

Attachment B: Summary of submissions and officer comment and recommended changes

#	Name/ Organisation	Submission Summary	Officers Comment on Draft Plan	Main changes made following hearing
1	Hank Sproull Air Milford	<ul style="list-style-type: none"> • Include provision to relevel surface of grass runway 	<ul style="list-style-type: none"> • Glenorchy Airstrip is a non-certificated aerodrome under CAA Rules. 'Maintenance of existing grass runways will be undertaken to a standard that promotes use of all existing aviation activities'. 	<ul style="list-style-type: none"> • No change. Footnote inserted for clarification <p>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.</p>
2	John Stevenson	<ul style="list-style-type: none"> • Plan to include beekeeping as permitted activity 	<ul style="list-style-type: none"> • Policies on page 6 could be amended to include <i>'To allow established beekeeping activities to be maintained at current levels and with any increases in nature and scale to be at Council's discretion.'</i> 	<ul style="list-style-type: none"> • New policy added to permit beekeeping
3	Luke Hasselman	<ul style="list-style-type: none"> • Plan doesn't adequately consider future needs of aviation • Doesn't meet CAA regulations for airport • No hangars safety issue • CAA requires shelter/accommodation for flight crews • Safe fuel storage should be provided • No legal vehicle access an issue • Limit amount of development at site 	<ul style="list-style-type: none"> • The intention of the Reserves Management Plan (RMP) is to ensure that the nature, scale and intensity of the use of the airstrip is to remain generally unchanged and that this will be a guiding document to enable decision making for lease and licence arrangements. • Under CAA Rules, airports and airstrips are all classed as aerodromes. CAA advises that under normal convention that an airport is a larger facility, catering for significant air transport operations, has a sealed all weather runway and facilities to enable poor weather operations. Glenorchy is an airstrip in its current configuration and operating mode. • There are no requirements under the 	<ul style="list-style-type: none"> • New policy included to <i>'Encourage consolidation of existing 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.'</i> This is to recognise some upgrades of ageing and temporary facilities may be required to sustain aviation activities but that any new buildings must similar in size and scale and be compatible with surrounding environment. • No change Footnote inserted for clarification • 1 As a non-certificated aerodrome Glenorchy only has to comply with a basic set of

			<p>CAA rules on the aerodrome owner/operator to provide aircraft hangars, fuel storage or any other facilities. Agreement on provision of such facilities should be addressed through the commercial lease/licence permitting process.</p> <ul style="list-style-type: none"> • CAA may impose such a requirement on a commercial air operator for flight crew facilities but this is not the responsibility of the aerodrome operator to provide them. • The RMP promotes 'safe and suitable access to the site' and identifies an alternative possible legal access off the Glenorchy-Queenstown Road. • RMP supports maintaining the same nature, scale and intensity of use at the time of vesting with QLDC and that any development remains compatible with the surrounding environment. 	<p>aerodrome standards for a Code 1A, day visual flight rules (VFR) aerodrome, contained in CAA Advisory Circular AC139-6.</p> <ul style="list-style-type: none"> • No change • No change • Policy wording strengthened to 'Establish safe and suitable legal vehicle access from the Queenstown-Glenorchy Road, through the Reserve to the Airstrip.'
4	Blanket Bay (Tom Butler – Manager Tom Tusher – Landowner)	<ul style="list-style-type: none"> • No increase in development and no new buildings • Restrict use of airstrip to aircraft with 'quieter' engines • Limit hours of operation 8am to 8pm • Blanket Bay to have a representative on Governance Committee • No MicroLite Use 	<ul style="list-style-type: none"> • RMP supports maintaining the same nature, scale and intensity of use at the time of vesting with QLDC and that any development remains compatible with the surrounding environment. • Conditions on types on aircraft used for commercial operators could be addressed through the commercial lease/licence permitting process. 	<ul style="list-style-type: none"> • New policy included to '<i>Encourage consolidation of existing 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.</i>' This is to recognise some upgrades of ageing and temporary facilities may be required to sustain aviation activities but that any new buildings must similar in size and scale and be compatible with

			<ul style="list-style-type: none"> • All use of the airstrip including noise is authorised through the District Plan designation. • Under CAA regulations standard operating hours are Morning Civil Twilight and Evening Civil Twilight, which changes through the year. Council could limit hours of operation for commercial operators. • Appropriate for Blanket Bay to have representation on Governance Committee. 	<p>surrounding environment.</p> <ul style="list-style-type: none"> • Policy amended to <i>'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'</i>. This change includes a date from which a level can be accurately assessed, recognising that there are no historic records for airstrip use. • Wording of Objective amended to '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.' • No change • New policy included '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).' • No change to wording required
5	Skydive Queenstown Limited and Skydive Glenorchy Limited (Skydive	<ul style="list-style-type: none"> • Should be defined/designated as an airport • Allow for 'low intensity' upgrades and increase in facilities • Legal vehicle access needs to be resolved and should be formed 	<ul style="list-style-type: none"> • Under CAA Rules, airports and airstrips are all classed as aerodromes. CAA advises that under normal convention that an airport is a larger facility, catering for significant air transport operations, has a sealed all weather runway and facilities to enable poor 	<ul style="list-style-type: none"> • No change. Most appropriate name for Reserve is airstrip. There is no requirement for Local Purpose Classification (Airport) or Designation purpose (Aerodrome) to be included in Reserve name.

