



Glenorchy Airstrip Reserve Management Plan

Submissions

John Stevenson

Position: Neither Support or Oppose

Submission: Agricultural Activities

Please note migratory beekeeping has been undertaken on the reserve since the 1970's.

My Company Southern Lakes Honey Ltd runs 150 hives in the Glenorchy area. For over 20 years the company has located upto 20 hives on the reserve most recently at the SW end principally during the months July to early January. This was previously with the permission of Wyuna Station who had a grazing lease over the reserve. Subsequently I had an informal arrangement with DOC to continue this practice until the future status of the reserve was finalised.

Could the plan be altered to .include this low impact and beneficial activity.

John Stevenson

Southern Lakes Honey Ltd

[REDACTED]

[REDACTED]

[REDACTED]

What would you like the Council to do? Allow the continued existing use of the reserve for the siting of seasonal beehives .

Christine Byrch

Position: Neither Support or Oppose

Submission: My concern is that the Glenorchy aerodrome will become subject to the QLDC drive for growth at all costs. Queenstown is a very noisy place which is fast becoming removed from the beautiful natural environment within which it sits. I would hate to for Glenorchy to become the same - dominated by motorised transport. I also think there should be a focus on being a private airstrip, especially as the Wakatipu Aerodrome is being threatened.

What would you like the Council to do? My submission is that the activities from the airstrip already make a significant amount of noise in the Glenorchy area and should not be increased. How many take offs and landings are there at present and is it possible to limit to this number?

Heli Glenorchy - Nicholas Nicholson

Position: Opposes

Submission:

SUBMISSION

On the Reserve Management Plan for the Glenorchy Airstrip

To:

Queenstown Lakes District Council

From:

Name: Nick Nicholson

Position: Owner/operator of Heli Glenorchy

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

I oppose the reserve management plan for the Glenorchy Airstrip as it currently stands, on the basis that:

- 1) No further intensification of the airstrip has been proposed
- 2) There is no formal solution to the lack of public access to the airfield
- 3) The method for determining user charges is unclear and appears flawed

The reasons for my opposition, and proposed solutions are as follows:

Hangars:

As the owner/operator of Heli Glenorchy, my business operates from the Glenorchy Airstrip. Safety is always the number one priority of a commercial aviation business, and the CAA requires holders of an Air Operators Certificate to provide resources such as a safe and secure shelter for the aircraft.

Currently Glenorchy airfield does not offer any form of shelter/protection for aircraft, as there is no hangarage facility on the airfield. This leaves aircraft open to the damaging effects of the weather and environment, and also puts them at risk of tampering. Clearly this limits the operators' ability to protect their aircraft, which is an essential and reasonable requirement, given the investment in the

aircraft and the importance of operating safely.

If the Glenorchy airstrip is to be operated by the QAC (Queenstown Airport Corporation) in a safe and responsible manner and in accordance with the CAA and its requirements, then there is a need for hangars and some form of safe storage for machinery and equipment at the airfield.

If no provisions are made for permanent hangars at the airfield, operators will be forced to consider options such as applying to build 'temporary hangars', or hangaring aircraft elsewhere in Glenorchy. Temporary hangars will be extremely unsightly and potentially have a far greater negative impact than a hangar facility on which all interested parties have been able to have their say. Hangaring aircraft in other parts of Glenorchy will increase the frequency of aircraft flying over residential properties, and potentially increase the noise and disturbance to the community of Glenorchy.

Submission:

The Reserve Management Plan for the Glenorchy Airfield needs to allow for the provision of hangars at the airfield, consistent with the intended future intensity of use of the airfield, and with consultation from the Glenorchy community.

Fuel:

The provision of a safe-storage fuel facility also needs to be addressed at the airfield. Currently there is no provision for fuel, and operators consequently tow fuel tankers frequently to Queenstown to fill up. Whilst all operators' fuel tankers comply with necessary regulations, the provision of a safe-storage fuel facility at the airfield would reduce the number of fuel tankers at the airfield, thus reducing the chances of an environmental problem should one leak or spill, and also significantly reduce the hazards along the Glenorchy-Queenstown road which is already notorious for its large number of road traffic accidents.

Submission:

The Reserve Management Plan for the Glenorchy Airfield needs to allow for the construction of a safe-storage fuel farm at the airfield that can service the operators at the airfield, rather than the onus being on individual operators to source and store their own fuel.

Legal road access:

It is a major concern that the airfield has no current legal road access. Formal legal road access to the airfield needs to be made a priority. Not only can you not operate a public airfield or a commercial business without legal road access, but the council will be failing to comply with its own policies if it does not do so (see Funding and User Charges section of the draft management plan where it specified as a policy that "safe and suitable access exists onto the site.")

Allowing access based purely on a 'hand-shake' agreement from a landowner, which in theory could be rescinded at any time, is both short sighted and naïve and quite clearly not in the interests of the

Glenorchy community or the general public.

Submission:

The Queenstown District Council and Queenstown Airport Corporation need to make it a priority to re-instate legal vehicle road access to Glenorchy airfield. Legal vehicle road access must be a requirement set out in the Reserve Management Plan for the Glenorchy Airfield, with consideration of the views of the Glenorchy community.

User Charges:

The current draft management plan proposes that “user charges and fees are set in line with market rates and fairness, dependent on the type of activity taking place”. This focuses only on the activity of the company, and does not take into account the services (or lack of) available at the airstrip for which the ‘user’ will be paying. Glenorchy airfield has no services or facilities (such as public toilets/sewage/running water, electricity, no tower, no sealed runway etc). “Market rates” vary considerably, depending on which airports are being considered and the services they provide. Glenorchy airfield would currently be comparable to a rural high country farm strip rather than any other local airfield (such as Manapouri, Wanaka).

Submission:

The reserve management plan needs to specify how it determines “market rates and fairness” by comparing like with like when setting user charges. Charges should be determined based on the services offered to the user, not wholly on the activity the user offers.

I would like to be given the opportunity to speak at the hearing.

Nick Nicholson.

What would you like the Council to do?

1) The Queenstown District Council and Queenstown Airport Corporation need to make it a priority to re-instate legal vehicle road access to Glenorchy airfield. Legal vehicle road access must be a requirement set out in the Reserve Management Plan for the Glenorchy Airfield, with consideration of the views of the Glenorchy community.

2) The Reserve Management Plan for the Glenorchy Airfield needs to allow for the provision of hangars at the airfield, consistent with the intended future intensity of use of the airfield, and with consultation from the Glenorchy community.

3) The Reserve Management Plan for the Glenorchy Airfield needs to allow for the construction of a safe-storage fuel farm at the airfield that can service the operators at the airfield, rather than the onus being on individual operators to source and store their own fuel.

4)The reserve management plan needs to specify how it determines “market rates and fairness” by comparing like with like when setting user charges. Charges should be determined based on the services offered to the user, not wholly on the activity the user offers.

Mark Hasselman

Position: Partly Supports/Partly Opposes

Submission: I would like to bring to your attention to the Key Strategies for the Airstrip in the Glenorchy Community Plan 2001.

- well planned and sensitively designed development reflecting the community's values and vision.
- avoid proliferation of signs.
- access to be legalised.

Glenorchy Airstrip Reserve Management Plan

Existing use rights:

- there is existing agricultural use of the airstrip and this should continue. It is used by Wyuna Station and occasionally by Greenstone Station if access via Kinloch is not possible.
- it is currently used as a site for beehives by John Stevenson of Southern Lakes Honey.
- existing use rights with QLDC need to be formalised.

Governance:

- Airstrip Governance Committee should have Glenorchy Community Association representation.

Aviation Operations:

- there is a real need for legal, safe and suitable access to the site. A good option for this would be access from the Glenorchy Road at the southern end of the Airstrip, around the bottom and up the western edge of the Airstrip.
- there is a need for safe and secure storage of aircraft. Hangar location could be accommodated in a sensitive manner amongst existing stands of manuka on the western side.
- safe and secure storage of fuel will need to be considered in any site development.

What would you like the Council to do? - secure legal access

- ensure GCA has representation
- consider the need for buildings to ensure safe aviation activities
- consider the need for safe and secure fuel storage
- develop a cohesive site plan to avoid random proliferation of structures

Milford Sound Flights Limited - Aaron Duff

Position: Supports

Submission: We support the general thrust of the Reserve Management Plan.

As an operator of commercial tourism flights utilising the Glenorchy Airstrip on an infrequent basis, we particularly support the proposals to improve the surface of the airstrip itself and other minor upgrades to the facility.

Operationally we are well aware of the sensitivity of the community to the noise generated by aircraft using this reserve and to that end we have as a company invested in new aircraft which incorporate the latest technology.

Our pilots have also received noise-abatement training and are certified under the Air Care programme, administered by Aviation New Zealand.

We would be happy to nominate one of our number to contribute to the Airstrip Governance Committee as referred to in the Management Plan.

What would you like the Council to do? We refer to Appendix 1 - the Airstrip Reserve Plan We are concerned that road access from the Glenorchy Road to the reserve is unclear. It appears that the current road is on an informal alignment. Could that be clarified please?

Luke Hasselman

Position: Opposes

Submission: Submission:

I oppose the reserve management plan for the Glenorchy Airstrip on the basis that it hasn't adequately considered future needs and demands of aviation to comply with Civil Aviation Authority safety requirements.

