

08 June 2020

Department of Conservation

Via E-mail: permissionsdunedin@doc.govt.nz

Dear Sir/Madam;

TE ANAU HELICOPTER SERVICES LIMITED – REQUEST FOR CONCESSION, MILFORD AERODROME, FIORDLAND NATIONAL PARK

Introduction

Southern Planning Group act for Te Anau Helicopter Service Limited (“THSL”) who is an existing aircraft operator in the Fiordland area.

Specifically, THSL was established in 2014 and provides helicopter transport services to the Department of Conservation (“DOC”) as well as private charter operations and aircraft landings in Fiordland National Park and the Milford Aerodrome through sub-permits of Concession PAC-14-06-16-01¹ and PAC-14-06-451-05²

On Monday 6th April 2020 THSL also completed the purchase of Milford Helicopters from Geoff Shanks. This purchase also included the assignment of the following Concessions to THSL:

- 50838-OTH being a Concession for a 40,000l fuel tank at the Milford Aerodrome and which expires 31st August 2021.
- 40172-AIR being a Concession for helicopter landings within the Otago Conservancy including, Bob’s Cove Recreation Reserve, Humboldts Conservation Area and Caples Conservation Area and which expires on 31st July 2025.
- PAC-14-06-451-12 being a Concession for aircraft landings at Milford Aerodrome and which expires on 31 December 2021.
- PAC-14-06-139 being a Concession for aircraft landings within Fiordland National Park. This Concession was also varied in 2005. This Concession expired on 31st October 2009 but remains in force until a new Fiordland National Park Management Plan comes into force or the DOC runs an allocation process for aircraft landings.

Milford Helicopters also had a Concession, File Ref PAC-14-18-41, authorising the construction and on-going maintenance of a helicopter hangar, office and

¹ Concession held by The Helicopter Line Limited for landings in Fiordland National Park

² Concession held by Totally Tourism Limited for landings at Milford Aerodrome

helicopter landing pad at Milford Aerodrome. This Concession was issued as a Permit albeit it appears to have granted exclusive occupation and should therefore have been treated as a Lease. Notwithstanding, the Concession permit commenced on 1st May 1999 and was due to expire 30th April 2002. A copy of the existing Concession permit is contained in **Appendix [B]**.

It is understood that this Concession permit has been 'rolling on' since its specified expiry. The other Concessions listed above which are also 'rolling on'³ were assigned to THSL because DOC's longstanding position has been that no new aircraft landing Concessions will be processed for Fiordland National Park ("FNP") until a new National Park Management Plan has been issued which provides for an appropriate methodology of allocating limited supply landing rights.

Essentially, without assigning the existing aircraft landing Concessions, there would be no way for THSL to have sought a new Concession for the aircraft landing allocations held by Milford Helicopters. A management decision was made by DOC to allow the assignment of the 'rolling on' aircraft landing Concessions in this instance.

However, it is understood that DOC's moratorium on accepting and processing aircraft landing Concessions within FNP does not extend to other activities such as buildings and Leases.

Accordingly, DOC have made a management decision that because the existing Concession PAC-14-18-41 was 'rolling on' and there are no internal policy directives not to process new Concessions of this nature, that Concession would not be assigned. Instead, Milford Helicopters Limited is contracting THSL to use the hangar, heli pad and office whilst THSL make an application for a new Concession to acquire the use and occupation of this area.

Accordingly, the purpose of this correspondence is to formally apply for a new Concession for the helicopter hangar, office, fuel tank, landing pad and associated facilities in the name of THSL.

It is expected that the application will need to be processed as a Lease, Easement and a License as will be described in the full description of the proposal below.

Applicant's Background Experience

As identified above, THSL was established in 2014. The company operates within Fiordland National Park including Milford Aerodrome under sub-permits of Concessions held by The Helicopter Line and Totally Tourism Limited.

THSL's sole Director and CEO is Gaven Burgess. Gaven oversees a team of seven skilled and important staff in the THSL operations. Gaven and his team's background/roles are outlined below⁴:

³ Concessions PAC-14-06-451-12 and PAC-14-06-139

⁴ <https://www.teanauhelipters.com/meet-our-team.html>

Gaven is an experienced pilot with over 9500 hours in helicopters from scenic flights, flight training, search and rescue, Department of Conservation work, transfer and tracking of Kakapo, Takahe and Kiwi, wild animal management, mustering stock, hunting & fishing tours, fire-fighting, heavy construction flying, Fiordland lobster support and as a Fiordland Coastal Clean-up member.

Gaven's wife Jennie is a fixed wing pilot who has flown in Fiordland for the previous 6 years and has also flown aircraft overseas. She has run a fixed wing business based in Fiordland before starting THSL with Gaven. Jennie runs the administration and flight co-ordination side of the business.

Staci Lawson deals with administration, bookings, aircraft tracking, marketing and general day to day running of the operation. Recently she has been spending her time making website updates and advertising material.

Helen Archer is the newest member of the growing THSL team. She assists with office admin and behind the scenes.

Fraser Sutherland, Greg Gamble, Mike Thom and Paul Garlick make up the very experienced team of pilots for THSL. Collectively, they have thousands of hours in Fiordland, Southland, Stewart Island and overseas. They specialise in scenic flights, fire-fighting, wild animal control including island conservation, Department of Conservation work, lifting and construction, hunting and fishing. Blake Morris is the main man around the hangar. Blake works hard behind the scenes making sure everything runs smoothly before and after each flight.

Overall, the THSL team is considered to exhibit a high level of aviation experience and knowledge as well as a professional ground crew and administration support network which has resulted in a competent and successful aviation business.

The Proposal

Essentially, THSL seek to obtain a new Lease over an area of 1,320m² currently occupied by Milford Helicopters at the Milford Aerodrome. A plan illustrating the proposed Lease Area is contained within **Appendix [C]**.

The proposed 1,320m² Lease includes the area of seal/concrete and a 2m offset around the edge of the hangar building, the 31m² occupied by the existing fuel tanks and the 16m² area that contains the hangar's sliding door rail and supports.

The use and occupation of the land and buildings within the proposed Lease area will be exclusive to THSL. The exclusive occupation is required as THSL by virtue of the assignment of the Milford Helicopters Concessions, is the only helicopter operator permanently based at Milford Sound. The area requires a permanently based local helicopter operator for providing aerial services for DOC management purposes and emergencies.

The business requires an area where the aircraft and associated equipment can land and be stored within a secure perimeter to prevent unauthorized access to

the machines and equipment for health and safety purposes and compliance with the New Zealand Civil Aviation Authority requirements. There is no other land at Milford Sound where this operation would be possible.

The reasons for exclusive use and occupation are aligned with the relevant matters the Minister may take into consideration in granting such a proposal as outlined in Section 17U(4) – (6) of the Conservation Act 1987.

Photographs of the existing hangar building, office building, re-fueling facility and the helicopter landing area to be located within the proposed Lease area are contained in **Appendix [D]**.

Resource consents have been issued by the Southland District Council for the current hangar building and fuel tank and copies are contained in **Appendix [E]**. A building consent also issued by the Southland District Council for the current hangar building is contained in **Appendix [F]**.

In accordance with Section 17Z(1) of the Conservation Act 1987, THSL seek a Lease term of thirty years. Special circumstances are not considered to exist which would allow consideration of a longer term – up to sixty years.

The proposed Lease and buildings will only be utilized for the commercial helicopter operations and storage associated with the THSL operations. The buildings will not be utilized for any form of accommodation⁵.

