

BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL

IN THE MATTER OF of the Resource
Management Act 1991

AND

IN THE MATTER OF the Queenstown Lakes
Proposed District Plan
Submissions and
Further Submissions on
Chapter 37
Designations

BY Skydive Queenstown
Limited

STATEMENT OF EVIDENCE BY VICTORIA (VICKI) SIAN JONES
Dated this 7th day of October 2016

1. Introduction

- 1.1 My name is Victoria (Vicki) Sian Jones. I am the director of Queenstown-based planning consultancy, Vision Planning Limited, and am authorised to give planning evidence on behalf of Skydive Queenstown Limited (trading as NZone Skydive) (**SQL**).
- 1.2 I am a full member of the New Zealand Planning Institute. I hold the qualifications of Bachelor of Resource and Environmental Planning (first class honours), with a major in economics from Massey University. I have 21 years' planning experience and have worked as a planner in the Queenstown Lakes District (the **District**) for over 16 years. During my time in this District, I have held the positions of Consent Planner, Policy Planner, and Policy Manager with CivicCorp Limited and Strategy and Planning Manager with the Queenstown Lakes District Council (the **Council**). I have worked as a planning consultant for the past 9 years, providing advice to both public and private clients in this district and in other parts of New Zealand.
- 1.3 During this time, I presented Environment Court evidence in the hearings on the (now operative) District Plan and was responsible for dozens of variations and plan changes to that Plan (either as the author or in a management role). Specifically relevant to the submission made by SQL, I drafted 6 variations to the Glenorchy Township Zone of the (now operative) District Plan and was involved in drafting the Glenorchy Head of the Lake Community Plan (2001) in my capacity as the Council's Policy Manager at the time (via its contract with CivicCorp Limited). I therefore have a long association with and am familiar with planning issues affecting the Glenorchy township.

2. Relevant Submission and Further submission

- 2.1 SQL filed two submissions on the Proposed District Plan (“PDP”) (#23 and #122) and various further submissions supporting and opposing various original submissions.
- 2.2 SQL’s original submission (#23) and further submission (#FS1345), lodged in opposition to an original submission by Wyuna Preserve Residents Association Inc. (#744) (**Wyuna**) are of relevance to this hearing. These submissions are attached as **Appendix 1**.
- 2.3 Submission #23 seeks to correct the purpose of Designation #239 and to have Map 25a corrected to show all that area classified as “Local Purpose Reserve (Airport)” as being within Designation #239. Further submission FS1345 opposes the addition of conditions on Designation #239.

3. Scope of Evidence

- 3.1 The scope of my evidence is limited to:
 - (a) Summarising the existing environment and potential future works within the reserve land.
 - (b) Explaining the options available to Council in relation to the extent of the designation and the imposition of conditions on the designation.
 - (c) Outlining the planning approval processes that would be required to undertake the type of works envisaged in Mr Peter Buckley’s evidence and identified on his draft designation extension plan evidence a) under the notified designation and rural zoning and b) under an expanded designation.
 - (d) Comparing the effectiveness of these options in terms of the Council’s ability to manage environmental effects, achieve its district-wide District Plan objectives, and to achieve the

objectives of the Requiring Authority in respect of this designation.

- (e) Considering whether including the conditions sought by Wyuna are necessary in terms of the matters identified in Section 171 of the Resource Management Act (the **RMA**).

3.2 In this evidence I rely on the evidence of Mr Buckley in relation to the operational requirements of NZone and other users in relation to the Glenorchy airport.

4. The existing environment and potential future works within the reserve land

4.1 The Glenorchy Airstrip RMP July 2016 (the **RMP**) (attached as **Appendix 2**) includes a plan showing the location of existing buildings and summarises the current activities on the site as follows:

*“The airstrip component of the Reserve is best described as a community/tourism airstrip, used mainly for recreational related aviation, including gliding, light powered aircraft, micro-light aircraft, sports aircraft, skydiving, parachuting, paragliding and heli-skiing.
... there are (as at November 2014) thirteen aviation operators using the airstrip.”*

4.2 This aligns with what I observed when visiting the site, recently. In summary, a container, a transportable building with attached deck and outdoor shelter (SQL), a toilet, two helipads, a number of fuel trucks/ tanks, a wind sock, an office (caravan), and a temporary hangar currently all exist on the reserve land but outside the designated area. Three aircraft were parked on land adjacent to the airstrip when I visited.

4.3 I am aware that the existing vehicular accessway crosses private land although I note that the reserve does have road frontage, albeit that this part of the reserve is not proposed to be designated.

4.4 I note that the process of formalising leases/ licenses for existing activities has not yet been undertaken but that, according to the RMP, a portacom building, a portable aircraft hangar, and the retention of an existing portacom building and associated deck and toilet were all permitted under previous DOC concessions/ permits.

4.5 I understand from Mr Buckley's evidence that SQL sees benefit in the designation being extended in order to accommodate the full extent of airport activities in accordance with the policies of the RMP, which he outlines as follows:

- New Access Road off Queenstown-Glenorchy Road
- Carpark
- Airstrip proper
- Area alongside airstrip for parking/loading and unloading / refuelling (all aircraft)
- Helicopter Landing Pads
- Parachute Landing Area (PLA)
- Hangars / Toilets
- Access Road (operational, not open to public, to access hangars/areas subject to lease/licence, and for access to maintain/repair aircraft)
- Wind socks

5. Options regarding the extent of the designation

5.1 The Council is faced with the following regulatory options in terms of determining how it can best enable the operation of the airport in a manner that meets Part 2 of the RMA, the relevant district wide objectives and policies¹, the purpose of the designation, and the objectives of the Requiring Authority:

¹ *Objective 3.2.1.4 –The significant socioeconomic benefits of tourism activities across the District are provided for and enabled.*
Objective 6.3.7 -The significant socioeconomic benefits of tourism activities across the District are provided for and enabled.