The Reasons For My Submission Are:

- **Safety and security** - The operators who are currently working from the Glenorchy airstrip are Nzone, Heli Glenorchy and Skytrek. All operators are involved in a commercial operation. Currently, the Glenorchy Airstrip does not comply with the strict guidelines put in place by the CAA (Civil Aviation Authority). A certain degree of safety and security for these aircraft is required in order to operate under these requirements.
- **Aircraft security and shelter** - I believe one of the most important issues revolves around the need for any commercially operated aircraft to be safely sheltered. This prevents any potential tampering to the aircraft and protects the expensive machinery from the prevailing weather conditions. This is a huge issue in Glenorchy as the weather is constantly changing. The Glenorchy Airstrip does not currently meet these requirements, as there are no hangars on site for the aircraft. In order to safely continue as a commercial operation it is vital that this issue becomes a top priority.
- **Equipment security and crew shelter** - In addition to this, the CAA requires some form of shelter/accommodation for flight crews. Currently this does not exist and the new proposal does not allow for this requirement to be met in the future. Safety should be the number one priority going forward which means the CAA also requires holders of an Air Operators Certificate to provide resources such as a workshop for carrying out maintenance, equipment, safe and secure shelter for the aircraft (hangars), tooling, training aids, data, flight crew accommodation and updated data and documentation.
- **Fuel storage** - The safe storage of fuel could become an environmental issue if it is not addressed. The operators at the Glenorchy Airstrip are ensuring that any safety measures within their control in regards to fuel storage are being dealt with however there needs to be provisions in the plan for a small fuel farm to be established. Glenorchy is well known for its pristine and wild environment and any possible harm to nearby waterways or vegetation could be avoided with a fuel farm built to standard requirements. In addition to this, the number of vehicles travelling the Glenorchy Road with fuel trailers will be reduced.
- **Vehicle access** - Another important point to note is the legal vehicle access at the site. There is currently no legal vehicle access, which could become controversial in the future. This is a top priority as it is not possible to professionally operate a commercial business based on a verbal agreement in regards to access. Construction of vehicle access from the southern end and up the

western side of the airstrip would facilitate placement of structures amongst the natural Manuka screening which would address any potential amenity value issues as well as ensuring the hanger does not face the predominant westerly weather system.

- Community consultation - It is very important for the Glenorchy Community to be a part of this decision making process as they will be the stakeholders directly impacted by the changes. Therefore, I believe there should be a planning process put in place in order to limit and control the amount of intensification at the airstrip. This should be agreed upon by the Glenorchy Community.

What would you like the Council to do? My Submission Would Be Met By The Queenstown District Council Making the Following Decision:

- To enable the current commercial business operators at the Glenorchy Airport to construct hangers and some form of safe storage for equipment, aircraft and flight crew. This is the minimum requirements set out by the CAA and they have to be met. In addition to this, there should be an allowance for some future expansion should the demand for these services increase. This should include a maintenance facility to provide a service for the current operators and businesses operating in the area.
- To enable a small fuel farm to be constructed at the airfield to service the operators currently operating.
- To establish legal pedestrian and vehicle access at the Glenorchy Airstrip.

Jenny Davies

Position: Partly Supports/Partly Opposes

Submission: I'd like the airstrip use to be minimal and controlled to a level which protects our rural lifestyle and limits air noise, which due to the nature of the area's landscape carries for miles - it is not contained to when just overhead or to landings and take-offs. Year on year air traffic noise has persistently increased over the township - there have been no controls which is frustrating. Last summer there were days when there was pretty much a constant drone of over the township. My fear is that the volume of air traffic/noise will increase over Glenorchy as small users and commercial operators are pushed out of Queenstown Airport. I hope the proposed Management Plan, and especially those implementing it, will acknowledge such issues and threats and protect the Glenorchy's relaxed, peacefulness which has attracted so many of its residents to settle here, and is an attraction to so many of its valued visitors.

Leases/Licences

I agree formal licences /leases need to be completed BUT these need to be granted subject to the operators obtaining the necessary resource consents for their commercial activities. The impact of the activity on the environment and community's lifestyle (in the main noise) can then be assessed and community notified.

Any licences/leases granted should also set out a maximum number of take-offs/ landings per day as well as times of operation - to prevent early morning flights and flights into the evenings.

Desired Level of Service

The Plan is rather vague in the sense that it refers to "remains generally unchanged". To protect the community's wishes, to keep the airstrip low intensity, there needs to be a clear, defined limit on activity from the outset eg x number of take off and landings per day. Please can this be addressed and set out in the final plan and leases/licences.

Aviation Operations

I agree noise on the surrounding community should be minimised. But this needs to be quantified into a number of permitted landings/take -off at the airstrip per day. Then the individual licences/leases can stipulate each operators daily limit. In this way the community will have some comfort re noise.

Flights should not be over the township / houses in any event - circulatory or not.

Airstrip

I agree there shouldn't be any upgrade of the airstrip. Any upgrade will bring more potential users, more noise and more maintenance costs which in turn will put pressure on increasing income, therefore air traffic and noise.....

What would you like the Council to do? Yes, it does need altering slightly. See above comments and below..

1 - Licences/leases need to be granted subject to the operators obtaining the necessary resource consents for their commercial activities. The impact of the activity on the environment and

community's lifestyle (in the main noise) can then be assessed and community notified.

2 - The Plan is rather vague in the sense that it refers to "remains generally unchanged". To protect the community's wishes, to keep the airstrip low intensity, there needs to be a clear, defined limit on activity from the outset eg x number of take off and landings per day. Please can this be addressed and set out in the final plan and leases/licences. This should give the community the comfort its seeking re noise.

3. Flights should not be over the township / houses in any event - circulatory or not. Please reflect in the Plan and licences/leases.

4. Aside from setting a maximum number of take-offs/ landings per day the licences/leases should set limits to times of operation - to prevent early morning flights and flights into the evenings.

Skytrek Tandem Hang Gliding & Paragliding - Ian Clark

Re: Submission for Glenorchy Airstrip

My name is Ian Clark, co-owner/operator of Skytrek Tandems Ltd based in Queenstown. Skytrek pioneered the sport of tandem hang gliding in Queenstown over twenty years ago and in this time we have flown well over 60,000 customers.

Skytrek is a CAA certified operator since 2011 when the new adventure aviation rules were introduced.

Over the last three years, Skytrek has utilised the Glenorchy airstrip to run a winter only tandem hang gliding activity off the Glenorchy airstrip. The activity involves the use of a small ultralight aircraft to pull the hang glider into the sky to 2500 feet overhead the airstrip. Once the hang glider has achieved this height, the pilot releases from the tow rope and the hang glider glides down to land back on the airstrip.

This activity runs through the months of May to September inclusive. To support the activity, we have been erecting a portable hangar each year to cover the ultralight aircraft and hang gliders so that they are protected from the elements as much as possible. A small portacom building has also been placed next to the hangar so that equipment prone to water damage is kept dry.

Suggestion for the draft Reserve Management Plan

It is understood that the draft plan places a lot of emphasis on keeping the Glenorchy airstrip's current level of activities at the status quo. We are in support of this ideal.

What is of concern, however, is that the draft plan does not necessary allow for further development of facilities for the existing operations utilising the airstrip.

We believe that existing operators that utilise the airstrip should have to right to improve their operations by upgrading both the facilities they use to deliver their products as well as an opportunity to upgrade the airstrip itself so that it reduces wear and tear on aircraft.

This, we believe, can be done without necessary increasing the level of airborne activity at the airstrip.

We would like to be heard in support of our submission..

Tom Tusher

GOVERNANCE—

With respect to the Airstrip Governance Committee, I would like to see added to the Committee a representative of the most affected neighbor and adjacent land owner—that being someone from Blanket Bay or Wyuna Station—I would propose that be the Blanket Bay General Manager

FUTURE DEVELOPMENT—

I would propose that the Objective section state that there be NO increase permitted in the number of buildings on the site—this to ensure the site remains low impact and low visibility; permitting additional buildings will lead to intensification of use of the site; operators either already have off-site facilities or should be required to develop their needs off-site

Air Milford - Hank Sproull

One comment that I would like to make is that in your plan there needs to be a provision to re level the surface of the grass runway.

As this airstrip was established back in the early 1950's the requirements in those days we not as stringent as today and hence this surface was suitable for smaller fixed wing aircraft.

Today larger aircraft using this airstrip find the surface too undulating, rough for landing and taking off.

David Benjamin

Submission on the reserve management plan for the Glenorchy airstrip.

I support the airstrip being retained for aviation based activities that are of a come and go basis.

This would need to be monitored to allow an acceptable level of activity which would need to be defined.

I'm opposed to commercial operators being based at the airstrip for the following reason:

Aircraft noise pollution.

The Department of Conservation first issued a lease/ licence/ easement to Vertical decent

[a sky diving company,]at the airstrip in 2008.

It would appear the Community Plan was not referred to in the document, but I don't know if the department were obliged to do so.

Similarly no reference was made in the minutes to the plan at the Glenorchy Community Association

October 2014 meeting which discussed the airstrip, and the ensuing QLDC management plan.