The proposal will also require an Easement for the sewage connection which exits the hangar building in its north eastern corner and which runs along the northern boundary of the proposed Lease where it connects to an existing sump beneath the driveway into the Milford Aerodrome⁶. The sump is connected to the Milford sewage network. The location of the pipe is illustrated on the site plan in the Southland District Council building consent in **Appendix [F]**.

The proposed Easement locations are shown in green and cyan. The pipe appears to run along the ditch and the different coloured Easement areas represent the north and south sides of the ditch.

While the landing of aircraft at Milford Aerodrome is already covered by Concession PAC-14-06-451-12, a License is sought for the applicant's commercial business operations that take place on the land occupied by and surrounding the buildings.

For the avoidance of doubt, the 30 year term sought is intended to cover all components of this application and to supersede the existing Concession 50838-OTH for the fuel tank which is due to expire in approximately 16 months.

⁵ Southland District Council Building Consent BLD/2008/42421/1 also states on page 2 that "This building consent is issued on the basis that the building is not to be used for habitable purposes".

⁶ Illustrated in the Southland District Council building consent site plan in Appendix [F].

Assessment of Effects

The proposal is not considered to result in any significant adverse effects. The proposal does not seek to alter the existing hangar building, office, fuel tank and helicopter landing area that presently exists and which has done so since 1999 (21 years).

Retention of the hangar building, office, fuel tank and helicopter landing area will not alter the character and amenity of Milford Aerodrome from that which presently exists. Retention of these existing facilities does not require any further physical works that would disturb the ground or indigenous vegetation.

There are no additional site works and no additional fencing or other demarcation of the proposed Lease area boundaries that would alter the sites existing appearance or give a greater perception of exclusive occupation than that which presently exists.

The activity that occurs on the site and in particular helicopter landings and storage, will not change or intensify as a result of this proposal. THSL will continue to undertake flights to and from the Milford Aerodrome and this proposed Lease area in accordance with the Concession PAC-14-06-451-12 that has been recently assigned to them from Milford Helicopters. There are no additional flights sought as part of this proposal nor changes to the conditions of this Concession.

Parking for staff vehicles will continue to occur either in the area between the Milford Aerodrome Control Tower and the Lease area boundary or in the public car park adjacent to Freshwater Basin. Clients will continue to be dropped at the gate to the Lease area with any gear/equipment and vehicles will be parked in the same public car park.

In regard to the continued storage and use of Jet A1 fuel on the subject site it is again noted that there will be no changes from the status quo and the terms and conditions of Concession 50838-OTH which this proposal seeks to replace.

Importantly, in terms of environmental management of the fuel storage and use, the Health & Safety at Work (Hazardous Substances) Regulations 2017 will govern the continued use of this facility.

The fuel storage facility will be checked and maintained at regular intervals to ensure it is achieving the optimum operation standards. Annual inspections will also be undertaken by an approved compliance certifier to assess and issue the required annual certification under the Health & Safety at Work (Hazardous Substances) Regulations 2017.

THSL will continue to hold a Site Environmental Management Plan which in addition to detailing the management control and health and safety procedures for the fuel facility, will contain the site emergency spill procedures – noting that an emergency spill kit exists permanently on site.

The existing fuel tank is also banded by a concrete block wall to contain any leaks of the storage tank should this occur.

It is proposed that any Concession that is granted to THSL includes conditions requiring the submission of the Site Environmental Management Plan and the annual certifications issued under the Health & Safety at Work (Hazardous Substances) Regulations 2017.

The annual certifications must also be submitted to DOC each year within five working days of their renewal throughout the term of the Concession to ensure DOC that the facility is being maintained to the appropriate standards throughout the entire Concession term.

It is therefore considered that the effects on the environment from the continued storage and use of hazardous substances on the site will be no more than minor.

Overall, the proposal will not result in any significant changes in effects on the environment that have occurred from the current occupation and use of the site for the last 21 years.

It is also important to recognize that Milford Sound is identified as an Icon Destination⁷. Icon Destinations are managed to promote and enhance international and domestic tourism.

As such, Milford Sound and the aerodrome on which the proposed Lease sits, experiences a significant amount of aviation traffic and transport of passengers by helicopter and fixed wing aircraft each year. The hangar building, office, fuel tank and landing area contained within the proposed Lease area on the aerodrome will be characteristic of the type of infrastructure expected at an Aerodrome of this nature.

While the proposed Lease seeks exclusive occupation of the hangar building and landing area this is also not considered to cause any significant effects in terms of availability of land for other operators.

While it is understood that up until 2020 flight numbers and demand for 'parking space' for aircraft had increased significantly and that the aerodrome's manager (Ministry of Transport) would likely have desired additional space for general aviation helicopter landing pads⁸ it is not considered that this proposal will have any adverse effects on this situation.

This is because the proposal is a renewal of an existing Permit where the land has not been available to the aerodrome manager for the last 21 years. As such, the proposal does not reduce the currently available land but simply enables a continuation of the existing arrangement.

⁷ *Southland Conservation Management Strategy 2016*

⁸ *Gaven Burgess phone conversation with Ministry of Transport agent, Chris Read, 21.04.20*

In addition, with the Covid-19 global pandemic, all tourist operators are expecting a substantial decline in the demand for their services in the immediate short term with expectations for the tourism industry's return to pre-Covid-19 2020 levels expected to take an extremely long time as a result of global travel restrictions and the looming recession.

Accordingly, unavailability of the land subject to the proposed Lease for general aviation parking is not considered to be a significant adverse effect.

The relevant Objectives and Policies of the legislation and statutory documents are assessed below:

Relevant Objectives and Policies

Before advancing on an assessment of the relevant statutory provisions it is important to clarify the heirachal structure of the relevant legislation and supporting documents. This is demonstrated in the figure below:

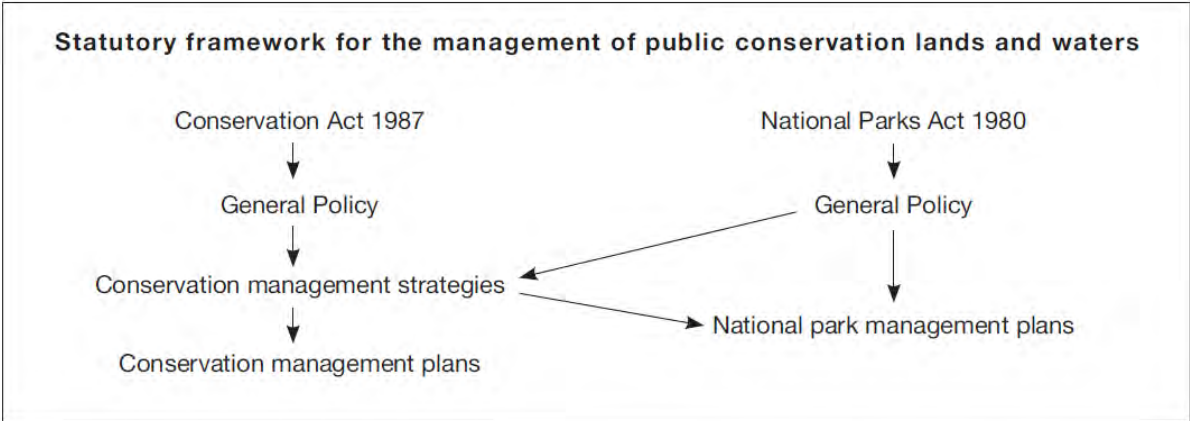


Figure 1. Statutory Framework Hierarchy, Source – Southland CMS 2016, page 8

The General Policy for Conservation

The General Policy for Conservation 2005 (and its amendments) provides guidance for the administration and management of all lands and waters and all natural and historic resources managed for the purposes of the below mentioned Acts, excluding reserves administered by other agencies under the Reserves Act 1977.