	Paradise)	<p>in SW corner</p> <ul style="list-style-type: none"> • Encroaching fence is unsafe and should be removed • Ongoing monitoring of airstrip should be implemented • User charges should reflect level of services • QLDC should designate entire reserve for aerodrome purposes • Who will address ongoing maintenance of road • No agricultural activities to be undertaken on reserve • All users of airstrip to be engaged in future decisions <ul style="list-style-type: none"> • Suggested changes to text of document – <ul style="list-style-type: none"> - Distinction between actual airstrip and wider reserve - Replacement of the word ‘airstrip’ with ‘airport’ 	<p>weather operations. Glenorchy is an airstrip in its current configuration and operating mode.</p> <ul style="list-style-type: none"> • The RMP promotes maintaining the same nature, scale and intensity of use at the time of vesting with QLDC. Allowing for low intensity upgrades and increase in facilities is not compatible with this. • The RMP promotes ‘safe and suitable access’ to the site and identifies an alternative possible legal access off the Glenorchy-Queenstown Road. • Monitoring of the airstrip could be instigated once all leases and licences are in place. • Encroaching fence can be dealt with outside the management plan process. No evidence provided to support why this is unsafe. • RMP states ‘user fees will be set in line with market rates and fairness, dependant on the type of activity taking place’. • No development is anticipated outside the airstrip area so existing designation is sufficient. • Council will collect user fees once all 	<ul style="list-style-type: none"> • New policy included to ‘Encourage consolidation of existing 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.’ This is to recognise some upgrades of ageing and temporary facilities may be required to sustain aviation activities but that any new buildings must similar in size and scale and be compatible with surrounding environment. • Policy wording strengthened to ‘Establish safe and suitable legal vehicle access from the Queenstown-Glenorchy Road, through the Reserve to the Airstrip.’ • No change • No change • Funding and User Charges policies amended to remove repetitive policies and improve wording • No change. QLDC as requiring authority has no intention to develop aviation buildings
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			<p>leases and licences are in place which will contribute to ongoing maintenance</p> <ul style="list-style-type: none"> Existing grazing activities are authorised by a historic grazing lease issued under DOC. Appropriate for commercial users to have representation on Governance Committee. <p>- Could amend text to make this distinction</p> <p>- CAA advice is that Glenorchy is an airstrip not an airport. No change to text recommended.</p>	<ul style="list-style-type: none"> No change Reference to historic grazing license removed. Plan provides for this Amended text to reference entire Reserve and other improvements to text made. No change
6	Christine Byrch	<ul style="list-style-type: none"> No increase in activities Place a limit on take offs/landings 	<ul style="list-style-type: none"> The RMP promotes maintaining the same nature, scale and intensity of use at the time of vesting with QLDC. Limits on take offs and landings for commercial operators can be addressed in lease/licences. 	<ul style="list-style-type: none"> Policy amended to <i>'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'</i>. This change includes a date from which a level can be accurately assessed, recognising that there are no historic records for airstrip use. No change
7	Nicholas Nicholson HeliGlenorchy	<ul style="list-style-type: none"> Provide for safe aircraft storage/hangars Provide for safe fuel storage Prioritise legal vehicle access User charges should reflect level of services 	<ul style="list-style-type: none"> There are no requirements under the CAA rules on the aerodrome owner/operator to provide aircraft hangars, fuel storage or any other facilities. Agreement on this can be addressed in the commercial licence 	<ul style="list-style-type: none"> New policy included: <i>'Encourage consolidation of existing 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.'</i> Assessment on