- (a) Option 1 - The designation, as notified.
- (b) Option 2 - The designation as recommended to be amended in the Council's S42A report, which involves recognising its purpose as an airport, including conditions relating to hours of operation and no fly zones and retaining the extent of the designation to only include the airstrip.
- (c) Option 3 - The designation as sought by Wyuna, which involves adding conditions relating to hours of operation, the imposition of no fly zones and prohibition of circulatory flights, the number of leases/ licenses, and the maximum number of flights, and retaining the extent of the designation to only include the airstrip.
- (d) Option 4 - The designation as sought by SQL, which involves no conditions attached to the designation and expanding the extent of the designation to include land adjacent to the airstrip.

6. The respective planning processes that would be required in order to undertake works/ activity adjacent to the airstrip

The planning process if only the airstrip is designated

6.1 Under this option, other than the airstrip itself, the works/activities listed in paragraph 4.5 above would be located on undesignated reserve land and would therefore be subject to the rural zone provisions². As such, the following resource consents would be required in order to undertake the sort of airport-related works and activities that are outlined in Mr Buckley's evidence:

Activity/ works	Rule	Activity status
Any building including the physical activity associated with buildings including roading, access, lighting, landscaping and earthworks, not provided	21.4.10	Discretionary

Source: QLDC Proposed District Plan 2015 – Revised Chapters – Reply 07/04/2016
² Appendix 1 – Right of Reply Recommended Revised Chapter 03/06/2016

<p>for by any other rule.</p> <p>This would include any building over 5m² or 2m in height and, as such, includes the existing windsocks, container, deck area, and toilet. It excludes any building on wheels.</p>		
<p>New legal vehicle access and carpark area - earthworks over 1,000m² (Operative District Plan (ODP))</p>	22.3.3	Restricted Discretionary
<p>Commercial activity ancillary to and located on the same site as commercial recreational or recreational activities.</p> <p>This would likely capture the sale of tickets and associated souvenirs from the site office if that was to occur in the future.</p>	21.4.15	Discretionary
<p>Commercial recreation activities that do not comply with the standards in Table 5.</p> <p>This would capture loading and unloading and any PLA located off the airstrip if there are more than 12 persons in one group (including jump masters and photographers).</p> <p>Note: While the plane currently used carries less than 12 persons, if the type of plane were to change to a bigger plane, such as that which is used in Queenstown, then resource consent would be required.</p>	21.4.16/ 21.5.21	Discretionary
<p>Informal airports³ located on other Rural zoned Land.</p> <p>Any take offs or landings by aircraft beyond the designated airstrip would be captured by this. This would include the use of the helipads and the loading of passengers onto fixed wing craft, as discussed in Mr Buckley's evidence.</p>	21.5.26	Discretionary

³ Means any defined area of land or water intended or designed to be used for the landing, departure,, movement or servicing of aircraft and specifically excludes the designated 'Aerodromes' shown as designations 2, 64, and 239 in the District Plan. Note: This definition does not apply to the airspace above land or water located on any adjacent site over which an aircraft may transit when arriving and departing from an informal airport

The planning process if land beyond the airstrip is also designated

- 6.2 Clause 4 of the First Schedule of the RMA applies to designations included in Proposed District Plan (**PDP**). Sections 171⁴ to 192 apply⁵. Section 171 matters include the provisions of the Plan, whether the designation is reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought, and any other relevant matters.
- 6.3 The designation then provides long term approval for activities and works in accordance with the expressed purpose. Prior to any particular works, an Outline Plan must be submitted pursuant to Section 176A(3). As the Council, in its role as the Requiring Authority, will be submitting this on the leasee's behalf, it will need to be satisfied that it meets the objectives of its RMP and is within the purpose of the designation. Then, the Council, in its role as the Territorial Authority can request changes to it in the event that it is not satisfied. For example, it may wish to request amendments to the building scale, colour, landscaping, etc.

⁴ *171 Recommendation by territorial authority*

(1A) When considering a requirement and any submissions received, a territorial authority must not have regard to trade competition or the effects of trade competition.

(1) When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to—

(a) any relevant provisions of— (i) a national policy statement: (ii) a New Zealand coastal policy statement: (iii) a regional policy statement or proposed regional policy statement: (iv) a plan or proposed plan; and

(b) whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if— (i) the requiring authority does not have an interest in the land sufficient for undertaking the work; or (ii) it is likely that the work will have a significant adverse effect on the environment; and

(c) whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and

(d) any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.

⁵ Refer Cl. 4(5), First Schedule of the RMA.

6.4 Furthermore, a lease (or licence) would need to be obtained from the Council, in its role as the Leasing Authority, in order to undertake the works and, pursuant to sections 41 and 61 of the Reserves Act, such leases must comply with the RMP (Section 41(11)). A separate resource consent would not be required.

6.5 While the range and scale of potential works and activities is significantly restricted by the policies in the recently adopted Glenorchy Airstrip RMP, it is widely accepted that the function of an airport is now much broader than simply a take-off and landing facility.