- The Conservation Act 1987
- The Wildlife Act 1953
- The Marine Reserves Act 1971
- The Reserves Act 1977
- The Wild Animal Control Act 1977
- The Marine Mammals Protection Act 1978.

This General Policy provides guidance for consistent management planning for the wide range of places and resources administered or managed by the

Department, including the preparation of Conservation Management Strategies, Conservation Management Plans and Sports Fish Management Plans.

Essentially, the General Policy for Conservation implements the relevant legislation and has informed the preparation of the relevant Southland Conservation Management Strategy (2016) which will be discussed below.

In regard to this application, the relevant parts of the General Policy for Conservation are considered to be found in Part 11 – Activities Requiring Specific Authorisation.

POLICIES

11.1 All activities

11.1 (a) Any application for a concession or other authorisation will comply with, or be consistent with, the objectives of the relevant Act, the statutory purposes for which the place is held, and any conservation management strategy or plan.

11.1 (b) All activities on public conservation lands and waters which require a concession or other authorisation should, where relevant, avoid, remedy or mitigate any adverse effects (including cumulative effects) and maximise any positive effects on natural resources and historical and cultural heritage, and on the benefit and enjoyment of the public, including public access.

11.1 (c) The Department and all concession and other authorisation holders should monitor the effects of authorised activities on natural resources, historical and cultural heritage, and the benefit and enjoyment of the public, including public access, to inform future management decisions.

11.1 (d) Concession and other authorisation holders will be responsible for the safe conduct of their operations, including the safety of staff, clients, contractors, and the public, and compliance with relevant safety standards and legal obligations.

In regard to Policy 11.1(a) the proposed activity is considered to be consistent with the Conservation Act 1987 and particularly the definition of Conservation, as defined under section 2 of the Conservation Act 1987, being the 'preservation and protection of natural and historic resources for the purpose of maintaining their intrinsic values, providing for their appreciation and recreational enjoyment by the public, and safeguarding the options of future generations'.

As will be outlined below, the proposal is also considered to be consistent with the Southland Conservation Management Strategy which establishes objectives for the integrated management of natural and historic resources, including

species managed by the Department, and for recreation, tourism and other conservation purposes.

In regard to Policy 11.1(b), the adverse effects of the proposal have been discussed in the previous section. The Lease sought in this application will retain the existing built form and landing area which is considered part of the anticipated character and infrastructure of Milford Aerodrome that visitors expect to see when coming to the area for recreation.

There are not considered to be any cumulative effects in terms of air traffic and the associated noise/visual intrusion of helicopters as no additional landings are sought by this proposal. All flights to Milford Aerodrome are controlled via existing Concessions including Concession PAC-14-06-451-12 that has recently been assigned to THSL.

As outlined above, the proposal does not seek to establish any additional buildings or infrastructure nor to undertake any other physical modifications to the site that would further demarcate its exclusivity or presence in general. Accordingly, there are no cumulative effects in terms of built form and facilities.

In regard to Policy 11.1 (c) the existing Lease contained clauses⁹ that would enable the Department of Conservation to request the Concessionaire to fund, or contribute to fund, at a fair and reasonable level, a Department approved social and environmental monitoring programme which is relevant to the operators activities on land managed by the Department during the term of the permit.

It is considered that the effects of the proposed Lease and the buildings are well understood and don't require specific monitoring other than the fuel storage facility which will be assessed annually under the Health and Safety at Work (Hazardous Substances) Regulations 2017. It has already been recommended above that copies of the Site Environmental Management Plan and the annual compliance certifications under this legislation are submitted to DOC throughout the term of the Concession.

It is acknowledged that the activity of helicopters arriving and departing the site results in effects on enjoyment of the public and the natural environment particularly in terms of noise emissions. The flight operations for THSL are subject to a separate Concession assigned to them from Milford Helicopters. That Concession contains clauses¹⁰ requiring contribution to environmental monitoring and it is considered appropriate that the monitoring of the environmental effects of aircraft remains tied to that Concession. DOC however can be assured that appropriate monitoring contributions relevant to the aircraft activity exist and can be enforced.

⁹ Concession PAC-14-18-41, Section 9.0, Clauses 9.04 and 9.05

¹⁰ Concession PAC--14-06-451-12 Schedule 3, condition 6

In regard to Policy 11.1 (d) THSL is aware of their responsibility for the safe conduct of their operations, including the safety of staff, clients, contractors, and the public, and compliance with relevant safety standards and legal obligations.

THSL will accept conditions being imposed on the Lease requiring provision of all insurance certificates of currency, health and safety plans, Site Environmental Management Plans, Health and Safety at Work (Hazardous Substances) Regulations 2017 certifications and a copy of the Air Operators Certificate and any renewals of such documents during the term of the Concession to the DOC to demonstrate their on-going commitment to health and safety.

General Policy for National Parks

The General Policy for National Parks is intended to give both direction and guidance to conservation managers and to communities on how to preserve and protect National Parks and the indigenous species in them and to provide consistent national direction for the administration of National Parks through Conservation Management Strategies and National Park Management plans.

The General Policy for National Parks states that:

“Buildings and facilities other than accommodation need to be authorised by way of a concession under section 49 of the National Parks Act 1980. These are covered in Chapter 10 of this General Policy.”¹¹

The Policies within *Part 10 - Activities Requiring Specific Authorisation (not covered elsewhere, including tourism activities)* are outlined below.

POLICIES

- 10.1 *All activities*
- 10.1(a) *Policies 10.2 to 10.9 are to be considered subject to policies 10.1(b) to 10.1(f).*
- 10.1(b) *Any application for a concession or other authorisation will comply with, or be consistent with, the purposes of the National Parks Act 1980, the statutory purposes of the place where the activity is located, the conservation management strategy and the national park management plan.*
- 10.1(c) *Conservation management strategies and national park management plans should, subject to policy 10.1(b), require that all activities in national parks which require a concession or other authorisation:*
 - i) *be consistent with the outcomes planned for places;*

¹¹ *General Policy for National Parks 2005, Section 9 Accommodation and Related Facilities, page 43.*

- ii) *be consistent with the preservation as far as possible of the national park in its natural state;*
 - iii) *minimise adverse effects, including cumulative effects, on other national park values;*
 - iv) *not have any adverse effects on the existing recreational opportunities in the area;*
 - v) *be restricted to the use of existing access; and*
 - vi) *minimise adverse effects on the benefit, use and enjoyment of the public, including public access.*
- 10.1(d) *The Department, and concession and other authorisation holders, should monitor the effects of their activities on national park values, and on the benefit, use and enjoyment of the public, including public access, so as to inform future management decisions.*
- 10.1(e) *Concessionaires will be responsible for the safe conduct of their operations, including the safety of staff, clients, contractors, and the general public, and for compliance with relevant safety standards and legal obligations.*
- 10.1(f) *Concessionaires may be encouraged to work with the Department to provide interpretation.*

In regard to Policy 10.1(b) the proposed activity is considered to be consistent with the purpose of the National Parks Act 1980. Specifically, it is outlined in Section 4 of that Act that the purpose of National Parks is for preserving in perpetuity their intrinsic worth and for the benefit, use, and enjoyment of the public.