Indirectly, both mentioned noise being a major factor.

The plan states:

The plan was developed to guide the future direction of the head of the lake, and should sit alongside the district plan in the decision- making process.

It represents the consensus view of the majority of residents and ratepayers within the community.

Points from Community Plan relevant to Aircraft noise pollution:

Section 1- 1.1

The communitys strong belief that the head of the lake has a special identity that must be managed if it is going to endure.

Potential rapid change and being adjacent to a major tourist destination threaten that identity and character.

Section 2- 2.

Lifestyle and freedom are highly valued together with the peaceful, unspoilt rural environment.

Section 2.3

Decision making based on maintaining or enhancing the unique and special character of the area.

Page 13, top.

Oppose all developments that impact on the vision or values.

Followed by – What happens in one area will affect the wider area.

And – Not rely in total on Tourism.

Outcome 5, page 20.

Activities to be low impact, low noise levels.

Page 22. Tourism and Business into the Future.

If our special and unique character and qualities are to be retained, then the type of tourism is very important.

Eg. Eco tourism, quality experience rather than numbers.

Reflect our ethos, low environmental impact.

Limit operations that will dominate the environment.

Page 24. Noise.

Noise is becoming a significant issue in the town and rural areas. (NB. - no commercial aviation companies operated from the Glenorchy airstrip when this plan was written.)

Noise is increasing and tends to reverberate around the valley.

The highly valued peace and tranquillity of the area is under threat.

The increase in aircraft noise is coming from the accumulated effects of scenic flights and increased helicopter use in the area.

Section 4.2 Glenorchy Town – The Vision.

The peaceful and rural atmosphere of the town needs to be retained.

Section 4.33 Airstrip.

Any development needs to reflect the community's values/ vision for Glenorchy and the Head of the Lake.

On the 22nd of May 2015 I made a written recording of flights I could hear.

May is statistically one of the 'quietest' months of the year tourism wise.

Nearly all flights were heard before being seen, generally from the time they entered the valley system between the Humboldt and Richardson ranges .

All of these figures are approximate.

From 9am to 5pm (8 hour period) I recorded 50 flights.

This equates to a flight every ten minutes.

I can only assume there were more as sometimes I was inside.

Half of the flights were from the Glenorchy airstrip, with a combined flight time of 4 hours.

The duration of all flights was just under 6 hours in the 8 hour period.

The effect (being heard for over 50% of the recorded time) is in my opinion more than minor.

I have contacted the Queenstown Airport Corporation to obtain any form of flight records pertaining to the Glenorchy airstrip, but none exist.

Therefore I can only assume that QLDC has no records.

I ask that before any decisions are made on the airstrips future, that council monitor both the flights and their duration to and from the airstrip and all other aircraft movements and their duration in the Head of the Lake region to be able to make an informed decision regarding the airstrips management plan.

David Benjamin.

MACTODD

L A W Y E R S

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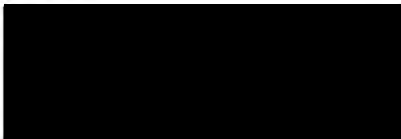
PROPOSED GLENORCHY AIRSTRIP MANAGEMENT PLAN (Our Ref: 404430-11)

1. We act for Skydive Queenstown Limited and Skydive Glenorchy Limited.
2. We enclose our client's submission to the publicly notified Draft Reserve Management Plan for Glenorchy Airstrip.
3. Please acknowledge receipt of the submission in due course.

Yours faithfully

MACALISTER TODD PHILLIPS

J.E. Macdonald
Partner



encl.

05 JUN 2015
QUEENSTOWN

RESERVE MANAGEMENT
PLAN

GLENORCHY

AIRPORT¹

AIRSTRIP

March 2015

¹ The reserve is classified for the purposes of an Airport. The language and terminology in the Reserve Management Plan should be consistent with the legal classification of the reserve.



Formulated by QLDC & OPUS

TABLE OF CONTENTS

Executive Summary	1
Introduction	2
Site Description	2
Description of Airstrip ^{Reserve} and Activities	2
Management of Airstrip ^{Reserve}	3
Runway and Operational Features	3
Vision, Objectives and Policies	4
Actions	7

EXECUTIVE SUMMARY

The Glenorchy airport airstrip is a low volume, non-certified aerodrome situated just south of the township of Glenorchy, on the banks of Lake Wakatipu. A grass airstrip ("airstrip") It houses a grass strip is utilised by small private fixed wing aircraft, helicopter operations and is also a base for skydive and other recreational aeronautical activities.

This Management Plan has been prepared in accordance with the Reserves Act 1977, and sets out objectives and policies for the management and development of the Reserve.

MANAGEMENT PLAN DEVELOPMENT PROCESS

In summary, the Management Plan provides the following:

- The principle purpose of the Reserve airstrip¹ is recreational and tourism related aviation.
- Funding for management and maintenance is to be provided for by user charges to be set in a transparent and equitable manner between and following consultation with² different user groups.
- Council has ultimate responsibility for governance. The Council, in consultation with Queenstown Airport Corporation (QAC), has delegated responsibility to the QAC for establishing safe operating procedures in accordance with Civil Aviation Authority provisions.
- No further intensification of the airstrip airport is proposed. However, if that should change the Glenorchy community, including users of the aerodrome and the aviation community, should be actively engaged in matters concerning any future development of the airport airstrip.

² The addition of this wording is consistent with case law requiring consultation in setting such user charges - see *Wellington International Airport v Air New Zealand* [1993] 1 NZLR 671

Action	Date
QLDC notified its intention to prepare a management plan.	Oct 2014
A workshop was held with the Glenorchy Community Association.	Oct 2014
Resolution made by QLDC to publicly notify Draft Glenorchy Airstrip RMP.	Feb 2015

NEXTSTEPS

Action	Date
Release of the Plan for public consultation	Mar 2015
Hearings of public submissions as required.	TBC
Hearings Panel to make recommendation for the adoption of the final version of the Reserve Management Plan.	TBC
QLDC adopt the Reserve Management Plan via Council resolution.	TBC



¹ Photo courtesy of Skytrek

INTRODUCTION

The Reserves Act 1977 makes it mandatory for management plans to be prepared for the majority of reserves under the control, management or administration of the Council. The exception is government or local purpose reserves, where a management plan (unless required as a condition of vesting by the Minister) is optional. requires Queenstown Lakes District Council (QLDC / Council) to prepare reserve management plans for all land classified as 'Recreation Reserves' under council management or control.³

This Reserve Management Plan ("Management Plan") is a means by which the Council can manage and control the use of the airport and provides a vision for the Glenorchy Airport strip Reserve ("the Reserve"). It describes the general intentions for the use, maintenance, protection, preservation and development of the Glenorchy Airstrip Reserve through a series of objectives and policies. The objectives and policies assist with decision making regarding development and use of the Glenorchy Airstrip Reserve.

The principle purpose of the Glenorchy Airstrip Reserve is to provide and maintain the airport

³ The Reserve is classified as a Local Purpose Reserve. As such, reserve management plans are not mandatory (cf Recreation Reserves) see s41(16) Reserves Act 1977

airstrip to an appropriate standard⁴ for emergency, community, and commercial tourism, community and emergency aviation activities.

SITE DESCRIPTION

Located approximately 375m above sea level, the Glenorchy Airstrip Reserve sits on a terrace above Lake Wakatipu. The terrace is well drained and forms the southern extent of a historic alluvial fan formed by Stone Creek. The soils comprise of Queenstown shallow silt loam with gravels and stones. The area has an average annual rainfall of approximately 900mm per year with a portion of this falling as snow during the winter months.

The airstrip located within the Reserve is of grass cover, undulating and comprised of rougher terrain in places.

There is an area of remnant native vegetation surrounding the Reserve airstrip as well as an area of plantation pines between the Reserve airstrip and Lake Wakatipu. The Reserve is prone to gorse and spraying and it has been necessary to control weed growth and spread in recent years.

⁴ What is an appropriate standard and by whom is this defined. This needs to be addressed in the management plan.

DESCRIPTION OF RESERVE AIRSTRIP AND ACTIVITIES OVERVIEW

The Glenorchy Airstrip Reserve is in most part occupied by a non-certified aerodrome. The airstrip is a low volume grass strip located to the south of Glenorchy, adjacent to the Queenstown-Glenorchy Road.

The airport is used for by small private fixed wing aircraft, as an airstrip for helicopter operations for organisations such as the Department of Conservation (DoC) and heliski companies and as a base for commercial skydive and hang gliding operations. If required, Legal vehicular access is available to the Reserve possible from the Glenorchy-Queenstown road as the site bounds the road. However, there is currently no legal public vehicular access to the Reserve airstrip. Vehicular access is currently over private land. Legal public pedestrian access to the Reserve airstrip exists from the Glenorchy Queenstown Road via a pedestrian right of way easement in favour of the Council but is currently impassable due to fencing encroachments.

LEGAL DESCRIPTION AND RESERVE CLASSIFICATION

The site has a total area of 19.7ha. It is held in one parcel legally described as Section 11 SO 443869 and owned by the Crown and is vested in the Council for the purposes of a local purpose (airport)

reserve. QLDC is responsible for administering the reserve (including the airstrip) and the site is vested as such.