			<p>arrangements.</p> <ul style="list-style-type: none"> • The plan promotes safe and suitable access to the site and identifies an alternative possible legal access off the Glenorchy-Queenstown Road. • RMP states user fees will be set in line with market rates and fairness, dependant on type of activity taking place. 	<p>whether this can facilitate aircraft storage will be done on a case by case basis and would also require assessment under the RMA. New buildings must similar in size and scale and be compatible with surrounding environment.</p> <ul style="list-style-type: none"> • Policy wording strengthened to 'Establish safe and suitable legal vehicle access from the Queenstown-Glenorchy Road, through the Reserve to the Airstrip.' • Funding and User Charge policies amended to remove repetitive policies and provide clarity
8	Mark Hasselman	<ul style="list-style-type: none"> • Plan should incorporate key strategies from Glenorchy Community Plan 2001 – Well Planned sensitive development, avoid proliferation of signage, access to be legalised • Existing use rights (grazing, bees) to continue • GCA representative of Governance Committee • Prioritise legal access • Provide for hangars/safe storage for aircraft • Provide for safe fuel storage • Develop cohesive site plan 	<ul style="list-style-type: none"> • The RMP promotes 'safe and suitable access' to the site and identifies an alternative possible legal access off the Glenorchy-Queenstown Road. • Development, management and maintenance of the reserve is undertaken to ensure that the use remains compatible with the surrounding environment. • There are no requirements under the CAA rules on the aerodrome owner/operator to provide aircraft hangars, fuel storage or any other facilities. Agreement on this can be addressed in the commercial licence arrangements. • RMP states user fees will be set in line with market rates and fairness. 	<ul style="list-style-type: none"> • Policy wording strengthened to 'Establish safe and suitable legal vehicle access from the Queenstown-Glenorchy Road, through the Reserve to the Airstrip.' • Reference to Glenorchy Community Plan included in text • No change Footnote inserted for clarification • 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. • Funding and User Charges policies amended to remove repetitive policies and clarify wording

			<ul style="list-style-type: none"> • Wording on page 4 should be amended to read <i>'A grazing licence issued under DoC is held and was transferred with the site. Small scale beekeeping activities occur at the boundary of the site.'</i> Policies on page 6 could be amended to include <i>'To allow established bee keeping and grazing activities to be maintained at current levels and with any increases in nature and scale to be at council's discretion.'</i> • There is currently no intention to prepare a site plan as the plan does not provide for increased development. A plan could be prepared once all licences are in place to confirm infrastructure and operations. • Appropriate for Glenorchy Community Association to have representation on Governance Committee. 	<ul style="list-style-type: none"> • Reference to historic grazing license removed. • New policy added to permit beekeeping • The plan appended with the RMP has been updated to show new intended road access and possible area for consolidation of facilities. • No Change – Plan supports this
9	Aaron Duff	<ul style="list-style-type: none"> • Would like to have representative on Governance Committee • Concerned that road access is unclear 	<ul style="list-style-type: none"> • RMP supports investigating legal access • Appropriate for commercial users to have representation on Governance Committee. 	<ul style="list-style-type: none"> • Policy wording strengthened to <i>'Establish safe and suitable legal vehicle access from the Queenstown-Glenorchy Road, through the Reserve to the Airstrip.'</i> • No Change – plan supports this
10	Jenny Davies	<ul style="list-style-type: none"> • Clear limits on use should be defined, plan currently too vague • Operators should have resource consents and licences which 	<ul style="list-style-type: none"> • Draft RMP supports no increase in activities 	<ul style="list-style-type: none"> • Policy amended to <i>'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.'</i> This change

		<p>should determine maximum number of take offs/landings</p> <ul style="list-style-type: none"> • Flight paths shouldn't be over town/residential areas • No upgrade in facilities 	<ul style="list-style-type: none"> • Limits on take offs and landings for commercial operators can be addressed in licence agreements. Resource consents are not required as the airstrip is designated for 'aerodrome' purposes under the QLDC District Plan. • Insert policy to state 'Work with QAC to update the airfield plates for Glenorchy addressing flight paths over residential areas' • Objective included that aviation operations will minimise the impact of noise on the surrounding community particularly that from circulatory flights which concentrate noise over the town. 	<p>includes a date from which a level can be accurately assessed, recognising that there are no historic records for airstrip use.</p> <ul style="list-style-type: none"> • No Change • New Policy 'Request the QAC update the airfield plates for Glenorchy, addressing flight paths over residential areas.' • Amended Objective '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.' recognising that prescribing flight paths is outside the scope of the RMP and that the CAA controls the use of airspace.
11	David Benjamin	<ul style="list-style-type: none"> • Opposes commercial operators being based at airstrip • Noise and activity is increasing • Council should monitor activity prior to finalising plan • Protect special identity of area • No reference to Glenorchy Community Plan – well planned sensitive design, avoid proliferation of signage, address access 	<ul style="list-style-type: none"> • RMP states existing levels of use will be maintained. This is based on several years of community feedback supporting existing commercial use. 	<ul style="list-style-type: none"> • Policy amended to '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'. This change includes a date from which a level can be accurately assessed, recognising that there are no historic records for airstrip use. • New policy 'Activities that existed prior to this plan must apply for leases and/or licences within three months