As will be discussed further below, the proposal is considered to be consistent with the Place based Policies for Milford Aerodrome outlined in both the Southland Conservation management Strategy and the Fiordland National Park Management Plan.

In regard to Policy 10.1(c) the relevant management plans do require this activity to obtain a Lease by way of a Concession application. It will be demonstrated through the assessment of the Conservation Management Strategy 2016 and the National Park Management Plan 2007 below, that the proposal achieved points (i) to (vi) of this Policy.

As identified in the assessment of the General Policy for Conservation, Policy 10.1(d) can be achieved indirectly. The existing Permit contained clauses¹² that would enable the DOC to request the Concessionaire to fund, or contribute to fund, at a fair and reasonable level, a Department approved social and environmental monitoring programme which is relevant to the operators activities on land managed by the Department during the term of the permit.

¹² Concession PAC-14-18-41, Section 9.0, Clauses 9.04 and 9.05

It is considered that the effects of the Lease and the buildings and facilities are well understood and don't require specific monitoring other than the fuel storage facility which will be assessed annually under the Health and Safety at Work (Hazardous Substances) Regulations 2017. It has already been recommended above that copies of the Site Environmental Management Plan and the annual compliance certifications under this legislation are submitted to DOC throughout the term of the Concession. It is acknowledged that the activity of helicopters arriving and departing the site results in effects on enjoyment of the public and the natural environment particularly in terms of noise emissions.

The flight operations for THSL are subject to a separate Concession assigned to them from Milford Helicopters. That Concession contains clauses¹³ requiring a contribution to environmental monitoring and it is considered appropriate that the monitoring remains tied to that Concession. The Department however can be assured that appropriate monitoring contributions relevant to the aircraft landing activity can be enforced.

In regard to Policy 10.1(e) THSL is aware of their responsibility for the safe conduct of their operations, including the safety of staff, clients, contractors, and the public, and compliance with relevant safety standards and legal obligations.

THSL will accept conditions being imposed on the Concession requiring provision of all insurance certificates of currency, health and safety plans, Site Environmental Management Plans, Health and Safety at Work (Hazardous Substances) Regulations 2017 certifications and a copy of the Air Operators Certificate and any renewals of such documents during the term of the Concession to the DOC to demonstrate their on-going commitment to health and safety.

Policy 10.1(f) is not considered particularly relevant to this proposal. It would be most appropriate that the Concession which authorises the aircraft flights to and from Milford Aerodrome by THSL contained clauses which direct how interpretative material is to be provided to their clients.

However, if deemed necessary, a condition of a future Concession directing how interpretative material and information is given to clients could be included on this decision.

Overall, the proposal is considered to be consistent with the General Policy for National Parks 2005.

Southland Conservation Management Strategy 2016

Within the Southland Conservation Management Strategy 2016 ("the CMS") the subject site falls within the Fiordland Te Rua-o-te-moko Place as described in Section 2.2. This place is also part of the Te Wāhipounamu—South West New Zealand World Heritage Area.

¹³ Concession PAC--14-06-451-12 Schedule 3, condition 6

Milford Sound/Piopiotahi is also acknowledged and managed as an Icon Destination in the CMS.

Milford Sound/Piopiotahi is described as being the most accessible of the fiords, with State Highway 94, which is known as the 'Milford Road Journey' (another Icon destination), travelling directly to it and visitors can also fly directly to the Milford aerodrome. Milford Sound/Piopiotahi is highly valued locally, nationally and internationally for its outstanding landscapes, pockets of tranquillity and marine wildlife. It is acknowledged that visitors to this area can partake in a number of different activities, including cruising on the fiord, diving and kayaking¹⁴.

Section 2.2 of the CMS also states that:

"Fiordland National Park has its own management plan, which contains the outcomes planned for the Park and more detailed management directions, as required by the National Parks Act 1980 and the General Policy for National Parks 2005. This information is not repeated in this CMS and can be viewed in the Fiordland National Park Management Plan 2007 (the Plan), or any successor to it."¹⁵

While the Fiordland National Park Management Plan 2007 ("the FNP Management Plan") contains the more detailed management directions for Fiordland National Park ("FNP") it is important to recognize that the CMS sits above the FNP Management Plan in terms of heirachal order and therefore it is still important to consider the relevant Objectives and Policies of this document. These provisions are outlined below:

Section 2.2 Fiordland Te Rua-o-te-moko Place

Outcome

The Outcome for Milford Sound/Piopiotahi is described in the CMS as:

"Milford Sound/Piopiotahi is an Icon destination that leaves a lasting impression on hundreds of thousands of visitors each year. Visitors can take the inspiring journey into Milford by road, boat or air, with seasonal and weather variations bringing new dimensions to the journey every day. Numerous short walks along the Icon destination of the Milford Road Journey enable visitors to be awed by the grandeur of this area. Visitors learn about the special indigenous flora and fauna, the factors that threaten them, and the opportunities to contribute to their conservation".

And

¹⁴ Southland CMS 2016, Section 2.2, page 58

¹⁵ Southland CMS 2016, Section 2.2, page 58 – Fiordland National Park

“Commercial activity actively promotes and enhances conservation and recreational values, and does not diminish the outstanding natural character and natural quiet within the greater part of this Place. Structural development is clustered around existing facilities, such as near townships or along State Highway 94, and enhances these sites.”¹⁶

Policies

- 2.2.1 *Manage (including when considering concession applications) those parts of the Fiordland Te Rua-o-te-moko Place that are within the Te Wāhipounamu—South West New Zealand World Heritage Area in accordance with the criteria for which the World Heritage Area was nominated and the statement of outstanding universal value (Appendix 14).*
- 2.2.2 *Manage Fiordland National Park in accordance with its national park management plan, including the visitor management and aircraft provisions.*

This proposed Concession will ensure that the above Outcomes and Policies are achieved. As identified above, this proposal does not result in any new built form or other demarcation of the Lease area and associated activities. These existing facilities are characteristic of the anticipated infrastructure at a small Aerodrome and do not dominate over or detract from the grandeur of the landscape and overall visual experience of Milford Sound Piopiotahi.

The commercial activity of THSL enhances recreational values by providing a helicopter transport service at Milford Sound which services the area and ensures a viable recreational charter helicopter service exists at Milford. The commercial activity and its buildings are clustered near the Aerodrome control tower and the existing vehicle entrance onto the Aerodrome from SH94.

It is also discreetly placed bordering the native forest which exists between the site and SH94 ensuring that it is not prominent and will therefore not impact on the natural character of the area in any significant way.

Part Three – Specific Policy Requirements for Southland Murihiku

Section 3.1 – General

- 3.1.5 *Manage recreational opportunities, including those provided by concessionaires, in accordance with the visitor management zones as shown in Map 3, and as described in Appendix 12.*

¹⁶ Southland CMS Section 2.2

3.1.9 Process authorisations in accordance with the relevant legislation, this CMS, the provisions of the Conservation General Policy 2005 and the General Policy for National Parks 2005.

3.1.10 Monitor authorised activities and their effects, including cumulative effects, on a regular and ongoing basis.

3.1.12 Should not grant authorisations that are inconsistent with the outcomes, objectives and policies in Part One, the outcomes and policies for Places in Part Two—Places, or the policies in Part Three.

Milford Sound Piopiotahi is managed as a Front Country Visitor Management Zone and an Icon Destination. Front Country Zones are expected to be readily accessible areas via sealed roads or scheduled ferry or air services.

