the Wairau/Awatere Resource Management Plan



Submissions close 6 October 2011

1. Submitter Details

Full Name: [Redacted]

Organisation (if applicable): Ridge Air Limited

Contact Person: (if applicable): Norman Clifford

Postal Address: PO Box 3748, Richmond, Nelson
Post Code 7050

Email: norman@ridgeair.co.nz

Telephone: Business 0800 743 432 Home
Fax Mobile 021 224 9590

Address for Service: Paul Williams
RMco Ltd
PO Box 820
Blenheim
Post Code 7240

Signature (of submitter or person authorised to sign on behalf of submitter):

[Handwritten Signature] PAUL WILLIAMS RMCO LTD on BEHALF OF RIDGE AIR, Date: 6/10/11

2. Trade Competition

Could you gain an advantage in trade competition in making this submission Yes [] No [x]

If you answered yes, please note that there are restrictions on your ability to make a submission. Refer to Clause 6(4) of the First Schedule of the RMA for further information.

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If you answered 'Yes' to being heard, would you be prepared to consider presenting a joint case with others who have made a similar submission? Yes [x] No []

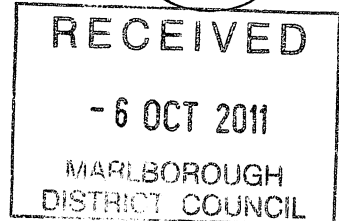
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PO Box 443
Blenheim 7240

Fax: 520 7496
Email: pc59@marlborough.govt.nz

For Office Use
Submission No:

47



The Specific Parts of the proposed plan change the submission relates to are as follows:

This submission relates to all parts of the proposed plan change. Ridge Air opposes Plan Change 59 to rezone the Colonial Vineyards site from Rural 3 to Residential 1 & 2 zones in its entirety.

My Submission Is:

Ridge Air operates from Omaka Airfield. The company owns 3 helicopters and 3 fixed wing aircraft.

The company offers a full range of aircraft services including: New Zealand-wide charter flights; agricultural spraying; agricultural fertilising; fire fighting; frost control; fruit drying; power line works; thermal imaging; sling work; photography and filming; advanced multi-engine instrument training; two crew airline training; hunting and fishing positioning and remote site access.

Many of these operations require flights in the early morning or late evening. Particular examples of operation outside normal working and sleeping hours are flights for frost control, aerial spraying and a current contract to ferry Eagle Air maintenance crew around the country as and when required.

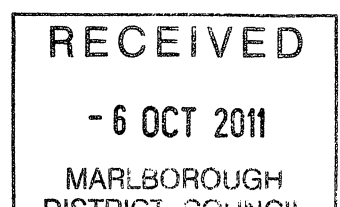
Omaka airfield is a unique asset to Marlborough, offering runway vectors to suit all wind directions. It is not only used by commercial operators such as Ridge Air, but also by recreational aviators. The aerodrome and associated business such as Ridge Air, the adjacent aviation heritage museum and the biannual air show, bring considerable economic and recreational benefits to Marlborough. The air show not only provides direct monetary benefit to the Marlborough community over the time of the air show but also helps to promote Marlborough as a destination with indirect benefits. The airfield, service industries and aviation heritage centre are reliant on their close proximity to each other for their continued success.

The Omaka airfield provides services to Marlborough which are not provided by other facilities in the region. It is not only an airfield and facility for general aviation purposes, but also serves to provide a large scale helicopter landing area to support frost fighting, a base for aerial fire fighting and for other civil defence operations and also for police and search and rescue operations. All of these services are provided at Omaka without conflict with the domestic airline service operating from Woodbourne airport.

Use of the Omaka airfield is not static. It has been increasing steadily over recent years in particular. Not only do the effects of the existing activities need to be considered, but also allowance needs to be made for continued growth of activities and frequency of air traffic to and from Omaka. Ridge Air submits that residential development of the Colonial Vineyards site is not only incompatible with existing activities at Omaka airfield but will ultimately limit increased growth in activity from the aerodrome.

Proposed Plan Change 59 oversimplifies the reverse sensitivity issues between potential residential development on the Colonial vineyards site and Omaka airfield. While Colonial Vineyard's proposal to include rules requiring acoustic insulation in housing within the proposed new residential zones is laudable, it is an overly simplistic approach that will not provide enough mitigation and certainty that reverse sensitivity effects between airfield operations and residential activities do not occur. Also Colonial Vineyards lack of commitment to noise mitigation for housing development is reflected in the fact that non-compliance with this standard would only require a resource consent for a discretionary activity.

An issue that has not been considered and not adequately mitigated, is the incompatibility of hours of operations. The proposed noise insulation permitted activity standard (Appendix G – 11.1.2) will only mitigate noise levels, it will not mitigate the potential reverse sensitivity effect of aircraft transiting to and from Omaka airfield and operations at the airfield itself, during hours that are not compatible with residential activities.