6.6 With this in mind and considering the policy intent of the RMP, it is my opinion that the sort of activities that SQL anticipates as being necessary at the airport are all well within the bounds of the purpose of the designation.

7. The appropriate form and extent of the designation in terms of S171 of the RMA

7.1 In this section, I consider the appropriateness of options 2 - 4 outlined above in terms of those matters identified in Section 171 of the RMA. I have not assessed Option 1 as no submitter is seeking this and the S42A report does not recommend retaining the notified version.

Part 2 of the RMA

7.2 While all options will achieve the purpose of the RMA to varying degrees, in my opinion, designating a larger area of land will better enable the community to provide for its social and economic wellbeing while still providing the ability for effects on the environment to be avoided, remedied, or mitigated.

Provisions of the PDP

7.3 In my opinion, extending the area of designated land will provide better for the socioeconomic benefits of tourism activities to be realised (Objectives 3.2.1.4 and Objective 6.3.7) and the Outline Plan process is capable of ensuring that the landscape and visual amenity objectives (chapter 6) are achieved.

Effects on the environment

7.4 Both options are capable of ensuring that environmental effects are considered and appropriately managed, either through the consideration of a resource consent or an Outline Plan. However, the fact that the extended designation and subsequent Outline Plan option will provide a less onerous and more certain regulatory regime will, in my view, make it far more effective at facilitating improvements to the current situation and will more realistically result in improved environmental outcomes (in terms of visual amenity, fuel storage, aviation safety, and access).

7.5 I also note that while retaining the designation only over the airstrip will maintain the amenity of the site and surrounds (by ensuring any buildings are low key and of low visibility in accordance with the rural zone provisions), the extent to which it will achieve the other part of that objective (i.e. of managing and developing the reserve in a manner that maintains its use as an airstrip in balance with the amenity concerns) is uncertain given the regulatory barriers that will be imposed in terms of undertaking any activity beyond the designated area.

Whether the designation (as recommended in the S42A report or as sought to be amended by SQL) is reasonably necessary

7.6 In determining the extent and form of the designation, one must consider whether the work and designation are reasonably necessary

for achieving the objectives of the requiring authority for which the designation is sought (section 171(1)(c)). In considering this, I have taken the objectives of the Glenorchy Airstrip RMP⁶ to be the relevant objectives of the requiring authority in relation to this designation.

7.7 In my opinion, increasing the extent of the designation beyond the airstrip itself is reasonably necessary in order to achieve the objectives of the requiring authority in relation to the Glenorchy airport. The Glenorchy Airstrip RMP includes the following relevant objectives⁷:

- *Facilitate existing emergency community, recreational and low intensity commercial tourism aviation as the principle purpose of the Reserve.*
- *Aviation activities are managed in a way that provides for the airstrip to be sustained into the future.*
- *The nature, scale and intensity of the use of the airstrip remain generally unchanged from the level that exists from the date of adoption of this plan.*
- *Other activities taking place at the Reserve remain compatible with the principle purpose of the Reserve.*
- *The Reserve is managed and maintained so that the airstrip is safe to use.*
- *The Reserve is managed and maintained so that the use remains compatible with the surrounding environment...*
- *Aviation activities will be coordinated in a way that maximises the airstrips use and enjoyment for all users at maintaining the level of intensity that exists from the date of adoption of this plan....*
- *The airstrip will be maintained to a standard that promotes use by all approved aviation activities...*
- *The Reserve is managed and developed in a manner that maintains its use as an airstrip in balance with maintaining the amenity of the site and surrounds.*

7.8 These objectives are achieved through policies, which most relevantly include promoting a mix of uses, ensuring the nature, scale, and intensity is generally unchanged, providing safe and suitable legal vehicle access, safe and secure fuel storage, avoiding circuit flights, limiting hours, ensuring buildings are low key and of low visibility, and encouraging consolidation of structures.

⁶ Glenorchy Airstrip RMP (2016), page 4

⁷ Glenorchy Airstrip RMP (2016), pages 4, 5, 6

- 7.9 In my opinion, extending the designation beyond the airstrip is necessary to achieve these objectives and policies and, in particular, is necessary in order to facilitate existing low intensity commercial tourism aviation and, in turn, ensure that the airstrip is sustained into the future; to ensure the airstrip is safe; and to ensure that uses are compatible with the existing surrounds.
- 7.10 Specifically, in my opinion, extending the designation beyond the airstrip will:
- (a) Facilitate the continuation of existing uses;
 - (b) Encourage the consolidation of buildings by providing a significant incentive to locate buildings and structures within the designation;
 - (c) Ensure that the airstrip is safe to use by enabling helicopter take off and landings and the PLA to occur adjacent to the airstrip, making it easy to retain/ install windsocks without the need for resource consents
 - (d) Ensure that aviation activities are co-ordinated in a way that maximises use of the airstrip by enabling helicopter take offs and landings and the PLA to occur adjacent to the airstrip (without obtaining further resource consent) rather than on it;
 - (e) Encourage the establishment of a safe and suitable legal vehicle access by avoiding the need for resource consent;
 - (f) Encourage consolidation of replacement structures and buildings in one area as it would be considerably more costly and time-consuming to locate beyond the designated area.
- 7.11 While the alternative of requiring resource consents for all activity and works beyond the airstrip (in accordance with the table outlined above) will ensure that environmental effects are considered, the onerous nature of the rules, the information requirements when lodging resource consents, and the presumption of notification for applications (in the ODP at least), create a significant barrier to those

wanting to continue their current operations and will not, in my opinion achieve the desired outcomes listed as a) - g) above.