These areas are expected to have good-quality facilities, services and easy access and a high degree of control via information and direction signs, and barriers. The proposed Lease, buildings and activities that are to be undertaken are considered to fall within the anticipated environment of the Milford Sound Piopiotahi Front Country Zone as described in Map 3 and Appendix 12. The proposal is not inconsistent with Policy 3.1.5

This application is being processed in accordance with the relevant legislation, the General Policy for Conservation and National Parks and as will be shown below, the CMS. The General Policies and the relevant legislation has been discussed above. Accordingly, the proposal is not inconsistent with Policy 3.1.9.

The application has described how THSL existing landing Concession contains requirements to contribute to environmental monitoring of the impacts of aircraft flights. It is not necessary to duplicate this monitoring in this Concession.

The buildings on site are not changing and their effects are well understood. As such no existing monitoring of these features is required.

THSL have volunteered to provide copies of all insurance certificates of currency, Site Environmental Management Plans, Health and Safety Plans and annual certifications issued for the fuel storage tank. Conditions to this effect would be expected on the Concession. Taking the above into consideration, the proposal is not inconsistent with Policy 3.1.10.

The proposal is not considered to be inconsistent with any of the Outcomes and Policies in parts 1 – 3 of the CMS and therefore is not inconsistent with Policy 3.1.12 above.

3.10 – Structures and Utilities

3.10.1 Should apply the following criteria when considering applications to erect or retain structures or utilities or the adaptive reuse of existing structures on public conservation lands and waters:

- a) *the purposes for which the land concerned is held;*
- b) *the outcomes and policies for the Place where the activity is proposed to occur;*
- c) *whether the structure could reasonably be located outside public conservation lands and waters;*
- d) *whether the structure could reasonably be located in another location where fewer adverse effects would result from the activity;*
- e) *whether the structure adversely affects conservation, including recreational, values;*
- f) *whether the structure is readily available for public use;*
- g) *whether the structure is consistent with the visitor management zone on Map 3 and as described in Appendix 12;*
- h) *whether the activity promotes or enhances the retention of a historic structure;*
- i) *whether the activity is an adaptive reuse of an existing structure;*
- j) *whether the policies for private accommodation and related facilities should be applied (see Policies 3.11.1–3.11.7); and*
- k) *whether any proposed road in the Fiordland National Park is provided for by the Fiordland National Park Management Plan 2007.*

The above matters are considered in the preparation of this application. In regards to (a) the land concerned is designated as National Park but is specifically recognized within the CMS and Fiordland National Park Management Plan as the Milford Aerodrome. The Fiordland National Park Management Plan even identifies a structure plan for all future Milford Sound Piopiotahi development that identifies the site as falling within the Aerodrome Activity Area. The proposal is therefore not inconsistent with 3.10.1(a).

In Regards to 3.10.1(b), the Outcomes and Policies for the Place have been assessed in the Part Two and Three assessment above and the proposal found to be consistent with the management intent for this area.

In regards to 3.10.1(c) it has been described above how THSL are the only permanently based helicopter operator at Milford Sound Piopiotahi. This provides for efficient and cost effective services for recreational flights and DOC management purposes. It also ensures that a rescue helicopter operator is permanently based in the area. There is no private land at Milford Sound Piopiotahi where this activity could be undertaken.

While the activity could be undertaken from THSL base in Te Anau, the efficiencies detailed above would be lost.

In terms of 3.10.1.(d) the structures are existing so there is no choice in their location. Notwithstanding, the buildings are considered to be appropriately

located on the Aerodrome, clustered near the control tower and entrance via SH94. Further, the buildings are appropriately coloured in recessive browns and greys and largely hidden from SH94 by existing native forest.

In regards to 3.10.1(e) the proposed / existing built form does not adversely affect conservation or recreation values. As detailed above, the buildings are existing and no additional physical works are required as part of this proposal that would affect the landform, flora and fauna.

The proposed buildings facilitate the commercial operations of THSL and will enable THSL to base themselves permanently at Milford Aerodrome. This provides a level of cost efficiency that can be passed on to recreationalists seeking flights into parts of Fiordland. This is something that cannot be achieved from bases elsewhere like Te Anau and Queenstown.

In regards to 3.10.1(f) the structure will not be available for public use and is therefore part of the reason a Lease is being sought for exclusive operation.

In terms of 3.10.1(g) the proposal has already been considered in regards to the Visitor Management Zones illustrated on Map 3 and detailed in Appendix 12. The built form is considered to be consistent with the Front Country Zoning and the designation of this area as an Aerodrome.

3.10.1(h) is not a relevant consideration as the buildings are not heritage structures.

3.10.1(i) suggests consideration as to whether adaptive re-use of a building is possible. This proposal does not seek to change the use of the existing buildings rather, it recognizes that they are fit for purpose and can continue to be utilized for the same activity just a change in ownership.

In regards to 3.10.1(j) and the suggestion of whether or not the Policies in Section 3.11 need to be considered, this is considered unnecessary. Those Policies relate more to the use of structures for accommodation. This application is explicitly clear that the buildings are not be used for any accommodation purposes.

3.10.1(k) is not considered to be a relevant consideration as the proposal does not seek to create or modify any roads.

Overall, the proposal is not inconsistent with Policy 3.10.1.

Fiordland National Park Management Plan 2007

The subject site is located within the Front Country visitor management setting of Milford Sound/Piopiotahi. The FNP Management Plan describes the front country visitor management setting as:

“Frontcountry refers to visitor settings that are accessible by vehicles or within easy reach of such access. The settings usually have a

substantial infrastructure and include the following facilities: car parks, picnic and camping areas, toilets, water supplies, signs, interpretation panels, viewpoints, wharves, boat ramps, shelters, bridges and easy walking tracks.”¹⁷

The FNP Management Plan also recognizes that Milford Sound/Piopiotahi is one of the Icon Destinations of New Zealand. Visitor numbers to Milford Sound / Piopiotahi have grown from 247,000 in 1992 to approximately 470,000 in the 2004 / 2005 season and the rate of growth was expected to continue over the life of the Management Plan.¹⁸

The FNP Management Plan goes on to detail the challenges for management by the DOC to enable continued growth while, at the same time ensuring Milford Sound / Piopiotahi remains a world-class visitor experience within a national park setting.

The perception of congestion and overcrowding during parts of the day, noise, many outdated buildings, and a generally untidy appearance, deter visitors from wanting to stay longer and diminish the current visitor experience.

Long term, the DOC proposes to make changes to the site layout of Milford/Piopiotahi in accordance with Map 10. The key components of this indicative and long term re-development strategy are directing key traffic movements away from the foreshore area of Freshwater Basin to allow for its restoration as a destination of high environmental and experiential quality by relocation of the foreshore car park to the Deepwater Basin Activity Area; and the relocation of the road in the Freshwater Basin foreshore area to behind the hotel site.

This long-term plan will enhance Milford Sound/Piopiotahi's natural qualities and enable passive public day use around the Freshwater Basin foreshore and the continued appreciation of the Iconic view of Mitre Peak that is internationally recognised.

This proposal is not inconsistent with the long-term vision and management of Milford Sound Piopiotahi as described above. Specifically, the proposal will not detract from Milford Sound / Piopiotahi's unique natural and cultural values or distract visitors from enjoying the place.

The proposal is also consistent with the implementation methods that seek to locate buildings and accessories, such as aerials, satellite dishes, water tanks and other similar developments on already modified sites or disturbed sites rather than sites with high natural/ecological values.