The site is classified ~~is gazetted~~ under the Reserves Act 1977 as Local Purpose (Airport) Reserve ⁵ reserve for 'Local (Airport) Purpose'.

That part of the Reserve containing the grass airstrip is designated for 'aerodrome' purposes in the QLDC District Plan. There are no conditions associated with this designation. The site's underlying zoning is Rural General.

HISTORY

The Reserve Glenorchy airstrip was administered and developed by the Department of Conservation (DoC). During this time limited use by commercial operators commercial use of the airstrip occurred.

DoC approached QLDC with an offer to transfer ownership of the Glenorchy Airstrip Reserve and on the 23rd of August 2013, following consultation with the Glenorchy community (who indicated support for QLDC to manage the reserve and associated airstrip), the Council resolved to accept in principle the transfer of the airstrip and associated reserve land from DoC.

⁵ Gaz 2014, p 134

MANAGEMENT OF RESERVE AIRSTRIP

RECENT CHANGES

On the 27th of August 2013, Queenstown Airport Corporation resolved to assist QLDC with management and operation of the airstrip airport including the commitment of staff resource (up to one week per year). This resource would address:

- Maintenance of the Civil Aviation Authority's Aeronautical Information Publication (AIP) airfield plates for users
- Quarterly site visits to assess obstacles, condition of the grass airstrip, marker boards, windsock, fencing, first aid kit supplies and the emergency telephone.
- Quarterly liaison with users
- Minor housekeeping of the airstrip airport including mowing, pruning of small plants to avoid obstacle problems etc.

A number of management responsibilities reside with QLDC including resolution of resource management issues, including the designation of the whole of the Reserve for aerodrome purposes⁶,

⁶ This amendment is consistent with the general submission. There needs to be consistency of treatment, from a planning perspective between the

collecting user fees, insurance and authorising leases and/or licences. The Council also needs to address who will bear ongoing maintenance costs associated with the current informal vehicle access to the Reserve and/or the formation of a new access to the Reserve from the Queenstown-Glenorchy Road.⁷

CURRENT ACTIVITIES

The airfield component of the Glenorchy Airstrip Reserve is best described as a community/tourism airport airstrip, used mainly for recreational related aviation, including gliding, light powered aircraft, microlight aircraft, sports aircraft, skydiving, parachuting, paragliding and heli-skiing.

Through consultation with stakeholders it has been established that there are (as of November 2014) currently thirteen aviation operators using the airport airstrip for a range of commercial activities including small scale passenger transport, sky diving, hang gliding, recreational flights and heli-skiing. The site is used by e-Emergency services flights land at the airport airstrip if required.

There are n No agricultural activities should be being undertaken at on the Reserve site.⁸

airstrip and the greater reserve.

⁷ Refer to the general submission regarding access and funding issues for the same.

⁸ Agricultural activities on the site are inconsistent with its use and

LEASES, LICENCES, PERMITS AND CONCESSIONS

Activities on, to and from the Reserve airstrip were previously controlled by DoC concessions. Due to the changeover of administration from the DoC to QLDC the formalisation of new leases to operate from and occupy parts of the Reserve airstrip area is not complete. It is envisaged that a process for formalising leases / licenses for existing activities will follow the adoption of this Reserve Management Plan.

Previous permits/concessions granted under the previous administration permitted the placement of a Portacom building and portable aircraft hangar for an ultralight aircraft and the retention of an existing Portacom building and associated deck and a toilet.

RUNWAY AND OPERATIONAL FEATURES

AIRSTRIP

The Reserve airstrip contains a single grassed runway, approximately 700 metres in length. It is oriented in a north-south direction.

purpose as a local purpose reserve for airport purposes. The encroaching fence line on the Reserve and agricultural activities carried on as a consequence of its illegal replacement need to be removed.

Feedback as a result of from consultation with operators indicated that works may be required to smooth the runway airstrip. It is Council's aim that any works undertaken will be for the purpose of only be to maintaining the current usability of the airstrip so it retains its fitness for purpose – that is, as a low intensity use airport for recreational and tourism related aviation⁹. It is intended The intention is to so as to maintain the status quo in terms of intensity of use. Beyond this, no No upgrade of the airport airstrip facility is planned nor is it evident from consultation that the community is in favour of intensification of use that may lead to an upgrade.

Flights take off and land to the north and south and the direction of take-off and landing is influenced in part by wind conditions as well as the type of aircraft being operated.

A layout of the Reserve can be found in Appendix 1.

FACILITIES

The Reserve site contains an onsite portable hangar, Portacom building, temporary parking area and small sheds. Safety fencing has been installed to manage user movements near the airstrip by one of the operators. There is a public phone at the

⁹ The airstrip needs to be maintained so that it is fit for purpose, and keeps pace with any CAA changes. The term "current usability" does not reflect this.

airstrip.¹⁰

SkyDive Paradise currently provide a 'Bio Toilet' onsite that has been made available for public use.

DESIRED LEVELS OF SERVICE

The community and user groups have indicated that they wish the level of service at the Reserve airstrip and intensity of use to remain generally as it was prior to the transfer of administration from DoC to QLDC.

VISION, OBJECTIVES AND POLICIES

VISION

The vision for the Glenorchy Airstrip Reserve is:

To maintain and manage the use of the Reserve as an airport and the use of the airstrip to an appropriate standard for low intensity emergency, community, and commercial tourism, community and emergency aviation¹¹ activities.

¹⁰ This phone does not work and has not worked for some time. If there is no intention to repair it, reference to it should be deleted from the plan.

¹¹ Reorder list of uses, commensurate with current level and type of usage

GENERAL OBJECTIVES, POLICIES AND ACTIONS

The following objectives and policies will guide the management of the QLDC-administered Glenorehy Airstrip Reserve.

PURPOSE OF THE RESERVE

OBJECTIVES

- Facilitate existing emergency, community, and commercial tourism, community and emergency aviation as the principle purpose of the Reserve airstrip.
- Ensure aviation activities enable the facility to be sustained into the future¹².
- Ensure that the nature, scale and intensity of the use of the Reserve airstrip maintains a low intensity character while recognising its use for airport purposes¹³. accords with the vision for the Reserve remain generally unchanged.
- Ensure that any other activities taking place at on the Reserve remain compatible with the principle purpose of the Reserve for airport

¹² Not sure what this objective is trying to say or achieve. Requires clarification.

¹³ This is a better use of language. Changes should be enabled, reflecting the purpose of the reserve as an airport, so long as the low intensity character is maintained.

purposes.

- Management and maintenance of the Reserve is undertaken so as to enable the safe use of the airstrip.
- Development, management and maintenance of the Reserve is undertaken in a manner that is so as to ensure that the use remains compatible with the surrounding rural¹⁴ environment.

POLICIES

- Manage the Reserve airstrip in a manner that permits and promotes a mixture of uses. Authorised activities should promote a mixture of aviation users (emergency, community, commercial tourism, community, and emergency) to ensure aviation needs of the community are provided for.
- Council will regulate the use of the Glenorehy Airstrip Reserve such that its low intensity character is maintained while ensuring that the use of the Reserve is compatible with its purpose as an airport¹⁵. retains a low intensity is maintained. in a manner that ensures that

¹⁴ The fact that the Reserve and airstrip are located in a rural rather than an urban environment is important to record in the objective as this has an important bearing on determining the compatibility of development.

¹⁵ As per FN11, the amendment results in a better use of language and allows change to occur as long as a low intensity character is maintained.

nature, scale and intensity of the use of the airstrip remains generally

- Ensure leases and/or licenses comprehensive permits are in place for all activities operating at on the Reserve airstrip and that their terms clearly stipulate roles and responsibilities of respective users.
- Council will ensure maintenance agreements are in place to maintain the existing airstrip.
- Council will to ensure user charges are collected to assist in maintaining and administering the Reserve airstrip to sustain its future use for airport purposes¹⁶.

FUNDING AND USER CHARGES

OBJECTIVES

- Funding of the management and maintenance of the Reserve airstrip is from user charges and such other income as may be generated from use of the Reserve. the airstrip.

POLICIES

- Management and maintenance of the Reserve airstrip should be met by users through user charges and other income that can be generated from use of the airstrip such as landing fees and other fees from those who are operating from or

¹⁶ Language is consistent with the classification of the reserve.

using the Reserve.

- User charges and fees are set in line with market rates and fairness, dependent on the type of activity taking place and the nature of services and facilities being provided¹⁷. Revenue is collected from users in order to help meet the cost of managing and maintaining the Reserve airstrip.
- Any private occupation by a person or persons shall be charged at a commercial rate for the use of the Reserve land.
- Landing fees will be paid as per the Council's QLDC revenue and financing policy unless otherwise agreed when setting landing and/or user charges¹⁸.
- Commercial rates will be charged for users operating commercial activities on or from the Reserve.¹⁹

GOVERNANCE

OBJECTIVES

- The Council's governance role is clear and

¹⁷ Fees and user charges need to be commensurate with the standard of facilities and services provided, which at present are pretty basic.

¹⁸ Provides flexibility

¹⁹ Repetitive – covered in second bullet point

distinct.