- 7.12 In short, my understanding from Mr Buckley's evidence is that the commercial operators are better placed to operate safely and viably if they can do so wholly within the designated area. In my opinion, designating sufficient land to enable such activities and works which are integral to the purpose of an airport and the development of a legal vehicle access to the airstrip is necessary to enable the requiring authority and its leases/ license holders to achieve the objectives as set out in the RMP and is considerably more efficient than the alternative outlined above.

8. The imposition of conditions on the designation

- 8.1 I concur with the Council's planner⁸ that without baseline information it is not appropriate to impose conditions on the frequency of flights or the number of leases. This is particularly so given that once conditions are attached to a designation, an alteration to that designation is required in order to alter the condition or, alternatively, a resource consent is required in order to undertake an activity that is not in accord with the conditions of a designation. As such, in the absence of quality information there is a significant risk that such conditions would not be appropriate and that the designation would not be effective at achieving its purpose.
- 8.2 There is also a risk that such conditions would not necessarily take account of the permitted baseline established by the fact that the designation has existed without conditions since at least 2003 when the ODP was made operative. As such, if conditions were imposed as a result of decisions on the PDP, I suggest that the current level of activity could continue on this basis regardless of any newly imposed conditions, provided leases to do so are obtained.

⁸ S 42A report, paragraphs 7.69 - 7.71

8.3 In terms of the conditions sought by Wyuna in relation to hours of operation and the imposition of no fly zones and prohibition of circulatory flights, I note that these are already included as policies in the RMP⁹. I therefore suggest that they can be sufficiently well enforced through the issuing of leases rather than having to include them in the designation conditions. This process, alongside the Outline Plan process is, in my opinion, sufficient.

9. Summary

9.1 Given the clear direction provided by the RMP and the dual roles of Council as both the Requiring Authority and the Territorial Authority, in my opinion expanding the extent of the designation and relying on the outline plan and licencing process is the most effective and efficient method of achieving Part 2 of the RMA, the district wide objectives, and the objectives of the Requiring Authority.

Vicki Jones

7 October 2016

⁹ Glenorchy Airstrip RMP (2016), page 6

Appendix 1 - SQL's original submission (#23) and further submission (#FS1345)

Submitter Details

First Name: Tony
 Last Name: Ray *Queenstown*
 Organisation: Skydive ~~New Zealand~~ Limited
 On behalf of: Mactodd
 Street: PO Box 653
 Suburb: Queenstown
 City: Queenstown
 Country: New Zealand
 PostCode: 9348
 Daytime Phone: (03)441 0226
 Mobile: 0273156428
 eMail: tray@mactodd.co.nz

Trade competition and adverse effects:

I could I could not

gain an advantage in trade competition through this submission

I am I am not

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

- adversely affects the environment, and
- does not relate to the trade competition or the effects of trade competitions.

Wishes to be heard:

Yes

No

Preferred hearing location:

- | | | | |
|---|---|--|---|
| <input type="checkbox"/> Ch 1 -
Introduction | <input type="checkbox"/> Ch 2 - Definitions | <input type="checkbox"/> Ch 3 - Strategic
Direction | <input type="checkbox"/> Ch 4 - Urban
Development |
| <input type="checkbox"/> Ch 5 - Tangata
Whenua | <input type="checkbox"/> Ch 6 - Landscape | <input type="checkbox"/> Ch 7 - Low
Density Residential | <input type="checkbox"/> Ch 8 - Medium Density
Residential |
| <input type="checkbox"/> Ch 9 - High
Density
Residential | <input type="checkbox"/> Ch 10 - Arrowtown
Residential Historic
Management Zone | <input type="checkbox"/> Ch 11 - Large Lot
Residential | <input type="checkbox"/> Ch 12 - Queenstown
Town Centre |
| <input type="checkbox"/> Ch 13 - Wanaka
Town Centre | <input type="checkbox"/> Ch 14 - Arrowtown Town
Centre | <input type="checkbox"/> Ch 15 - Local
Shopping Centres | <input type="checkbox"/> Ch 16 - Business
Mixed Use Zone |
| <input type="checkbox"/> Ch 17 -
Queenstown
Airport Mixed Use | <input type="checkbox"/> Ch 21 - Rural Zone | <input type="checkbox"/> Ch 22 - Rural
Residential and
Rural Lifestyle | <input type="checkbox"/> Ch 23 - Gibbston
Character Zone |
| <input type="checkbox"/> Ch 26 - Historic
Heritage | <input type="checkbox"/> Ch 27 - Subdivision and
Development | <input type="checkbox"/> Ch 28 - Natural
Hazards | <input type="checkbox"/> Ch 30 - Energy and
Utilities |
| <input type="checkbox"/> Ch 32 -
Protected Trees | <input type="checkbox"/> Ch 33 - Indigenous
Vegetation and
Biodiversity | <input type="checkbox"/> Ch 34 - Wilding
Exotic Trees | <input type="checkbox"/> Ch 35 - Temporary
Activities and Relocated
Buildings |
| <input type="checkbox"/> Ch 36 - Noise | <input type="checkbox"/> Ch 37 - Designations | <input type="checkbox"/> Ch 41 - Jacks
Point Zone | <input type="checkbox"/> Ch 42 - Waterfall Park |
| <input type="checkbox"/> Ch 43 -
Millbrook Resort
Zone | | | |

Submission

Consultation Document Submissions

Part Five - District Wide Matters > 37 Designations > 37.2 Schedule of Designations

Support

Oppose

Other - Please clearly indicate your position in your submission below

I seek the following decision

- Correction of designation 239 in the Schedule of Designations (Chapter 37.2) to refer to the purpose of Glenorchy Aerodrome as 'local purpose (airport) reserve. - Amendment of Proposed District Planning Map 25a, Designation 239 to include all of Section 11 Survey Office Plan 443869 within the designation.