An assessment of the relevant plan provisions is contained below:

¹⁷ FNP Management Plan 2007, Section 5.3.9 Froncountry Visitor Setting, Recreation Opportunities, page 152

¹⁸ FNP Management Plan 2007, Section 5.3.9.1 Milford Sound/Piopiotahi, page 154

Section 5 – Visitor Management Settings

Section 5.3.9 – Frontcountry Visitor Management Setting

Objectives

4. *To ensure that other facilities do not have an adverse impact on the national park values of the setting or surrounding areas.*

As has been described above, the proposal seeks to utilize existing buildings and structures rather than adding new facilities to the area. The effects of the existing buildings are well established and well known.

Their small size, recessive colouring, screening from SH94 and being clustered around the access and built form of the Aerodrome all help to ensure that they are not prominent and do not detract from the grandeur of the landscape which is one of the key attributes of Milford Sound Piopiotahi.

They are also considered to be part of the infrastructure that is anticipated within an Aerodrome so therefore will not appear inconsistent with the setting when visitors arrive to this place. As such, the proposal is not inconsistent with this Objective.

Section 5.3.9.1 Milford Sound / Piopiotahi

Objectives

1. *To manage Milford Sound / Piopiotahi as a place where nature dominates, while ensuring a world-class experience for all visitors. The following attributes will be protected and enhanced:*
 - a) *A place which is reflective of its national park and World Heritage Area status;*
 - b) *A place known world-wide for its scenic grandeur;*
 - c) *A destination where the road end is the end of the journey;*
 - d) *A terminus for those whose main focus is visiting Milford Sound / Piopiotahi and its surrounds;*
 - e) *A place where a small fishing fleet can operate;*
 - f) *A place where conflicting activities are separated and managed;*
 - g) *A place where only essential staff working at Milford may live;*
 - h) *A place which offers a quiet and peaceful experience from early evening through to mid morning; and*
 - i) *A place where visitors flow through the site so as to avoid congestion and the feeling of overcrowding.*

In the consideration of this Objective it is considered that the location of the activity is appropriate. The activities that the applicant proposes are consistent with Aerodrome activities and the site is specifically designated for this purpose.

The main effects are the visual effects of the buildings and structures. To some degree, buildings and infrastructure are expected elements of an aerodrome. However, this proposal also achieves the Objective of ensuring nature and the scenic grandeur dominate through the location of the buildings which are largely screened from SH94, their low height and appropriately colouring. Being clustered near the entrance of the Aerodrome from SH94 and the airport control tower also ensures that cumulative effects of built form are minimized by not dispersing built form throughout the Aerodrome.

The proposal is therefore considered to achieve this Objective.

7. *To concentrate all non-bus visitor vehicle parking and associated infrastructure activities at the Parking Activity Area.*

The FNP Management Plan at Map 10 illustrates that a Parking Area would be created on the southern side of the Aerodrome Activity Area. The intention is to direct traffic and parking away from the foreshore of Milford Sound near freshwater basin to maintain and enhance the landscape vista in that area.

The proposal by THSL would not prevent this Objective from being implemented. As detailed above, staff parking occurs between the lease area boundary and the Aerodrome control tower. Any visitor parking or additional staff parking is directed to the public car park presently available near freshwater basin. If the parking area was relocated to Deep Water basin, there would be no impact on the proposed operations as staff and visitors will simply be directed to the appropriate parking area.

There is nothing in this proposal that would prevent the Parking Activity Area on Map 10 from being implemented. Therefore, the proposal is consistent with this Objective.

8. *To restore the Foreshore Activity Area to its natural state so as to provide large open views of Milford Sound / Piopiotahi and Mitre Peak and so that visitors are not disturbed by traffic movements.*

Similarly to the response to Objective 7 above, the FNP Management Plan seeks to redevelop Milford Sound Piopiotahi in accordance with the structure plan that is Map 10. This will direct traffic and parking away from Freshwater Basin and enhance the views and appreciation of the landscape from this area including the iconic view of Mitre Peak.

The proposed Concession will not contravene the ability to implement this structure plan as the Lease area and associated facilities fall within the Aerodrome Activity Area and therefore fit neatly with the intended structure plan.

Implementation / Policies

2. *Undertake research and implement monitoring strategies, or require this of concessionaires, to assess the effects of visitor use at Milford Sound / Piopiotahi, and any effects associated with the movements*

of visitors to and from Milford Sound / Piopiotahi on national park values and those attributes identified in the Objectives above. In particular this monitoring and research will focus on the following:

- a) What motivates people to visit Milford Sound / Piopiotahi;*
- b) Visitor flows, including modes of transport;*
- c) User groups and user types;*
- d) Duration of visit and accommodation type utilised;*
- e) Expectations and pre-departure information;*
- f) Visitor satisfaction;*
- g) Acceptability of use levels;*
- h) Identification of important values at Milford Sound / Piopiotahi; and*
- i) Preferences for alternative site management.*

It is considered that the applicant already provides for a contribution to monitoring of the effects on visitors from their flight operations at Milford Sound Piopiotahi. As detailed throughout this application, the THSL Concession for aircraft landings at Milford requires a contribution to environmental monitoring.

It is considered appropriate that this monitoring contribution remains tied to the aircraft operations and their effects. The buildings are long established and their effects known and already accepted. There is no need for additional monitoring for these.

In regards to the fuel storage, it has already been volunteered that the same terms and conditions as in the existing Concession for this facility will remain. In addition, all annual compliance certifications will be submitted to DOC within 5 days of their renewal. This can be included as conditions in any Concession. The proposal is therefore deemed to be consistent with this Policy.

- 8. All concessionaires at Milford Sound / Piopiotahi will be required, at their expense, to connect to and utilise the reticulated services, and will pay reasonable contributions to the capital cost and user charges to the service providers.*

The existing hangar building is connected to the reticulated services – as evidenced by the request for an Easement for the pipe that connects to the wastewater disposal system.

THSL acknowledge the requirement to pay appropriate contributions for the reticulated services that are used. The proposal is consistent with this Policy.

- 9. Progress the following matters in terms of traffic flow throughout Milford Sound / Piopiotahi so as to redirect traffic away from the foreshore area of Freshwater Basin. This is seen as a key measure to address the*

perceptions of congestion and overcrowding and to restore the dominance of nature to Milford Sound / Piopiotahi:

- a) Advocate that the foreshore car park be removed and this parking opportunity be relocated to Deepwater Basin (refer to the Parking Activity Area provisions). This will need to be undertaken in consultation with the existing licence holder of the foreshore car park and be provided for on a user-pays basis. In order to facilitate this, an opportunity for a shuttle service may be considered on a year round basis for the ferrying of passengers from the Parking Activity Area to the Freshwater Basin Activity Area; and*
- b) Advocate to Transit New Zealand to redirect the State Highway behind the existing hotel site away from the foreshore of Freshwater Basin. This will need to be undertaken in consultation with the lessee of the hotel site.*

As identified above, the proposal does not in any way interfere with the DOC's proposed plans to implement the Activity Area Structure Plan (Map 10) and in particular, the relocation of public parking away from Freshwater Basin to Deepwater Basin.

The proposal is not inconsistent with this Policy.