- Management arrangements for activities on at the Reserve that are inclusive of input from community representatives and users.
- Coordination of aviation activities in a way that maximises the use and enjoyment of the Reserve airstrips use and enjoyment for all users at while recognising current character and intensity of use²⁰ levels.
- An Airport Airstrip Governance Committee is established to assist Council in administration of the Reserve airstrip.

POLICIES

- The Council's governance role is separate to that of the Queenstown Airport Corporation. Council has ultimate responsibility to manage the Reserve airstrip pursuant to the Reserves Act 1977 and to under its legislative responsibilities under CAA²¹ in a way that promotes the Reserves principle purpose of as an airport aviation, and in a manner that is safe and equitable to all users and to other ratepayers of the District.
- In terms of aviation activities on the Reserve airstrip, primary Responsibility for adherence to operational rules and procedures rests with each separate entity operating body aviation activities from the Reserve.

²⁰ Use of consistent terminology

²¹ Deleted, doubt that this is correct.

- An Airstrip Governance Committee comprised of made up of the Councillor designated to the Glenorchy community, representation from the Glenorchy Community Association and representation from authorised users of the Reserve airstrip shall advise the Council on management and maintenance matters and potential future development of the Reserve Airstrip. Council will make decisions on these matters taking into account such the committee's advice, together with budgetary requirements and all user feedback.

AVIATION OPERATIONS

OBJECTIVES

- Compliance of by a Aviation activities will comply with all with relevant statutes and regulations applicable to the use of the Reserve for airport purposes²².
- Maintenance of the existing grass runways to a standard that promotes use by all existing aviation activities.
- Minimise the impact of noise on the surrounding community particularly that from those more regular circulatory flights which

²² Terminology is consistent with classification

concentrate noise over the town²³.

POLICIES

- All operators/users on the Reserve airfield are to take responsibility for and adhere to their own 'safety operations manual' in accordance with CAA regulations.
 - ~~Require all users to abide by the Safety Operations Manual, including operating rules, in addition to all other relevant aviation regulations.~~²⁴
 - Require all user groups to instruct their members on the safety and operating procedures established by their manual and any other Health and Safety regulations the Council may be required to comply with²⁵ issue.
 - The runway will be maintained in accordance with Council procedures²⁶.
 - Safe and suitable access exists onto the Reserve site.
- There is to be safe and secure storage of fuel on the Reserve site to prevent pollution from spillage or increased fire risk.
 - Ensure users are aware that use of the Reserve airstrip is conditional on adherence to "Fly Neighbourly" guidelines²⁷.

²³ The term "circulatory flights" is inappropriate. "Circuits" are an aviation term and circuit training must take place as part of a pilots training to use the airstrip.

²⁴ Repetitive

²⁵ The Council does not issue Health and Safety Regulations.

²⁶ Clarify - what Council procedures and where are these to be found?

²⁷ See www.aia.org.nz

FUTURE DEVELOPMENT

OBJECTIVES

- Glenorechy Airstrip—The Reserve is managed and developed in a manner that is consistent with that maintains its purpose as an airport²⁸ while providing for the continued use and development of recreational and tourism related aviation to meet the needs of the community.²⁹ use as an airstrip in balance with maintaining the amenity of the site and surrounds.

POLICIES

- Ensure the scale, colour and external finish of all buildings on the Reserve are compatible with the character of the surrounding rural environment.
- Buildings may be erected on the Reserve that are ancillary to recreational and tourism aviation activities.
- To include appropriate bulk, location, landscaping and design controls in any conditions attaching to the designation for the

²⁸ Consistent with Reserves Act classification

²⁹ Aligns with the vision, and recognises the community's need and desire for the facility and its economic contribution.

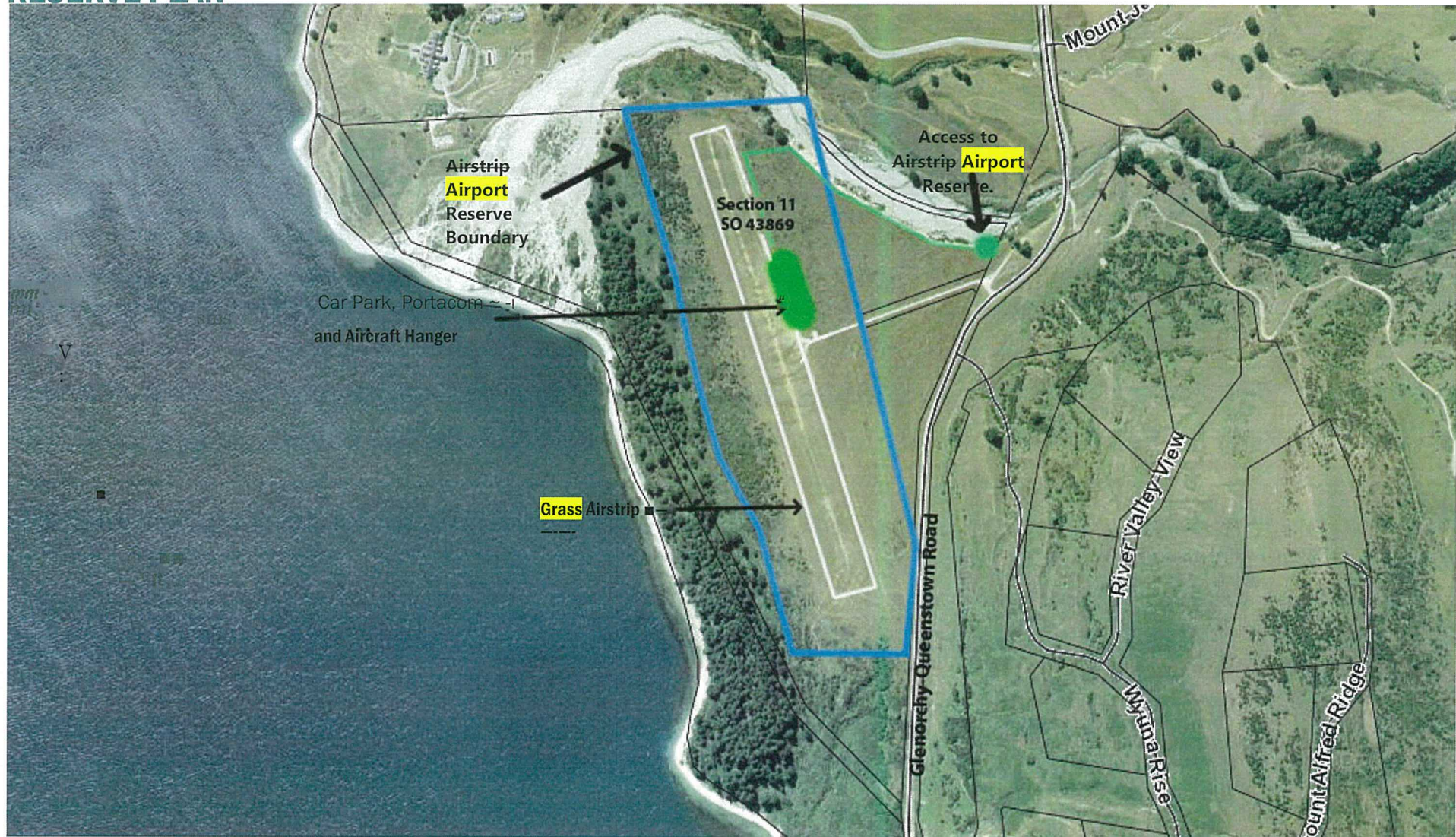
Reserve in the District Plan, in the District Plan
to Ensure development complies with relevant
District Plan provisions.

ACTIONS

The following section outlines proposed actions to be undertaken on the basis of the Objectives and Policies proposed.

What we will do:			Who will do it:	When we will do it:
Governance	Leases/ Permits	Formalise use of the Reserve Glenorehy Airstrip through the provision of leases/permits for all operators	QLDC / Users	2015
	Establish Airport Airstrip Governance Committee	Facilitate establishment of User Group Committee to provide feedback to Council in relation to the ongoing management and maintenance of the reserve.	QLDC / Users	2015
	Management of Reserve	Formalise maintenance arrangements to ensure that site is adequately and appropriately maintained for aviation purposes.	QLDC	Ongoing
Funding and User Charges	User Charges			Ongoing
		Review charges annually in accordance with the Council's Annual Plan process so that the airstrips budgets can be met.		

APPENDIX ONE - AIRSTRIP AIRPORT RESERVE PLAN



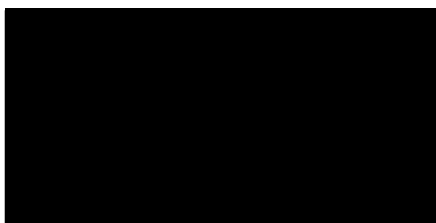
SUBMISSION

ON A PUBLICLY NOTIFIED DRAFT RESERVE MANAGEMENT PLAN FOR GLENORCHY AIRSTRIP

TO: Queenstown Lakes District Council

FROM: Skydive Queenstown Limited

Attn: Lindsay Williams



General Comments

Aerodrome Users

1. The aerodrome is used by a number of commercial operators. These include Skydive Paradise, Skytrek, Air Milford, Glenorchy Air, Milford Sound Scenic Flights, Air Fiordland, The Helicopter Line, Heliworks and the Wakatipu Aero Club (to name but a few). The aerodrome is also used regularly by itinerant aircraft. The airfield has no services.
2. Skydive Glenorchy Limited operates Skydive Paradise from the Glenorchy airstrip. Our operation includes use of an onsite Portacom and small sheds together with some safety fencing to restrict access by our clients to the airstrip. We have a Bio Toilet, which has been made available for public use. We have maintained the current road access into the site, cut down gorse and maintained the surrounds. We utilise a small certified fuel tank truck and trailer in our operations. It utilises Jet A1, which has a low ignition threshold.