My submission is

Designation 239 is a Queenstown Lakes Designation which provides for Glenorchy Aerodrome. Its purpose is listed in Chapter 37.2 Schedule of Designations as Recreation Reserve (Aerodrome). This description is incorrect. All of Section 11 SO Plan 443869 was classified 'local purpose (airport) reserve' and vested in Queenstown Lakes District Council in trust for that purpose by Notice in the New Zealand Gazette 13 June 2013, No. 74, page 1990. The site of the designation is listed correctly as 'Glenorchy Aerodrome, Section 11 Survey Office Plan 443869.' Proposed Planning Map 25a however appears to show only the runway as being designated and not the balance of the aerodrome comprised in Section 11. This is inconsistent, not only with the Schedule and the Gazette Notice which refer to all of Section 11 but also with the definition of Aerodrome in Chapter 2 which 'means a defined area of land used wholly or partly for the landing, departure and surface movement of aircraft including buildings, installations and equipment on or adjacent to any such area used in connection with the aerodrome or its administration.' The land either side of the runway, within Section 11 is used for aerodrome purposes including the refuelling of aircraft, provision of toilet and some office facilities. For safety purposes it is necessary to be able to control the use of the designated land to prevent obstruction of aircraft using the runway and encroachment onto the aerodrome.

Attached Documents

File
No records to display.

**FURTHER SUBMISSION IN SUPPORT OF, OR IN OPPOSITION TO,
SUBMISSIONS ON THE QUEENSTOWN LAKES DISTRICT COUNCIL
PROPOSED PLAN**

To: Queenstown Lakes District Council

1. Name and address of person making further submission:

*Skydive Queenstown Limited
c/o Jayne Macdonald
Mactodd
PO Box 653
Queenstown*

2. This is a further submission in opposition to a submission on the Queenstown Lakes District Council Proposed District Plan (“the proposal”).

3. I am:

A person who has an interest in the proposal greater than the interest the general public has. My interest is based on the following grounds:

I lodged submission #23 which sought the correction of Designation 239 to record the correct purpose of Glenorchy Aerodrome and the amendment of Planning Map 25a to include the whole of the property within Designation 239. The original submission I am opposing directly impacts on my submission.

4. I oppose the submission of:

Name of original submitter: *Wyuna Preserve Residents Association
Incorporated*

Submission number: *744*

5. The particular parts of the submission I oppose are:

I oppose the original submitter’s request that conditions be added to Designation 239 to manage the operations of Glenorchy Aerodrome.

6. The reasons for my opposition are

Glenorchy Aerodrome is better controlled via a management plan under the Reserves Act 1977, rather than being too prescriptive via the designation process.

7. The following decision is sought from the local authority:

I request that the relief sought by the original submitter not be allowed, and that Designation 239 and Planning Map 25a be amended in accordance with my original submission.

8. The submitter does wish to be heard in support of this submission.

9. If others make a similar submission, the submitter will consider presenting a joint case with them at a hearing.

PP. 

Signature of J E Macdonald for and on behalf of Skydive Queenstown Limited

18 December 2015

Date

Copy to:

*Wyuna Preserve Residents Association Incorporated
PO Box 1164
Queenstown 9348
Attn: Jay Cameron*

Jay.Cameron@darbypartners.co.nz

(original submitter)

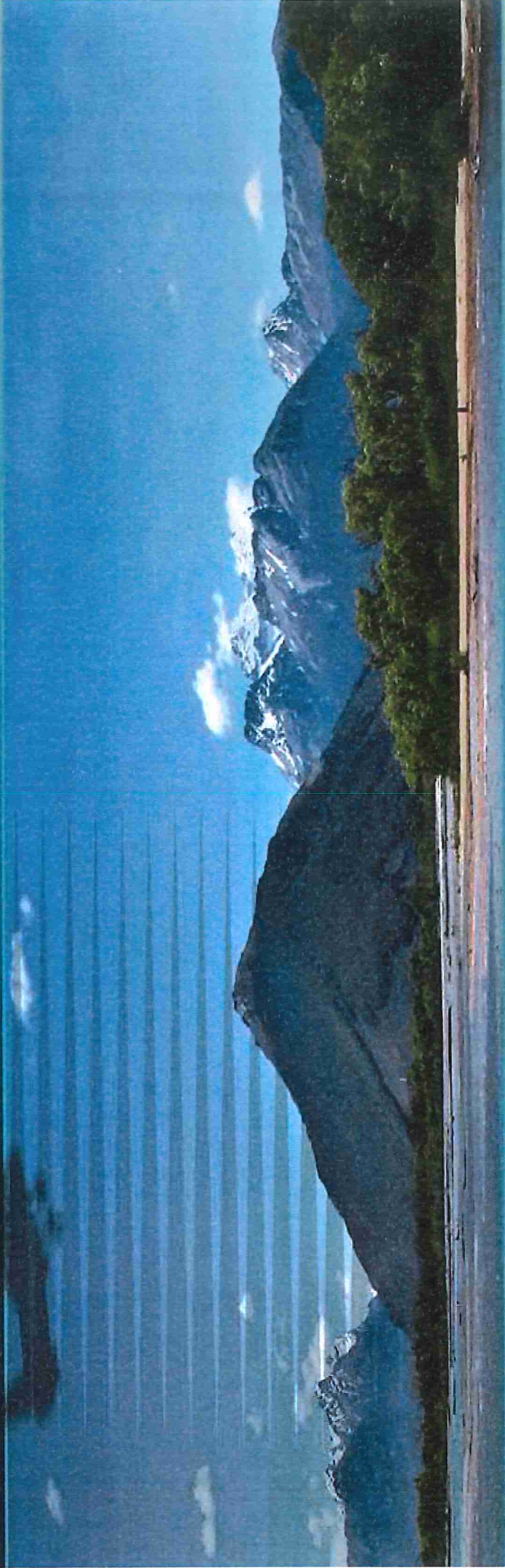
Appendix 2 - The Glenorchy Airstrip RMP July 2016