12. *In considering concession applications for Milford Sound / Piopiotahi, in addition to other statutory requirements, consideration should in particular have regard to the following:*
- a) Whether the proposal can be carried on outside of Milford Sound / Piopiotahi and Fiordland National Park;*
 - b) The potential for adverse affects on other visitor experiences at Milford Sound / Piopiotahi;*
 - c) Whether the proposed activity detracts from Milford Sound / Piopiotahi's unique natural and cultural values or distracts visitors from enjoying the place;*
 - d) Whether the proposal leads to additional vehicle movements and parking requirements not provided for by this management plan;*
 - e) Whether the applicant is well-enough equipped (expertise, finance etc) to carry through and complete the proposal; and*
 - f) Whether the applicant is willing to pay their share of infrastructure costs (refer to Implementation 1).*

In regards to (a) it has been detailed within the application that in having a permanently based helicopter operator at Milford Sound there is no other location outside of the National Park at Milford Sound that the activity could be located on.

While the activity could occur on other land outside FNP such as in Te Anau, it has been explained above how this reduces the cost effectiveness of the operation for those that use this recreational flight service and it means that a permanent helicopter operator is not based in Milford to assist with DOC management work or emergencies. The proposal located within the Aerodrome Activity Area is considered appropriate in these circumstances.

In terms of (b) and (c) it has already been described how THSL hold a separate Concession for aircraft landings at Milford Sound Piopiotahi. As such, this Concession doesn't seek to revisit the effects of the aircraft flights and associate noise.

The effects of the Lease area and associated buildings have already been described above to less than minor effects due to the colour, bulk and location and clustering with the Aerodrome built form. The buildings do not detract from the landscape and scenic grandeur of the area and form an anticipated level of development expected at an Aerodrome. As such, visitor experiences will not be diminished by this proposal.

In terms of (e), the background experience of THSL has been outlined earlier in this application. THSL have an experienced and capable team from the CEO, pilots, ground crew and administration support ensuring they are a professional and capable Concessionaire to undertake the activity and have the finance to ensure the relevant costs are covered.

In regards to (f), it has already been described above that the applicant is willing to contribute their fair share to any infrastructure and servicing costs.

Overall, the proposal is not contrary to Policy 12.

14. *The following criteria should be applied to any new building or structure or the extension or upgrade of buildings or structures located at Milford Sound / Piopiotahi:*

a) *General*

i) *Locate buildings and accessories, such as aerials, satellite dishes, water tanks and other similar developments on already modified sites or disturbed sites rather than sites with high natural/ecological values; and*

ii) *Location, design, bulk, height, form, materials, colour and reflectivity, should all be chosen to minimise visual impact.*

b) *Siting and Design*

i) *Avoid buildings and accessories on ridgelines/ hill tops, especially skylines where the structure is silhouetted against the sky;*

- ii) *Avoid buildings and accessories on steep faces where earthworks become highly visible;*
- iii) *Ensure there is a backdrop of landform and/ or tall vegetation for buildings and accessories when seen from obvious viewing points, rather than these buildings and accessories protruding onto the skyline;*
- iv) *In general, site buildings and accessories where there is a change in the landform, e.g. at the interface of mountain slope and delta and where the building is in harmony with the land contours;*
- v) *Avoid siting buildings and accessories where they visually dominate or detract from the experience of Milford Sound / Piopiotahi e.g. from SH94 the entrance road to Milford Sound / Piopiotahi or from the fiord and harbour areas;*
- vi) *Buildings and accessories should relate to their specific site and environs both in terms of scale, height, bulk and design; and*

Explanation: For example, buildings and accessories of greater height and mass could be absorbed more easily on the Freshwater Basin / Hotel site because of the mountain wall directly behind, as opposed to the Cleddau Residential Area or Deepwater Basin.

- vii) *Buildings and accessories should not dominate their surroundings nor views. In general, break up the form of buildings and accessories to decrease the apparent mass and assist with merging into the landscape.*

c) *Colour*

- i) *Avoid colours which would lead to a building appearing highly visible;*
- ii) *Avoid colours which do not derive from nor complement the colours of natural elements of the landscape (such elements include soil, rocks, streams, rivers, vegetation and the sea);*
- iii) *Use of light and/or reflective colours for large areas on buildings and accessories should be avoided; and*
- iv) *Use accent colours in dark tones on smaller areas of buildings and accessories such as window trims and doors and smaller walls;*

Explanation

In order to soften the impact of buildings and accessories in this setting, colours at the lighter end of the tonal spectrum should be treated with caution. Any colour that is used for large areas should

not be too reflective or too light. The rock and bush setting is very absorbent of light and therefore any significant area of colour that is too light tends to stand out and detract. Predominant colours should complement the natural elements of the land (such as soil, rocks, vegetation). Note this does not imply that the only colour possible is dark green or brown. Mid to dark greys, greens and browns may be the most recessive in the Milford Sound / Piopiotahi setting but the emotional response to limiting the colour range to these would be that it would be too drab. By accenting smaller areas on buildings and accessories with a brighter hue but not necessarily tone can help lighten a building with little visual impact from a distance. The use of colour for accents could include red, navy blue, purple, i.e. dark colours which are recessive from a distance but add visual interest when closer.

- d) *Materials*
 - i) *Avoid highly reflective materials;*
 - ii) *Use materials that are natural in character and visually complement the Milford Sound / Piopiotahi landscape; and*
 - iii) *Natural wood, hard dense stone and metal to be the predominant materials for buildings and accessories.*
- e) *The applicant, in their Assessment of Environmental Effects, will need to demonstrate it meets the above criteria; and*
- f) *All applications for facility and structure development should be submitted to an advisory panel of architects and landscape architects who should provide recommendations to the Department of Conservation. This panel composition should be determined by the Department of Conservation.*

This Policy and its supporting criteria are not entirely relevant as the Policy states that these criteria should be applied to any new building or structure or the extension or upgrade of buildings or structures located at Milford Sound Piopiotahi.

Notwithstanding that the proposal seeks to re-use existing buildings rather than create new ones or undertake alterations, an assessment of criteria (a)-(f) can still be made to determine how these buildings fit in to the Policy direction for the area.

In regards to (a), the buildings are located on a disturbed site and will not result in further disturbance of areas with high natural/ecological values. The site is also designated by way of Map 10, to be part of an Aerodrome where such infrastructure is anticipated to occur.

The bulk, location and external appearance of the existing buildings minimises their visual impact within the environment. Specially, the buildings are recessively coloured,

clustered with the Aerodrome built form and screened from most views from SH94 by the native forest. They do not detract from the iconic landscape vistas obtained in this area.

In regard to (b), the buildings do not breach any skylines or ridges nor are they sited on prominent and/or steep hill sides. For visitors looking towards the site from Deepwater Basin or on arrival and departure from the Aerodrome the buildings have a backdrop of native forest.

The bulk and location of the existing buildings ensures that they are not prominent from and do not detract from or dominate the visual experience of Milford Sound Piopiotahi from SH94 or the fiord and harbour areas.

The buildings relate to the site and environment. They are directly associated with Aerodrome activities and represent the sort of small scale aviation infrastructure that can be expected at an Aerodrome of this size. The height bulk and design particularly of the hangar building is dictated by the requirements for housing the aircraft. However, both the hangar and the office building are modestly sized for their requirements and are appropriately coloured to be recessive in the sensitive environment.

In regards to (d), the buildings do use non-reflective colours and materials. The main hangar building is Karaka Green which has a light reflectance value of 8% and both the hangar and office buildings are recessive when considered in context with the dark green backdrop of the native forest between them and SH94.

In regards to (f), it is understood that there is no advisory panel that has been setup by the DOC for consideration of new buildings. As such, this Policy couldn't be implemented but regardless, the proposal is to re-use the existing buildings rather than making physical alterations or constructing new facilities.