Reserve Status and Designation

3. There is an inconsistency in the present state of affairs which has the potential to affect the appropriate planning and management of the land the subject of the Draft Reserve Management Plan ("draft Plan"). Only part of the site (the actual airstrip) is designated in the Queenstown Lakes District Council Plan ("District Plan") for the purposes of an aerodrome. This is somewhat of an anomaly, as the draft Plan correctly records that the total area of the site has been gazetted under the Reserves Act 1977 for the purposes of an Airport.

4. While it is acknowledged that this is not the forum to apply a designation to the site¹, any management plan should take into consideration (in its Purpose, Objectives and Policies) the range of likely designated activities across the whole of the site as an aerodrome. It is likely that designated activities would include all or any of the following:

- private aircraft traffic
- rotary wing operations
- fuel storage and general aviation activities
- aviation associated activities such as buildings, infrastructure, navigational aids and carparking.

Access

5. As the draft Plan records², there is currently no legal public vehicular access to the aerodrome. Vehicle access is currently provided by way of informal right of way over adjoining land. This is unsatisfactory. The site of the aerodrome adjoins the Queenstown Glenorchy Road at its south west end. Access to the aerodrome should be from this location, where site distances are good, and no issues as to legalising access arise.
6. Furthermore, access in this location is preferable because;
- (a) The costs of maintenance will be less than maintaining access over private land, which at present has no security of tenure; and
 - (b) The present access road runs directly beside the airstrip (nearly for half of its length). There have been incidents in the past where vehicles have driven over the strip which is a safety hazard;
 - (c) Parking would be well set back from the strip (as it should be) and this would also discourage pedestrian access. Pedestrian access over part of the Aerodrome is provided by way of a pedestrian right of way in gross in favour of the Council (see pedestrian right of way labelled "A" on the plan attached marked "A").

Aerodrome Encroachments

7. Of concern is the existence of a fence line erected over part of the aerodrome (see attached plan marked "B"). In order to enable the ongoing safe operation of the aerodrome, this fence should be removed. This will also facilitate access from the Queenstown-Glenorchy Road in the location discussed in paragraph 5 above.

Safety and Operational Matters

8. We are concerned about safety operational matters at the aerodrome and the time it has taken to have our concerns addressed in the past (unfortunately not soon enough). Access and adequate fencing need to be addressed and monitoring needs to be ongoing. The presence of sheep on the runway presents a significant safety

¹ A Notice of Requirement pursuant to s168A of the Resource Management Act 1991 would be required to designate the whole of the site for the purposes of an aerodrome.

² Page 2

risk for example. We are hopeful that our own expertise and knowledge of CAA rules and practical experience working on aerodromes such as this one can be put to good use as a member of the Airport Governance Committee.

Specific Comments

9. Specific comments regarding the content of the draft Plan are contained in the attached word version of the draft Plan. Our comments are shown as ~~strike through~~ where deleted with replacement text **highlighted**. Where appropriate amendments are explained in footnotes (which are also highlighted for ease of reference).
10. The following additional comments are made.
11. The draft Plan should contain consistent use of terminology. The draft Plan applies to the whole of the reserve and thus should refer to "the Reserve" rather than "the airstrip". The airstrip only occupies a portion of the Reserve. Terminology consistent with the classification of the reserve for airport purposes should also be used in the draft Plan. In this regard we note that the term "airport" is defined in the District Plan. We urge that consideration be given to consistent use of terminology, particularly where terms are defined and have a common understanding and meaning across documents that are produced by the Council
12. Terminology with respect to the intensity of use is also important. We submit that the phrase "low intensity character" is preferable to, and more appropriate than the words "no change". Use of the reserve is currently in the nature and scale of low intensity character. It is this characteristic that is sought to be maintained, not necessarily that no change be enabled. It is possible that there can be change in use of the reserve that maintains this character. For example, change in the nature of operators, tourism related activities etc. Furthermore reference to "low intensity character" does allow some room for minor growth, which it is suggested is inevitable in a growing tourism area such as the Queenstown-Lakes. This growth can still occur at a rate where the low intensity character of the aerodrome is maintained.

We Do wish to be heard in support of my submission

SIGNATURE



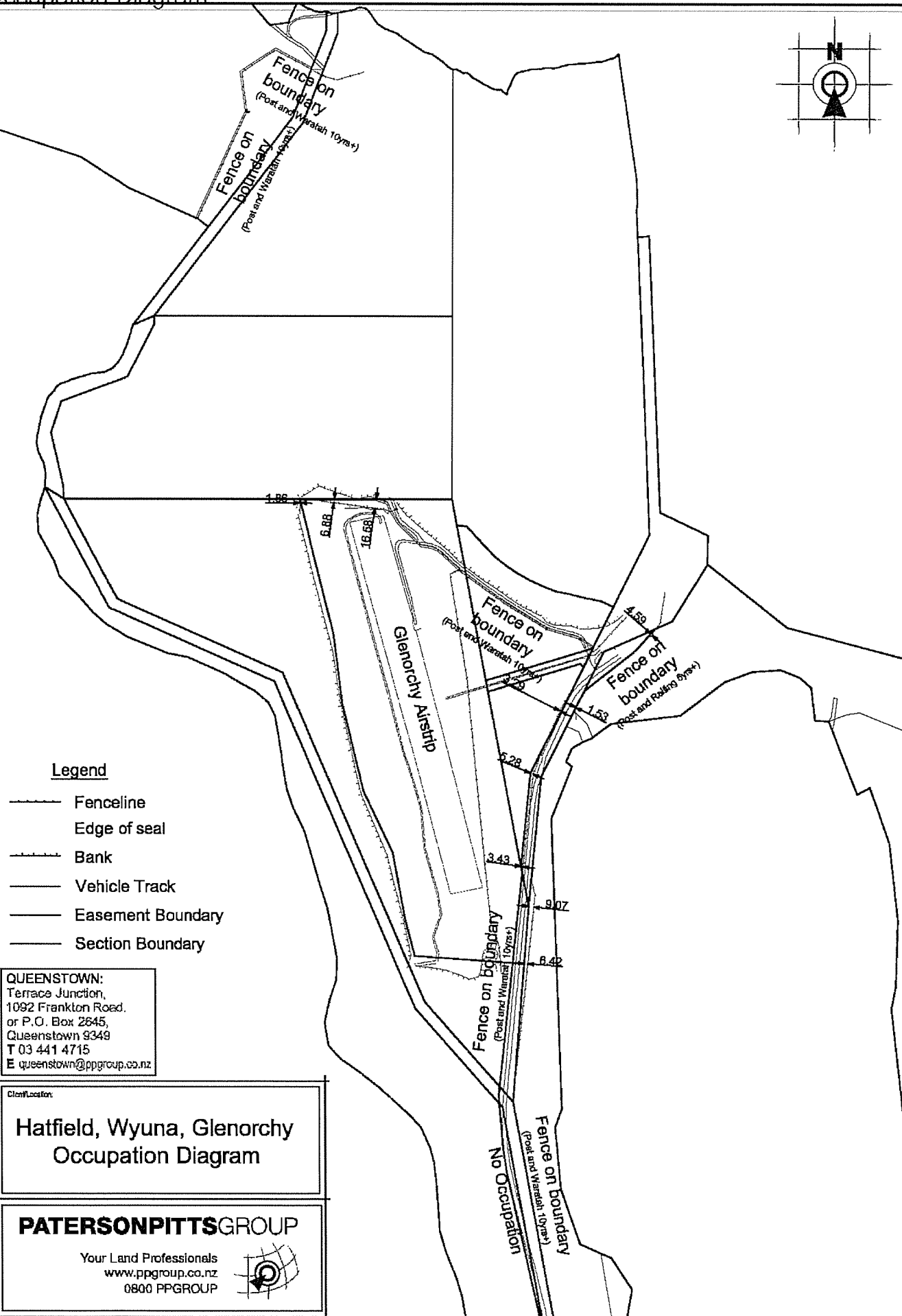
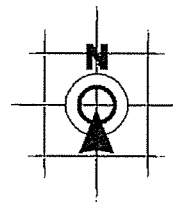
J E Macdonald for and on behalf of

Skydive Queenstown Limited

5 June 2015

JEM-404430-11-8-V1:JEM

Occupation Diagram



PLOT DATE: 02 December 2011 - 10:43 AM

BY: Hamish Smith

JANORSO 589Z HATELD WYUNA GLENOBCHYACDOCCURTONYAGRAUDHO

[REDACTED]

Subject:

FW: GLENORCHY Airstrip

-----Original Message-----

From: Tom Tusher [REDACTED]

Sent: Sunday, 18 October 2015 3:41 AM

[REDACTED]
[REDACTED]
Subject: Re: GLENORCHY Airstrip

[REDACTED]
Would you add to my prior submission the request that hours of operation be established for all commercial users that would define the hours of operation as limited to the period of 8am to 8pm daily. I believe that would establish a reasonable balance between operator usage and reasonable quiet hours for both Blanket Bay and Wyuna Preserve residents.