RESERVE MANAGEMENT PLAN

GLENORCHY AIRSTRIP

July 2016



RESERVE

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EXECUTIVE SUMMARY

The Glenorchy Airstrip Reserve (The Reserve) is a low volume, non-certified aerodrome situated just south of the township of Glenorchy, on the banks of Lake Wakatipu. It houses a grass strip 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 PROCESS

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
Release of the Plan for public consultation and submissions.	Mar 2015
Hearings of public submissions.	June 2016
QLDC adopt the Reserve Management Plan via Council resolution.	August 2016

In summary, the Management Plan provides the following:

- The principle purpose of the Reserve is to provide for emergency, community, recreational and low intensity commercial tourism aviation.
- Funding for management and maintenance is to be provided for by user charges to be set in a transparent and equitable manner and following consultation between the different user groups.
- The Queenstown Lakes District Council (QLDC/Council) has ultimate responsibility for governance. The QLDC has delegated responsibility to the Queenstown Airport Corporation (QAC) for establishing safe operating procedures in accordance with Civil Aviation Authority (CAA) provisions.
- No further intensification of the Reserve is proposed. However, consolidation of the structures in one area with buildings of similar size and scale to 2016 levels is appropriate and encouraged. The Glenorchy community and airstrip users will be actively engaged in matters concerning any future development of the airstrip.

INTRODUCTION

The Reserves Act 1977 requires the QLDC to prepare reserve management plans for all land classified as 'Recreation Reserves' under council management or control. The Reserve was gazetted as Local (Airport) Purpose. Preparation of management plans for Local Purpose Reserves is not mandatory and is at the discretion of Council unless directed by the Minister.

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

The principle purpose of the Reserve is to provide and maintain the airstrip to an appropriate standard¹ for emergency and low intensity community, recreational and commercial tourism aviation activities.

¹ As a non-certificated aerodrome Glenorchy only has to comply with a basic set of aerodrome standards for a Code 1A, day visual flight rules (VFR) aerodrome, contained in CAA Advisory Circular AC139-6.

SITE DESCRIPTION

Located approximately 375m above sea level, the 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.

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

DESCRIPTION OF AIRSTRIP AND ACTIVITIES OVERVIEW

The 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.

It is used by small private fixed wing aircraft and as an airstrip for helicopter operations for organisations such as the Department of Conservation (DoC). A number of commercial

aviation operators also use the airstrip for heli-skiing and as a base for commercial skydive and hang gliding operations. Legal vehicular access is available to the Reserve from the Glenorchy-Queenstown road as the site bounds the road. As this access is not yet formed there is currently no legal public vehicular access to the Reserve. Vehicular access is currently over private land with no legal agreement in place for this type of access. Legal public pedestrian access to the Reserve exists via an easement over private land from the Glenorchy Queenstown Road.

LEGAL DESCRIPTION AND RESERVE CLASSIFICATION

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

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

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

DoC approached the QLDC with an offer to transfer ownership of the 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 the transfer of the airstrip and associated reserve land from DoC.

In 2001 the Glenorchy Community Plan – Head of the Lake was prepared by the Glenorchy community. This plan recognised the Reserve as being the entrance way to the Glenorchy Township. It promotes well planned and sensitively designed development of the airport, avoidance of proliferation of signs and for access to be formalised.

MANAGEMENT OF RESERVE

RECENT CHANGES

On the 27th of August 2013, QAC resolved to assist the QLDC with management and operation of the airstrip including the commitment of staff resource

(up to one week per year). This resource would address:

- Maintenance of the CAA'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 including mowing, pruning of small plants to avoid obstacle problems etc.

A number of management responsibilities reside with the QLDC including resolution of resource management issues, collecting user fees, insurance and authorising leases and/or licences.

CURRENT ACTIVITIES

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

Through consultation with stakeholders it has been established that there are (as at November 2014) 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. Emergency services land at the airstrip as required.

Small scale beekeeping is undertaken in the northwest corner of the Reserve.

LEASES, LICENCES, PERMITS AND CONCESSIONS

Activities on, to and from the Reserve were previously controlled by DoC concessions. Due to the changeover of administration from DoC to the QLDC the formalisation of new leases to operate from the airstrip and to occupy parts of the Reserve is not complete. A process for formalising leases / licenses for existing activities will follow the adoption of this 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 airstrip contains a single grassed runway, approximately 700 metres in length. It is oriented in a north-south direction.