While the proposal shows the Omaka Runway 01/19 landing vector as transiting past the south-east corner of the Colonial vineyards site, again this is oversimplifying an issue. For example pilots practising emergency procedures necessitating engine cut-off need some leeway on approach angles. There is also the aspect of safety hazard in event of mechanical failure during take-off or landing of aircraft. For safety reasons alone it is imperative that a green belt is retained around airfields so that a minimum of 170m altitude can be attained before flying over or near housing.

The affect of airfield activities in a broader sense rather than just in terms of noise has not been considered and in Ridge Air's submission can not be adequately mitigated.

There are numerous examples in New Zealand of residential encroachment on existing (legal) non-residential activities eventually forcing out the original activity through sheer weight of numbers and ongoing complaint. It is not a fanciful submission that Omaka airfield may eventually be forced to move as a result of residential encroachment. Similar situations have occurred before in Marlborough and throughout the country.

The most certain method to limit reverse sensitivity effects for regionally important facilities such as Omaka Airfield is to provide a satisfactory buffer to sensitive activities such as residential occupation. The existing mixes of land uses between the airfield and the perimeter of the existing Blenheim urban boundary do not need to be encroached on any further.

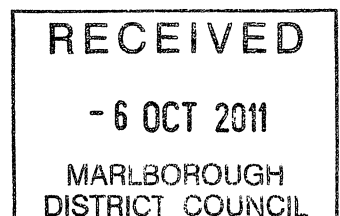
The Colonial Vineyards site is not a unique land resource. There are other areas of similar rural land on the periphery of Blenheim that equally could provide for the projected need for new residential development, without compromising the integrity of the operations and ongoing existence of the Omaka airfield, the associated service industries and the Omaka Aviation Heritage Museum.

While the Southern Marlborough Urban Growth Strategy has identified the Colonial Vineyard site (W2) as a potential area for future residential development, the proposed plan Change 59 application puts too much weight on this document. It should be remembered that the strategy was a result of a study commissioned by the Marlborough District Council. Council has deliberately delayed making a decision as whether to ratify this area as being suitable for future residential development, pending the outcome of this plan change application. Submissions to the Urban Growth Strategy clearly indicate a large body of concern in regards to potential reverse sensitivity issues with urban encroachment towards Omaka airfield. It is presumably for this very reason that Council has delayed making a final decision on whether to include the Colonial Vineyard site in the final form of the Urban growth Strategy. It is certainly not a 'done deal' as the application tries to portray.

A further conflict for Council is that it is guarantor of the Aviation Heritage Centre's loan. Granting approval to Plan Change 59 puts that public investment unnecessarily at risk in the short term and makes it an unwise investment in the longer term. A cautious approach needs to be taken with not only Council's potential financial risk but also the investment of those who have promoted the centre. Such investment and risk would be at odds with any approval of Plan Change 59.

The decision I seek from Council is:

To decline Plan Change 59 in its entirety and in so doing maintain the existing buffer of land and activities between urban residential and airfield activities.



Submission on Plan Change 59 – Colonial Vineyards to the Wairau/Awatere Resource Management Plan



Submissions close 6 October 2011

1. Submitter Details

Full Name: Grosvenor & Margaret Jones
Organisation (if applicable):
Contact Person (if applicable): Grosvenor
Postal Address: 67 New Renwick Road, Blenheim
Post Code: 7201
Email:
Telephone: Business Home 57 83548 Fax Mobile
Address for Service (if different from above):

Signature (of submitter or person authorised to sign on behalf of submitter):

M. G. Jones M Jones. (Grosvenor Jones) Date: 5/10/211

2. Trade Competition

Could you gain an advantage in trade competition in making this submission Yes [] No [x]
If you answered yes, please note that there are restrictions on your ability to make a submission. Refer to Clause 6(4) of the First Schedule of the RMA for further information.

3. Council Hearing

Do you wish to be heard in support of your submission? Yes [x] No []
If you answered 'Yes' to being heard, would you be prepared to consider presenting a joint case with others who have made a similar submission? Yes [] No [x]

4. Return submission to:

Attention Planning Technician
Marlborough District Council
PO Box 443
Blenheim 7240

Fax: 520 7496
Email: pc59@marlborough.govt.nz

For Office Use
Submission No:

48



5. The specific parts of the proposed plan change the submission relates to are as follows:

1 - 4.

Continue on a separate sheet if necessary

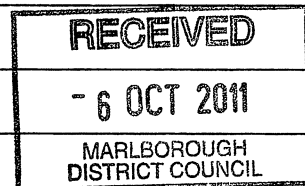
6. My submission is: (state the nature of your submission whether you support or oppose (in full or part)) specific provisions)

oppose refer to attached.

Continue on a separate sheet if necessary

7. The decision I seek from Council is (Where amendments are sought, provide details of what changes you would like to see)

decline



Continue on a separate sheet if necessary

This proposal is outside the council's own stated aims.
Information is very vague and out of date, and subsequently inaccurate.