			<ul style="list-style-type: none"> • All use of the airstrip including noise is authorised through the District Plan designation. • Insert policy to state <i>‘Work with QAC to update the airfield plates for Glenorchy addressing flight paths over residential areas’</i> • Intention of the plan is to formalise commercial operations which can then be monitored. Limits of numbers of take offs and landings can be addressed through these. • Policy included that ‘development, management and maintenance of the reserve is undertaken so as to ensure that the use remains compatible with the surrounding environment’. 	<p>from the date of adoption.’</p> <ul style="list-style-type: none"> • New Policy ‘Request the QAC update the airfield plates for Glenorchy, addressing flight paths over residential areas.’ • No Change <ul style="list-style-type: none"> • No Change
12	Ian Clark – Skytrek Tandem Limited	<ul style="list-style-type: none"> • Support level of use at status quo • Draft plan should allow for upgrading of facilities and airstrip 	<ul style="list-style-type: none"> • RMP states existing levels of use will be maintained. • The plan promotes maintaining the same nature, scale and intensity of use at the time of vesting with QLDC. Allowing for facility upgrades is not compatible with this. • Maintenance of existing grass runways will be undertaken to a standard that promotes use of all existing aviation activities. 	<ul style="list-style-type: none"> • Policy amended to <i>‘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’</i>. This change includes a date from which a level can be accurately assessed, recognising that there are no historic records for airstrip use. • Policy amended to ‘Encourage consolidation of existing 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.’

13	<p>Wyuna Preserve Residents Society Incorporated (LATE) (supplementary submissions received on 7 June in bold)</p>	<ul style="list-style-type: none"> • Present use of site is unlawful • Acknowledge continued use of airstrip is beneficial to community • Support no increase in scale, nature and intensity of use • Council should first define who operators are and maximum level of use then include in plan. Baseline to be set – using DoC records taken prior to vesting with QLDC. All other use to cease in interim or close airstrip. • Should consider ‘capped’ number of flights • Suggest policies limit licences to 13 and include maximum number of flights • Hours of operation limited from 8am to 8pm • Restrictions can be put in plan similar to Skyline helipad in Ben Lomond Reserve Management Plan • No flights over Wyuna Preserve • Prohibit circulatory flights over township or Wyuna Preserve • Submitted ‘no fly’ map • Prohibit circulatory flights that originate or land from airstrip. • Seeks interim regime for operators until RMP is adopted • Supports not extending designation 	<ul style="list-style-type: none"> • RMP acknowledges present commercial use of site needs to be formalised through legal licence agreements. • RMP supports maintaining existing levels of use. • RMP is intended to be a high level document to guide decision making, not specify operators or capped numbers of flights or licences. Capped numbers of flights and set noise limits would be extremely difficult to police. • Under CAA regulations standard operating hours are Morning Civil Twilight and Evening Civil Twilight, which changes through the year. Council could limit hours of operation for commercial operators. • Could insert policy on Page 8 to state ‘Work with QAC to update the airfield 	<ul style="list-style-type: none"> • New policy ‘Activities that existed prior to this plan must apply for leases and/or licences within three months from the date of adoption.’ • Policy amended to <i>‘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’</i>. This change includes a date from which a level can be accurately assessed, recognising that there are no historic records for airstrip use. • New policy included to <i>‘Encourage consolidation of existing 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.’</i> This is to recognise some upgrades of ageing and temporary facilities may be required to sustain aviation activities but that any new buildings must similar in size and scale and be compatible with surrounding environment. • New policy included ‘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).’ • New Policy <i>‘Request the QAC update the airfield plates for Glenorchy, addressing flight paths over</i>
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14	Glenorchy Community Association (LATE)	<ul style="list-style-type: none"> • Legal access to be formed from main road to old carpark via south east boundary • Usage to remain the same, provisions for better facilities 	<ul style="list-style-type: none"> • The RMP promotes 'safe and suitable access' to the site and identifies an alternative possible legal access off the Glenorchy-Queenstown Road. • RMP states user fees will be 'set in line 	<ul style="list-style-type: none"> • Policy wording strengthened to 'Establish safe and suitable legal vehicle access from the Queenstown-Glenorchy Road, through the Reserve to the Airstrip.'

		<p>should be considered</p> <ul style="list-style-type: none"> • Landing fee to fund improvements 	<p>with market rates and fairness, dependant on type of activity taking place’.</p>	<ul style="list-style-type: none"> • Policy amended to <i>‘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’</i>. This change includes a date from which a level can be accurately assessed, recognising that there are no historic records for airstrip use. • New policy included to <i>‘Encourage consolidation of existing 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.’</i> This is to recognise some upgrades of ageing and temporary facilities may be required to sustain aviation activities but that any new buildings must similar in size and scale and be compatible with surrounding environment. • Funding and User Charges policies amended to remove repetitive policies and clarify wording.
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