Thank you.

Regards

Tom Tusher

BLANKET BAY

Glenorchy, Otago, New Zealand



To whom it may concern,

On behalf of Blanket Bay Lodge I request that you not permit the micro-lite operator from establishing a micro-lite operation on the Glenorchy airstrip and direct them to terminate any further planned usage.

Last winter they operated as early as 7am in the morning and late in the evening. The noise from the micro-lite is significantly worse than that of the fixed wing or helicopter and whines on for a more extended period of time. Their flight paths often pose a potential hazard should anything go wrong due to their flight patterns not being restricted and or regulated. His flight paths fly over habitable land rather than out over the lake as do the other operators.

He has erected a temporary hangar without permission and he parks vehicles on the opposite side of the airstrip which means those vehicles cross the airstrip and pose an unsafe risk crossing over a landing/take off zone.

We had a significant number of noise complaints from our guests regarding the micro-lite whereas we rarely get complaints about the fixed wing or helicopters.

The Glenorchy community has previously expressed the view that the airstrip should not have expanded usage, and have expressed concern about noise levels. This activity has been a new, unpermitted, activity and is inconsistent with community goals for the airstrip.

Our understanding is that the operator has no permits to fly from the airstrip. We feel he should be barred from usage, as he does not comply with all flight path, noise management, and safety regulations and does not respect reasonable hours of operation. This is an activity that should not be allowed, at least until the District Plan is finalized and reasonable management rules and regulation of the airstrip is established.

Yours sincerely

Brent Hyde
General Manager

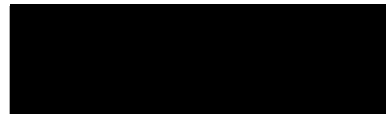
**SUMBMISSION ON DRAFT RESERVE MANAGEMENT PLAN -
GLENORCHY AIRSTRIP, MARCH 2015**

To: Queenstown Lakes District Council

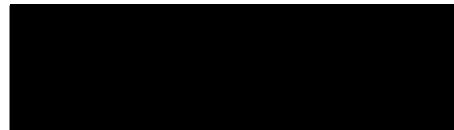
Submitter Details:

Name of submitter: Wyuna Preserve Residents Association
Incorporated

Address for Service: Wyuna Preserve Residents Association
Incorporated



Attention: Sean Dent



1. This is a submission on the Draft Reserve Management Plan, Glenorchy Airstrip, March 2015.

2. Wyuna Preserve Residents Association Incorporated submission is that:

4.1 Wyuna Preserve Residents Association Incorporated ("WPRAI") is the residents association for Wyuna Preserve – a high quality rural lifestyle development comprising thirty four rural living allotments south of Blanket Bay near Glenorchy.

4.2 The Wyuna Preserve development includes communal landholdings and facilities containing a recreation centre, boat shed and associated trails and native re-vegetation. The Aro Ha wellness retreat also operates within the southern portion of Wyuna Preserve.

4.3 The closest rural living allotments on Wyuna Preserve are located approximately 385m from the centre of the existing Glenorchy airstrip. As a result of the proximity of these rural living allotments to the airstrip WPRAI has an interest greater than the general public in the on-going management of the airstrip.

4.4 Specifically, the potential adverse noise effects of the on-going use of the airstrip are most likely to fall upon the residents of Wyuna Preserve. As such, it is considered appropriate that the Council accepts this late submission.

4.5 In general WPRAI supports the intention of the Draft Reserve Management Plan – Glenorchy Airstrip, March 2015 ("Draft Management Plan") but consider that additional information is required to ensure that appropriate conditions/rules governing the future use of the airstrip and associated facilities are developed.

4.6 The specific details of WPRAI submission are outlined below:

Existing Situation

4.7 The submitter notes that the use of the airstrip is controlled under both the Reserves Act 1977 and the Resource Management Act 1991 ("RMA").

4.8 In terms of the RMA it is noted that the airstrip is subject to a Designation in the Operative Queenstown Lakes District Plan - Designation #239 – Recreation Reserve (Aerodrome).

4.9 The Designation presently contains no conditions relating to the use of the aerodrome for its designated purpose. Specifically, there are no noise controls, and no controls on the scale, nature and intensity of aviation operations that may occur from the subject site.

4.10 As such, provided an aviation activity fits within the scope of the Designation and a lease/licence to operate from or occupy the reserve is granted by the Council under

s(61) of the Reserves Act, there are no limits to the aviation operations that may occur from the airstrip.

- 4.11 It is noted that Designation #239 is proposed to be 'rolled over' and maintained in the Proposed Queenstown Lakes District Plan as notified on 26th August 2015. No conditions have been proposed to be incorporated into this Designation in the Proposed District Plan.
- 4.12 It is understood that prior to the airstrip (which is a Local Purpose Reserve – Aerodrome) being vested in the Queenstown Lakes District Council¹ that the use of the airstrip was authorised through the grant of Concessions by the Department of Conservation under Section 59A of the Reserves Act 1977 and Section 3B of the Conservation Act 1987.
- 4.13 As a result of the change in administering body it is understood that these Concessions are no longer valid and the formalisation of new leases to operate from and occupy parts of the airstrip pursuant to Section 61 of the Reserves Act 1977 is not complete². It is envisaged that a process for formalising leases / licenses for existing activities will follow the adoption of this reserve management plan³.
- 4.14 Given the above, the continued use of the site is presently unlawful.
- 4.15 The submitters wish to make it clear that it is acknowledged that the airstrip existed prior to the development of Wyuna Preserve and the continued operation of the airstrip is considered beneficial to the community in terms of recreational and commercial use and for emergency purposes.
- 4.16 Accordingly, the submitter does not oppose in full the ongoing use and operation of the airstrip but seeks to ensure that the scale, nature and intensity of its use does not increase over and above that which presently occurs.
- 4.17 It is understood that the submitters desired level of use is reflective of the wider community view. Specifically, there are several comments in the Draft Management Plan that detail the communities view and the intent/vision of the proposed intensity of use of the airstrip such as:

*"No further intensification of the airstrip is proposed. However, if that should change the Glenorchy community should be actively engaged in matters concerning any future development of the airstrip."*⁴

¹ <https://gazette.govt.nz/notice/id/2014-ln99>

² Draft Reserve Management Plan, Glenorchy Airstrip March 2015, page 3

³ E-mail correspondence from Jeannie Galavazi dated 23/10/2015.

⁴ Draft Reserve Management Plan, Glenorchy Airstrip March 2015, page 1

"The community and user groups have indicated that they wish the level of service at the airstrip and intensity of use to remain generally as it was prior to the transfer of administration from DoC to QLDC".⁵

*"The vision for Glenorchy Airstrip Reserve is:
To maintain and manage the airstrip to an appropriate standard for low intensity emergency, community and commercial tourism aviation activities."⁶*

- 4.18 The overall desire for maintaining the existing level of use is reflected in the following Objectives and Policies of the Draft Management Plan:

Objective

Ensure that the nature, scale and intensity of the use of the airstrip remain generally unchanged.

Objective

Coordination of aviation activities in a way that maximises the airstrips use and enjoyment for all users at current intensity levels.

Policy

Council will regulate the use of the Glenorchy Airstrip Reserve in a manner that ensures that nature, scale and intensity of the use of the airstrip remains generally unchanged and that uses of the reserve are compatible with the reserve's principle purpose.

- 4.19 The submitter considers that all of the abovementioned Objectives and Policies generally support their position regarding the continued use and operation of the airstrip at its current scale, nature and intensity and subsequently, these are supported.

- 4.20 However, while the intent of the Policies and Objectives is supported it is submitted that there is a lack of clarity as to what exactly the existing level of use is. Specifically, the Draft Management Plan states that:

"Through consultation with stakeholders it has been established that there are (as of November 2014) currently thirteen aviation operators using the airstrip for a range of commercial activities including small scale passenger transport, sky diving, hang gliding, recreational flights and heli-skiing. The site is used by emergency services flights if required.

There are no agricultural activities being undertaken at the site."⁷

- 4.21 While the number of operators and the range of present uses partly describe the existing use of the airstrip it is considered that the Council needs to provide clarity as

⁵ Draft Reserve Management Plan, Glenorchy Airstrip March 2015, page 4

⁶ Draft Reserve Management Plan, Glenorchy Airstrip March 2015, page 4

⁷ Draft Reserve Management Plan, Glenorchy Airstrip March 2015, page 3

to who the existing operators are and what the maximum daily, weekly and annual flight numbers are for each operator over the preceeding twelve months.