The stated aim of cheap sections produces undesirable poor quality housing and communities.

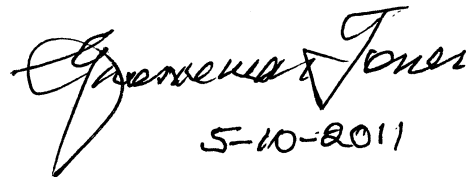
A subdivision has already been rejected by council and nothing has been done to improve that so no changes there.

This proposal means 720 new people into the area and no consideration has been given to schools, playing fields or roading up grades location or costs.

Noise control construction is just not practically possible, it is all gone as soon as you open a window. Even if planning rules allow a discretion it will not stop people complaining. Look at Wigram air field in Christchurch nothing but a museum now.

A medium density is unsuitable so far away from town, too far to walk. The lands zoning should be left as it is. It is important to keep rural land.

This is good land that turns water into wine.


5-10-2011

**Submission on Plan Change 59 – Colonial Vineyards
to the Wairau/Awatere
Resource Management Plan**



Submissions close 6 October 2011

1. Submitter Details

Full Name: Roger Ferris Hedley Harris

Organisation (if applicable): _____

Contact Person: (if applicable): _____

Postal Address: 210 Oakwood Lane
Witherlea
Blenheim

Post Code 7201

Email: aeroferris@gmail.com

Telephone: Business 5727844 Home 5792224
Fax N/A Mobile 021744811

Address for Service:
(if different from above)

Post Code _____

Signature (of submitter or person authorised to sign on behalf of submitter):

Date: 10 Oct 2011

2. Trade Competition

Could you gain an advantage in trade competition in making this submission Yes No

If you answered yes, please note that there are restrictions on your ability to make a submission. Refer to Clause 6(4) of the First Schedule of the RMA for further information.

3. Council Hearing

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

If you answered 'Yes' to being heard, would you be prepared to consider presenting a joint case with others who have made a similar submission? Yes No

4. Return submission to:

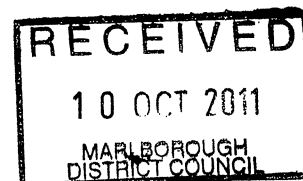
Attention Planning Technician
Marlborough District Council
PO Box 443
Blenheim 7240

Fax: 520 7496

Email: pc59@marlborough.govt.nz

For Office Use

Submission No: 49



5. **The specific parts of the proposed plan change the submission relates to are as follows:**

Firstly, Figure 3 which shows the noise contour surrounding Omaka and the recorded boundaries of 55dB. I believe these to inaccurate.

Secondly, Figure 5 showing the extended centreline of runway 01/19 has been "misplaced" to the SE giving an inaccurate impression of aircraft flight paths.

Thirdly, with consideration of the increased noise insulation factors considered by the applicants, I believe these will not sufficient to totally eliminate noise complaints from residents with regard to aircraft operating into and out of Omaka airfield.

And Finally, in Figures 2C and 2D, Revised Development Concept Layout Option 1 & 2, leave the way open to "link" to future developments to the South of the current proposed development - further encroaching Omaka airfields "buffer" zone.

Continue on a separate sheet if necessary

6. **My submission is:** *(state the nature of your submission whether you support or oppose (in full or part)) specific provisions)*

As previously stated, I remain strongly opposed to any development of the Colonial Vineyards New Renwick Rd property. I see any level of residential development as a threat to the continued use of the historic Omaka airfield.

While the applicants have, in their revised submission, shown greater consideration to the use of Omaka as an airfield there are a couple of critical points that need to be considered and correctly stated.

Firstly, Figure 3 shows the noise contour surrounding Omaka and indicates the recorded boundaries of 55dB. As can be seen there is a markedly different profile extending beyond runway 30 than there is beyond runway 01. I guess this is probably due to the time of year at which the data was collected (suggests a predominately NW wind – possibly autumn / winter). This has created a bias profile which indeed aids the applicants cause. However, during the spring / summer months the prevailing wind will (since the airfield was founded in the early part of last century) be a NE / sea breeze and in this case the favoured runway for use will and always has been, 01. In this scenario, the profile from runway 30 will simply be repositioned over runway 01/19. With the use of a pair of dividers, measuring the distance from the threshold of runway 30 to the 55dB "boundary" and then transferring this onto runway 01 shows that the 55dB "boundary" does encroach into the SE corner of applicants

Continue on a separate sheet if necessary

7. **The decision I seek from Council is** *(Where amendments are sought, provide details of what changes you would like to see)*

A definitive NO to any form of residential development that will or could result in any sort of restriction to the operations of Omaka airfield as it currently exists. Omaka is a historic airfield that has operated continually for the best part of a century and must be staunchly protected now and into the future.