

Summary of Submissions and Further Submissions – Plan Change 1 Dark Skies

Submitter Name/Submission No.	Submission point	Provision	Summary of Submission	Decision Requested	Heard at hearing Yes/No
1) Anthony Musson	1.1	The entire proposal	The Stewart Island Survey provides variation of economic profiles. Prevention of misuse of Survey Building Sites eg Rakiura Heritage Centre/Stewart Island Museum is showing wrong profile and use. A preschool playpen is showing higher economic profile, education values, indirect sales and marketing support, city programming, growth and development, safety programming, tourism administration planning, transport developments, equipment developments, employment figures.	-	No
2) Sanford Limited – Alison Undorf Lay	2.1	Rule SIGN.2	No concerns	-	Yes
	2.2	Rule SIGN.4(5)	No concerns		
	2.3	Policy URB.8	No concerns	<u>Amend Policy URB.8 wording to reflect the policy to recognise that Big Glory Bay is an established marine farming zone where lights are used for fin fish farm management, health and safety and safe navigation.</u>	
	2.4	Rule URB.5(8)	No concerns	-	
	2.5	Rule IND.4(6)	No concerns	-	
	2.6	Rule FRZ.2		-	

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			Sanford has marine farming licences in Big Glory Bay, Rakiura, where it farms Greenshell mussels and King Salmon. The Salmon Farm uses lights for safe navigation, health and safety on farm structures and for fish health and well-being including to manage fish maturation.		
	2.7	Rule FRZ.5	<p>The submitter is supportive of the night sky initiative and in preparation has already started to make significant changes on the salmon farms to reduce and mitigate light spill such the sort of bulb we use and the direction of the light. The submitter will continue to do these improvements, but seek amendments to the Plan so as to specifically recognise the need and role of lights for fin fish management.</p>	<p><u>Amend Rule FRZ.5 to read:</u> Lighting on Stewart Island/Rakiura (excludes offshore islands), with the exception of lights for maritime and aviation navigational aids <u>and fin fish farming</u>, shall meet the following.....</p> <p>And include in the Note: <u>lights for fin fish farming</u> and lights for navigation aids are to comply with Maritime and Civil Aviation regulations and bylaws and are not required to comply with this rule.</p>	
	2.8	Definition	Submitter asks that the proposed wording in a policy and rule be amended as described.	-	
	2.9	Schedule 5			

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3) Real Journeys Limited - Fiona Black	3.1	Policy URB.8	<p>The submission</p> <p>a) In principle Real Journeys supports Plan Change 1 Dark Skies – Stewart Island/Rakiura as they believe the Rakiura Dark Skies proposal is a great initiative for Rakiura because it will help preserve the intrinsic values of the area and hopefully attract more visitors to the island.</p> <p>b) Nevertheless the submitter wants to ensure that the safety of their Stewart Island Ferry and Wild Kiwi Encounter operations are maintained in the hours of darkness. During the shortest days each year the Stewart Island ferries are being tied up, let go, loaded and unloaded in the dark; accordingly they require the Halfmoon Bay wharf to be flood lit during these times to ensure passengers</p>	<p>The submitter requests that:</p> <p>Policy URB.8, Rule URB.5(8) and Rule FRZ.5 provide for safety flood lighting for the loading and unloading of Real Journeys vessels at Halfmoon Bay, Golden Bay, Little Glory Cove and safely utilising their moorings in Halfmoon Bay in the hours of darkness.</p>	No
	3.2	Rule URB.5(8)			
	3.3	Rule FRZ.5			

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			<p>and freight can be embarked and disembarked safely.</p> <p>c) The submitter also operates kiwi spotting tours from 1 September until 31 May each year (in future this tour maybe operated year round) and this activity necessarily needs to be undertaken in the dark as Kiwi mainly come out in the hours of darkness to forage. Consequently the wharf at Little Glory Cove needs to be flood lit when the submitter is tying up or letting the lines go; disembarking and embarking passengers. Such lighting is supplied by vessel flood lights and the lights are only used when coming alongside or departing the wharf and when disembarking and embarking passengers.</p> <p>d) Flood lighting is required at the Halfmoon Bay wharf when the Kiwi Spotting Tour vessel returns to</p>		

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			<p>Halfmoon Bay Wharf to disembark passengers and return the vessel to the Halfmoon Bay mooring. Lighting is also required for the vessel crew to get safely from the mooring and row back ashore to Oban.</p> <p>e) If the weather takes a turn for the worse during the Kiwi Spotting tour, the passengers are disembarked at the Golden Bay Wharf in Paterson Inlet and returned to Oban via minibus. Once again to safely disembark passengers at the Golden Bay wharf the site is flood lit.</p> <p>f) The submitter states that the Stewart Island ferries provide a vital service for the Island and effectively represents the continuation of State Highway One across Foveaux Strait. As a result Real Journeys contends that the lighting on the Halfmoon Bay wharf should effectively be regarded as street lighting and not be subject to the Plan Change 1 Dark Skies – Stewart Island /Rakiura.</p>		
4) Department of Conservation	4.1	Rule SIGN.2	Rule SIGN.2 – The addition of illuminated signage on Rakiura to the activities subject to the restricted discretionary rule is supported. This will allow for appropriate consideration of the effects of these activities and the effects of light spill on the environment.	Retain as notified.	Yes

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	4.2	Policy URB.8	Policy URB.8 – The new policy and its associated explanation are supported in full as providing for the protection of the dark quality of the Rakiura night Sky.	Retain as notified.	
	4.3	Rule URB.5	Rule URB.5 General Urban Standards – the new standards for lighting and glare within the Rakiura Urban Zone are supported in full as providing for the protection of the dark quality of the Rakiura night sky.	Retain as notified.	
	4.4	Rule IND.4	Rule IND.4 General Industrial Standards – the new standards for lighting and glare within the Rakiura Industrial Zone are supported in full as providing for the protection of the dark quality of the Rakiura night sky.	Retain as notified.	
	4.5	Rule FRZ.2	Rule FRZ.2 Controlled – the addition of the matter of control regarding the effects of the artificial lighting on the Rakiura night sky is supported.	Retain as notified.	
	4.6	Rule FRZ.5	Rule FRZ.5 General Standards – the additional standards for lighting in the Fiordland / Rakiura Zone are supported in full as providing for the protection of the dark quality of the Rakiura night sky.	Retain as notified.	