Feedback from operators indicated that works may be required to smooth the runway. It is the QLDC's intention that any works undertaken will only be to maintain the current usability of the airstrip to maintain the status quo in terms of intensity of use. No upgrade of the 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 contains an onsite portable hanger (present for four months of the year), Portacom building, temporary parking area and small sheds. Two helipads have also been recently constructed and a shipping container is located next to these. Safety fencing has been installed by one of the

operators to manage user movements near the airstrip.

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

DESIRED LEVELS OF SERVICE

The community and some 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 the QLDC.

Some user groups wish to see some improvements made to the existing facilities including staff and customer facilities, and safe storage of fuel and equipment.

VISION, OBJECTIVES AND POLICIES

VISION

The vision for Reserve is:

To maintain and manage the airstrip to an appropriate standard for emergency, community, recreational and low intensity commercial tourism aviation activities.

GENERAL OBJECTIVES, POLICIES AND ACTIONS

The following objectives and policies will guide the management of the Reserve.

PURPOSE OF THE RESERVE

OBJECTIVES

- Facilitate existing emergency community, recreational and low intensity commercial tourism aviation as the principle purpose of the Reserve.
- Aviation activities are managed in a way that provides for the airstrip to be sustained into the future.
- The nature, scale and intensity of the use of the airstrip remain generally unchanged from the level that exists from the date of adoption of this plan.
- Other activities taking place at the Reserve remain compatible with the principle purpose of the Reserve.
- The Reserve is managed and maintained so that the airstrip is safe to use.
- The Reserve is managed and maintained so that the use remains compatible with the surrounding environment.

POLICIES

- Manage the airstrip in a manner that permits and promotes a mixture of uses. Authorised activities should promote a mixture of aviation users (emergency, community, recreational, commercial tourism) to ensure aviation needs of the community are provided for.
- Regulate the use of the 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.
- Ensure leases and/or licences are in place for all activities at the airstrip and that their terms clearly stipulate roles and responsibilities of respective users.
- Activities that existed prior to this plan must apply for leases and/or licences within three months from the date of adoption.
- Ensure maintenance agreements are in place to maintain the existing airstrip.
- Ensure user charges are collected to assist in maintaining and administering the airstrip to sustain its future use as an airstrip.
- Allow established beekeeping activities to be maintained at the level from date of adoption of this plan and any increases in nature and scale to be at the QLDC's discretion.

FUNDING AND USER CHARGES

OBJECTIVES

- The cost to manage and maintain the airstrip is funded from user charges and such other income that can be generated from the airstrip.

POLICIES

- Grant leases and licences for commercial occupation of areas of the reserve with the rent for such occupation to reflect market rentals and/or Council's pricing policy.
- Set landing fees in line with market rates, dependent on the type of activity taking place

POLICIES

- The QLDC will govern and manage (with some activities delegated to QAC) the airstrip under its legislative responsibilities under the CAA in a way that promotes the principle purpose of aviation, 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 airstrip, primary responsibility for adherence to operational rules and procedures rests with each individual operator.
- Establish an Airstrip Governance Committee to advise the Council on management and maintenance matters and potential future development of the Reserve. This committee will be comprised of the Councillor designated to the Glenorchy community, representation from the Glenorchy Community Association and representation from authorised users of the airstrip. The QLDC will make decisions on these matters taking into account the Committee advice, budgetary requirements and all user feedback.

GOVERNANCE

OBJECTIVES

- The QLDC's governance role is clear and distinct.
- Management arrangements for activities at the Reserve are inclusive of input from community representatives and users.
- Aviation activities will be coordinated in a way that maximises the airstrips use and enjoyment for all users at maintaining the level of intensity that exists from the date of adoption of this plan.

AVIATION OPERATIONS

OBJECTIVES

- Aviation activities will comply with all relevant statutes and regulations.
- The airstrip will be maintained to a standard that promotes use by all approved aviation activities.
- Seek to minimise the impact of noise on the surrounding community particularly that from flights which concentrate noise over the town and surrounding residential areas.

POLICIES

- All operators/users on the airstrip are to take responsibility for and adhere to their own 'safety operations manual' in accordance with CAA regulations.
- All user groups are to instruct their members on the safety and operating procedures established by their 'safety operations manual' and any other Health and Safety regulations the QLDC may issue.
- Maintain the runway in accordance with the QLDC and QAC agreements.
- Establish safe and suitable legal vehicle access from the Queenstown-Glenorchy Road, through the Reserve to the Airstrip.
- There is to be safe and secure storage of fuel on site to prevent pollution from spillage or increased fire risk.

- Encourage all users to avoid undertaking circuit flights of the Glenorchy Township and surrounding residential areas from the airstrip.
- Request the QAC update the airfield plates for Glenorchy, addressing flight paths over residential areas.
- Limit the hours of operation for leases and licences for take offs and landings from the airstrip from 8am or Morning Civil Twilight (whichever is later) to 8pm or Evening Civil Twilight (whichever is earlier).

FUTURE DEVELOPMENT

OBJECTIVES

- The Reserve is managed and developed in a manner that maintains its use as an airstrip in balance with maintaining the amenity of the site and surrounds.

POLICIES

- Ensure all buildings onsite are low key, low visibility and commensurate with the degree of use of the reserve.
- For any new development encourage consolidation of replacement structures in one area with buildings of similar size and scale to

the combined footprint area of those existing at the time of adoption of this plan.²

- Ensure development complies with relevant District Plan provisions, including future designation conditions.