- 4.22 Without such specific information (which will require accurate flight activity returns to be provided by each of the existing operators) it will be difficult if not impossible to implement the Objectives and Policies that seek to regulate the scale, nature and intensity of operations.
- 4.23 Further, once the Council has this information it may also assist in making future management decisions on the allocation of the limited or 'capped' supply of aircraft flights that can be undertaken from the airstrip.
- 4.24 It is therefore submitted that the Council obtains this detailed information, includes it within the Draft Management Plan and implements the Objectives and Policies through the inclusion of the following conditions/rules for aviation activities:
1. *There shall be no more than thirteen leases/licenses issued for aviation operators using the aerodrome.*
 2. *The scale, nature and intensity of use of the aerodrome shall be maintained at the level of use that occurred as at 26th August 2015. For the avoidance of doubt this was [insert max # of flights].*
- 4.25 These two conditions reflect the number of existing operators and reflect the level of use as at the date of notification of the Proposed District Plan. This point in time has been chosen by the submitter so as to align with the conditions put forward in their submission on the Proposed District Plan in opposition to Designation #239 in its current form.

Effects of Aircraft Noise

4.26 As identified above, there are no conditions attached to the use of the airstrip pursuant to Designation #239 in the Operative or Proposed District Plan. Similarly, under the Draft Reserve Management Plan there are no conditions. As such, there is no control over the noise emissions from the use of the airstrip.

4.27 While there are relevant acoustical standards that can be used to determine a 'reasonable' level of noise from aircraft operations it is considered that maintaining the present level of use of the airstrip along with some straight forward operating conditions can also satisfactorily protect the amenity of the Glenorchy community and Wyuna Preserve alike.

4.28 It is noted that the Draft Management Plan already contains a number of Objectives and Policies that direct protection of the amenity of the surrounding area. Such Objectives and Policies include:

Objective

Development, management and maintenance of the reserve is undertaken so as to ensure that the use remains compatible with the surrounding environment.

Objective

Minimise the impact of noise on the surrounding community particularly that from circulatory flights which concentrate noise over the town.

Policy

Ensure users are aware that use of the airstrip is conditional on not undertaking circulatory flights of the Glenorchy Township from the airstrip.

4.29 It is submitted that the following conditions/rules for aviation operations be added to the Draft Reserve Management Plan in order to implement and give effect to the abovementioned Objectives and Policies:

3. *Hours of operation (except for emergencies) for all aircraft arrivals and departures (including warm up and warm down periods) shall be 8:00am to 8:00pm.*
4. *Unless necessary to do so for safety and/or emergencies no arrivals or departures to the airstrip shall overfly the Wyuna Preserve subdivision.*
5. *Circulatory flights that originate from or land at the aerodrome and have the potential to concentrate noise over the Glenorchy Township or Wyuna Preserve are prohibited.*

4.30 A plan identifying the 'no fly zone' over Wyuna Preserve is attached as **Appendix [A]**.

- 4.31 It is understood that the Civil Aviation Authority and the Civil Aviation Act 1990 effectively control the hours of operation (morning civil twilight to evening civil twilight) and the use of airspace.
- 4.32 However, adding further controls for the protection of amenity into a Reserve Management Plan are not unheard of. Of specific relevance to this proposal is the Ben Lomond and Queenstown Hill Reserve Management Plan adopted by Council on 3rd August 2005. Page 31 of this document contains an Objective and Policies relating to occupation agreements and Policy 9.3.1(10) is specific to helicopter landings.
- 4.33 This Policy restricts use of the existing helipad on the Ben Lomond Recreation Reserve to between 10am and 7pm daily and specifies that flight paths to and from the helipad prohibit overflying urban areas of the District.
- 4.34 Accordingly, it is considered feasible that conditions/rules 3 – 5 above could be added to the Draft Management Plan for the Glenorchy airstrip.
- 4.35 Adhering to these simple controls regarding the locations of flight paths and circulatory flights (i.e. sky diving) is considered to be a simple method to improve the amenity for all residents.
- 4.36 In the writers experience with the commercial aviation tourism industry throughout the South Island most aircraft operators are generally willing to improve their noise impact on residents particularly where such minor modifications to flight behaviour is required.
- 4.37 In addition, the recommend conditions regarding flight paths and flight activity are not dissimilar to the voluntary codes of practices that most aircraft operators already abide by i.e. Aviation New Zealand Aircare Noise Abatement Code of Practice⁸ and the Helicopter Association International Fly Neighbourly Guide⁹.
- 4.38 For clarity the submitter accepts that aviation safety overrides any Objectives, Policies and conditions/rules that may be implemented in the Draft Reserve Management Plan and that there may be times when a deviation to the proposed flight controls will be necessary for safety and/or emergency purposes.
- 4.39 The proposal for a restriction on the hours of operation is also considered to be a simple yet effective method of controlling the effects of noise given the lack of any specific acoustical noise controls governing the use of the airstrip under either the RMA or the Reserves Act 1977.
- 4.40 Generally, the submitter considers that existing aircraft operations are not a significant noise issue but it is alleged that there have been occasions where micro-light aircraft

⁸ <http://www.aia.org.nz/site/aianz/NOISE%20Abatement%20CoP%20Edition%205.pdf>

⁹ <http://www.aia.org.nz/site/aianz/files/Aircare/Company%20training%20Package//Fly%20Neighbourly%20Guide.pdf>

have departed from the airstrip in the early hours of the morning (circa 6:30am) which has caused residents at Wyuna Preserve to awaken.

- 4.41 Restricting aircraft arrivals and departures including their ground idling warm up and warm down procedures to between 8am and 8pm is considered to be an appropriate compromise on maintaining the existing operations and protecting rural living amenity.
- 4.42 These proposed hours are not just an arbitrary decision but reflect the times at which the more permissive daytime noise limits in the Operative and Proposed District Plans have effect and there is generally an expectation of more noise in the environment.
- 4.43 For clarity, the hours of operation control is intended to be limited to the aircraft operations but is not intended to prevent other ancillary activities such as the arrival/departure of passengers to the airstrip by motor vehicle, passenger safety briefings, loading / unloading aircraft and pre-flight safety checks. These activities are not considered to have adverse noise effects on WPRAI.

Effects of Buildings, Structures and Fuel Storage

- 4.44 It is acknowledged that there are some existing relocatable buildings on the airstrip site at present.
- 4.45 As identified at paragraphs 4.17 and 4.18 the intent of the Draft Management Plan and the community view is that the existing character, scale and intensity of use of the airstrip is maintained at present levels.
- 4.46 The submitter agrees with this position and submits that allowing new buildings and facilities (i.e. fuel storage facilities) is at odds with maintaining the existing level of use.
- 4.47 Providing the ability to construct new buildings and facilities has the potential to increase operators expectations of use of the airstrip. Essentially, allowing more capital to be invested at the airstrip could lead to incremental creep of use overtime.
- 4.48 It is therefore submitted that the Objectives and Policies of the Draft Management Plan be amended to provide for the maintenance of the existing buildings but prohibit further built form in order to maintain the character and intensity of use of the airstrip at its current levels.

Summary

- 4.49 Overall the submitters do not oppose the continued use and operation of the Glenorchy airstrip at its current scale, nature and intensity provided that this is clarified by the Council such that there is a firm record included in the Draft Management Plan defining exactly what the 'existing use' actually is.

- 4.50 The proposed operating conditions/rules with respect to hours of operation, and overflights are considered to be minor operational considerations for the aircraft operators that will have significant positive impacts on the amenity of residents at Wyuna Preserve and the wider Glenorchy community in light of there being no other formal noise controls.
- 4.51 Overall, subject to the implementation of the submitter's suggested changes it is considered that that the Reserve Management Plan will result in effective management of the Glenorchy airstrip.

3. The submitters seek the following decision from the Queenstown Lakes District Council:

- That the Draft Management Plan be amended to include the proposed Policy and conditions 1 – 5 above for aviation activities undertaken at the Glenorchy airstrip.
- The submitter also seeks such further or consequential or alternative amendments necessary to give effect to this submission.

4. The submitter wishes to be heard in support of their submission.
5. If others make a similar submission the submitter will consider presenting a joint case with them at a hearing.

A handwritten signature in black ink, appearing to read 'Sean Dent', written in a cursive style.

Signature

(Sean Dent – on behalf of Wyuna Preserve Residents Association Incorporated)

Date... 13 November 2015



☐ ☐ ☐ ☐

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NOTE: _____

REVISION:	DATE	DRAWN	REVIEWED	APPROVED
NO. DESCRIPTION				

WYUNA PRESERVE PROPOSED NO-FLY ZONE

PLAN STATUS: **DRAFT**
JOB CODE: **WP**
DRAWING NO: **SK-001**
REV: **-**

Jeannie Galavazi

Subject: FW: Glenorchy Airstrip Reserve Management Plan

From: Reid Earthworks [REDACTED]
Sent: Tuesday, 24 May 2016 8:53 PM

Subject: RE: Glenorchy Airstrip Reserve Management Plan

[REDACTED]

Thanks for the opportunity to put a late submission in even if the commissioners don't accept it.
The GCA would like to submit on the access to the airstrip as in it should be formed from the main road to the old car park via the south east boundary as promised by a previous council when they closed the original legal access. The majority of the community that spoke up about the airstrip were in favour of the usage remaining similar with the current private and commercial users, although provisions for better facilities should be considered along with a landing fee to fund improvements .
Kind Regards

Pete Reid

Cell: [REDACTED]

Office: [REDACTED]

www.reidearthworks.co.nz