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	4.7	Definition	<p>Definitions (Section 4) – ‘Fully shielded light fixture’ – the additional definition is supported and necessary for the interpretation of the relevant standards and rules of the District Plan.</p> <p>The decisions sought in this submission are required to ensure that Plan Change 1:</p> <ul style="list-style-type: none"> a) Gives effect to the New Zealand Coastal Policy Statement and the Freshwater Management National Policy Statement. b) Recognises and provides for the matters of national importance listed in section 6 of the Act and (sic) has particular regard to the other matters in section 7 of the Act. c) Promotes the sustainable management of natural and physical resources. d) The changes sought are necessary, appropriate and sound resource management practice. 	Retain as notified.	
5) Bridget Carter	5.1	Rule SIGN.2	<p>The submitter supports all additional wording and wording changes that relate to the following:</p> <p>Rule SIGN.2 Rule SIGN.4(5) Policy URB.8 Rule URB.5(8) Rule URB.5(8) Rule IND.4(6)</p>	To make the proposed Plan Change 1 (Dark Skies) to protect the dark night sky of Rakiura from light pollution.	No
5.2	Rule SIGN.4(5)				
5.3	Policy URB.8				
5.4	Rule URB.5(8)				
5.5	Rule IND.4(6)				
5.6	FRZ.2				

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	5.7	FRZ.5	FRZ.2		
	5.8	Definitions	FRZ.5		
	5.9	Schedule 5	Definitions Schedule 5		
6) Kevin Carter	6.1	Rule SIGN.2	The submitter supports all of the following provisions:	Implement all proposed changes to support the Dark Sky Sanctuary	No
	6.2	Rule SIGN.4(5)	Rule SIGN.2		
	6.3	Policy URB.8	Rule SIGN.4(5) Policy URB.8		
	6.4	Rule URB.5(8)	Rule URB.5(8) Rule IND.4(6)		
	6.5	Rule IND.4(6)	FRZ.2 FRZ.5		
	6.6	FRZ.2	Definitions Schedule 5		
	6.7	FRZ.5			
	6.8	Definitions			
	6.9	Schedule 5			
7) Airways Corporation of New Zealand Limited (“Airways”)	7.1	Rule FRZ.5	The submitter is neutral in relation to this Plan Change but seeks that the exception for navigational lighting is as wide as possible. <u>“Airways”</u>	The submitter seeks the following decision: a) That the wording of Rule FRZ.5 is	Yes

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			<p>The submitter is a state owned enterprise established under the State-Owned Enterprise Act 1986 and is a public company registered under the Companies Act 1993. The Shareholders are the Minister for State-Owned Enterprises and the Minister for Finance.</p> <p>The submitter is responsible for controlling all air movements across the airspace in New Zealand and over the Pacific. Annually Airways handles over 1 million air traffic movements per year.</p> <p>The submitter is responsible for ensuring that air traffic and airways are controlled in a safe manner. In order to navigate safely, air traffic relies on navigational aid lighting at airports and adjacent areas.</p> <p><u>Reason for submission</u></p> <p>The submitter is concerned that it was not included in the list of key stakeholders with whom consultation took place. This is (sic) inconsistent with purpose of the Act, and the existing navigational services that Airways undertakes in this area.</p> <p>The submitter considers it is inappropriate to promote a plan change due to the purported requirements of an accreditation by an organisation and process that is not recognised by the Act.</p> <p>The submitter seeks to ensure that the navigational lighting is able to be provided in its entirety as required under Civil Aviation regulations and any other related regulations.</p>	<p>amended to read (changes in bold):</p> <p><i>4. Lighting on Stewart Island/Rakiura (excludes offshore Islands), with the exception of lights for maritime and aviation navigational aids, shall meet the following:</i></p> <p><i>(a) All fixtures shall be fully shielded with no light spill being permitted above the horizontal plane.</i></p> <p><i>(b) Artificial lighting colour that is 'warm white' (being equal to or less than 3000 correlated colour temperature only).</i></p> <p><i>Note: lights for maritime and aviation navigational aids including all lighting within an airfield and lighting outside an airfield for safety purposes and / or to comply with Maritime and Civil Aviation Regulations and bylaws and</i></p>	

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			<p>The submitter states that many of the lights necessary to operate an airfield may not comply with the requirements of the Plan Change. For example, runway edge and approach lighting are 360° omnidirectional and light above the horizon. In terms of the proposed control on brightness, approach lighting for airports is very bright and can be either unidirectional or omnidirectional.</p> <p>In addition, lighting maybe required in areas near airfields for navigational, safety and wayfinding purposes.</p>	<p><i>are not required to comply with this rule.</i></p> <p>b) That a broad definition of “navigational aids” is included in the Plan Change; and</p> <p>c) Such other wording or further amendments to the Plan Change as required to give effect to the above.</p>	