² Footprint of buildings existing at the time of this plan are shown on the survey plan in Attachment 2

RESERVE

ACTIONS

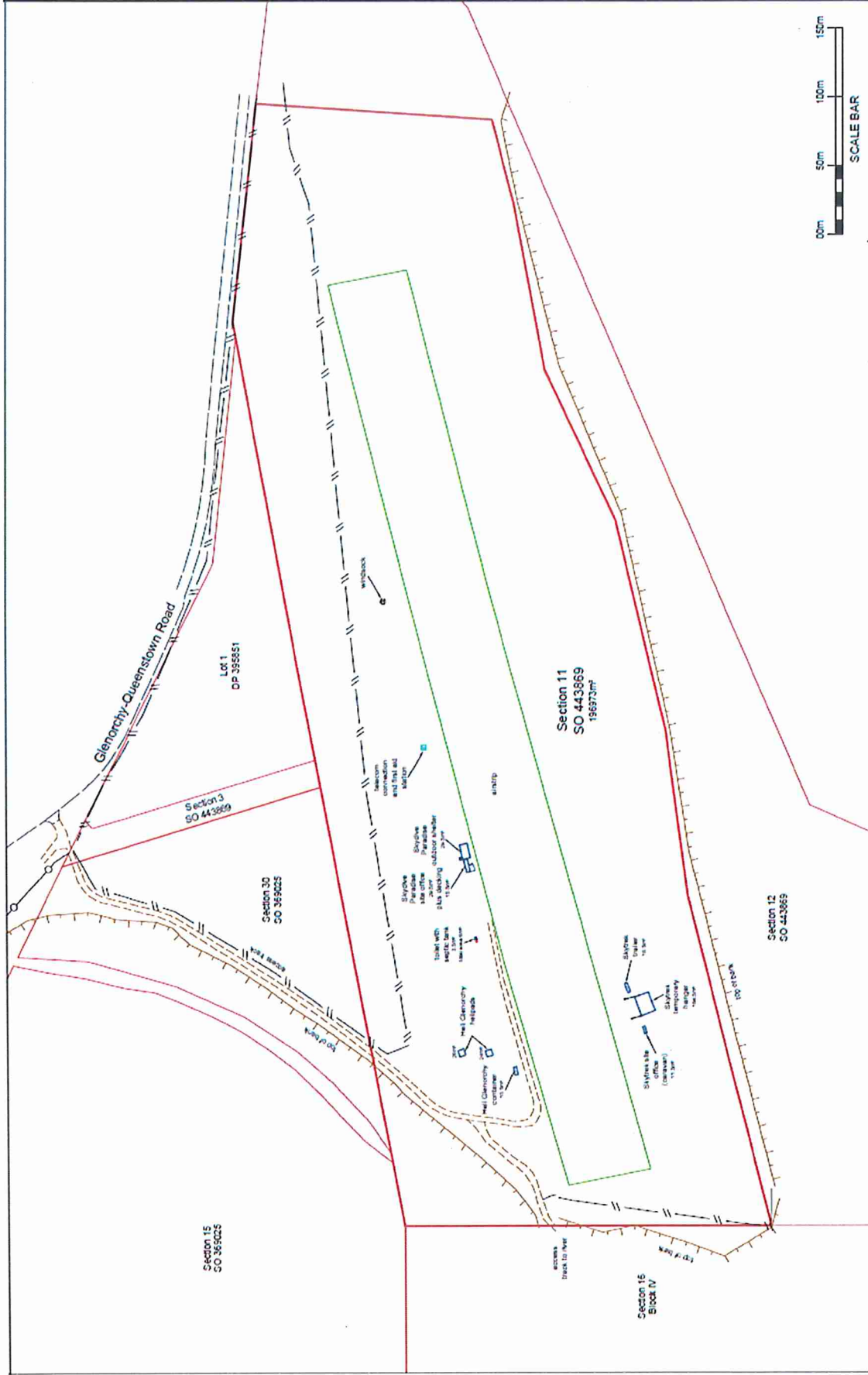
The following section outlines proposed actions to be undertaken on the basis of the Objectives and Policies proposed.

	What we will do:	Who will do it:	When we will do it:
Governance			
	Leases/ Permits	Formalise use of the Glenorchy Airstrip through the provision of leases/permits for all operators	QLDC / Users 2016-2017
	Establish Airstrip Governance Committee	Facilitate establishment of the Airstrip Governance Committee (User Group) to provide feedback to the QLDC in relation to the ongoing management and maintenance of the reserve.	QLDC / Users 2016
	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	Review charges annually in accordance with the QLDC's Annual Plan process so that the Reserve budgets can be met.	Ongoing
Aviation Operations	Flight Paths	Update Glenorchy Airfield plates to avoid flight paths over the township and established residential areas.	QAC/QLDC/Governance Committee 2017
District Plan	Designation	Ensure designation provision is appropriate and is aligned with this Management Plan.	QLDC 2016

APPENDIX ONE – AIRSTRIP RESERVE PLAN



APPENDIX TWO – SURVEY PLAN



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		for Queenstown Lakes District Council Glenorchy Airstrip Reserve Section 11 SO 443869	
DISCLAIMER This plan is intended to provide information only. It is not intended to be used as a legal document. The user of this plan is advised to seek professional advice before relying on it. The user of this plan is advised to seek professional advice before relying on it.		Date of Issue: 11/07/2016 Issue No: 1 Project No: C5787-13	Scale: 1:5000 Drawing No: A3 Project No: 1:2500 at A3 Issue No: 1:5000 at A1 Scale: DO NOT SCALE Issue No: 11/07/2016