24. *Activities undertaken at Milford Sound / Piopiotahi will occur in accordance with the prescriptions of the following Activity Areas (refer to Map 10):*

- a) *Deepwater Basin Activity Area;*
- b) *Freshwater Basin Activity Area;*
- c) *Aerodrome Activity Area;*
- d) *Accommodation Activity Area;*
- e) *Visitor Services Activity Area;*
- f) *Foreshore Activity Area;*
- g) *Parking Activity Area; and*
- h) *Milford Lodge Activity Area.*

It has already been identified above how this proposal falls within the Aerodrome Activity Area and it is considered to be appropriately located given the buildings and fuel tank storage are directly associated with aviation activities.

In addition, the proposal will not adversely affect the DOC's aspirations to change the layout of Milford Sound Piopiotahi and in particular, the location of traffic routes and parking in accordance with the structure plan illustrated by Map 10.

The proposal is therefore not inconsistent with this Policy.

Aerodrome Activity Area

37. *Management direction for this Activity Area is outlined in section 5.5 of this Plan.*

An assessment of the relevant provisions in Section 5.5 is provided in detail in the following section of this application.

Section 5.4 - Concessions

Objectives

1. *To enable a range of appropriate, high-quality commercial visitor services to be provided through the granting of concessions which are compatible with the visitor settings described in this plan and national park values, and which will ensure adverse effects on natural, cultural or historic resources are minimised.*
2. *To grant concessions (including variations to existing concessions) in such a way that their adverse effects can be understood and monitored in the context of other general independent use of Fiordland National Park.*

The proposal if granted will provide for the on-going operation of a successful aviation business that provides visitor/recreational flight operations from Milford Sound Piopiotahi. The activity and the buildings occur within the Aerodrome Activity Area and are considered compatible with the Front Country Visitor Management Zone in which the site is located.

The buildings and the activity itself, does not introduce any new effects on the natural, cultural or historical resources of the area. As such, it is considered to achieve Objective 1.

As identified throughout this application the flight operations associated with THSL's business are controlled by the existing Concession for aircraft landings at Milford Sound Piopiotahi and this Concession contains existing monitoring requirements in regard to the environmental effects of aircraft operations in this area. It is appropriate that the aircraft monitoring requirements lie with that Concession.

It has however been volunteered that all annual certifications for the fuel tank under the relevant HSNO regulations can be conditioned to be forwarded to the DOC to ensure the tank is monitored and achieves the relevant standards throughout the term of the Concession.

Similarly, all Site Environmental Management Plans, health and safety plans, air operators certificates and insurance certificates of currency can be conditioned to be submitted to the DOC including all renewals, throughout the term of the Concession to ensure the operation is monitored and operated appropriately.

With such conditions imposed, the proposal will achieve Objective 2.

Implementation / Policies

2. *Concessions (including variations to existing concessions) should only be granted if they are consistent with the provisions of section 5.3 (visitor settings) and other relevant sections of this plan.*

The relevant provisions of Section 5.3 and in particular 5.3.9.1 of the FNP Management have been assessed above and the proposal found to be consistent. As will be shown below, the proposal is also consistent with the other relevant provisions of this plan.

3. *Overall, concession operations should be kept at levels that do not detract from other visitors' use and enjoyment and national park values. This may mean limiting the number of operators or frequency of operations in some areas, particularly where opportunities being provided are toward the remote or wilderness end of the spectrum. Where the impacts of increasing visitor numbers to a place are unknown, a cautious approach should be taken. When assessing applications, the cumulative impact of concessionaires in an area will be considered. Visits to specific natural attractions will only be considered where general public access and enjoyment is not adversely affected.*

It has been detailed above how this proposal will not detract from visitors use and enjoyment of the area. The buildings and lease area do not detract from the grandeur of the landscape and the iconic views that are world renowned from this location due to their discreet, clustered location, recessive colour and materials, low bulk, backdrop of forest and no skyline or ridgeline breaches.

The facilities for which approval is sought and the business of helicopter flights is deemed to be entirely acceptable proposal within the Aerodrome Activity Area and Front Country Visitor Management Zone.

The applicant is the only helicopter operator based at Milford Sound Piopiotahi and therefore cumulative effects of this Lease and the associated structures are not considered to be a relevant issue for the consideration of this application.

4. *Among other conditions all concessions should, where relevant, stipulate the following:*
 - a) *Limits on the number of guides/vessels/aircraft allowed to operate by virtue of the concession at any one time;*
 - b) *Maximum group sizes (refer to section 5.3 Visitor Settings);*
 - c) *Clearly defined areas of operation;*

- d) *Clearly defined maximum permitted frequencies of use;*
- e) *Explicit concession monitoring requirements;*
- f) *Required behaviours to avoid adverse impacts on national park values; and*
- g) *Requirement to provide information at least annually detailing the time, frequency, location, number of clients and purpose of any activity approved by the concession.*

THSL has no issue with the relevant parts of this Policy being implemented through conditions. For example, clearly defining the lease area to be in accordance with the plans provided, outlining the monitoring requirements, required behaviours and details of Concession activity.

5. *Structures, facilities and services (e.g. huts and tracks) ancillary to commercial recreation/tourism activities will only be considered where it can be demonstrated that they cannot be undertaken outside Fiordland National Park or the use of existing Fiordland National Park facilities is not possible.*

It has already been discussed earlier in this application that THSL will be the only permanently based helicopter operator in Milford Sound Piopiotahi. They will provide recreational flight services for clients as well as undertake management flights for DOC and be available for emergencies.

There is no private land at Milford Sound Piopiotahi that would enable the operations to be undertaken outside of FNP. While the company has bases elsewhere i.e. Te Anau, the time and costs of operating from bases further afield reduces the financial viability of the commercial operations and would also leave Milford Sound without an emergency helicopter operator based there.

The proposal is therefore not contrary to this Policy.

7. *Monitor concessions to:*

- a) *Assess whether there is compliance with concession conditions;*
- b) *Assess whether adverse effects (including cumulative effects) on natural, cultural or historical values or on the recreation opportunities and experience of other visitors are minimised; and*
- c) *Assess whether the total commercial use is within any limits set for the area. Priority areas for this type of monitoring will include: aircraft access across Fiordland National Park, visitor activity at Milford Sound / Piopiotahi and Deep Cove, day visits to Key Summit, commercial jet boat use of the Wairaurahiri River, commercial use of historical sites in the southern fiords and any other sites at which limited opportunities have been identified in this plan (refer also to sections 5.3 Visitor Settings, 5.5 Aircraft Access and 5.6 Boating and Facilities of this plan).*

Concessionaires may be required to contribute to all or part of this monitoring.

THSL is happy to accept conditions on any future Concession and has detailed this above particularly in regards to the on-going fuel storage and use.

Contributions to aircraft effects monitoring are already enabled through the Milford Landing Concession and it is appropriate that this monitoring stays directly with that Concession.

10. *Concessionaires will take primary responsibility for the safety of their clients. Concessionaires will be required to provide an independently audited safety plan unless it is determined by the Department of Conservation that the activity does not require it.*

THSL has no issue with conditions to this effect being imposed on any Concession and has already volunteered this as part of their application.

14. *In order to manage the effects of concessionaire activity, concessionaires should be required to use waste management and energy efficient technologies appropriate for the natural characteristics and values of the specific location.*

It is considered that THSL will use appropriate waste management by way of their connection to the Milford communal wastewater system.

Section 5.5 – Aircraft Access

Objectives

1. *To manage aircraft access in a way that facilitates public use and enjoyment of Fiordland National Park but does not have unacceptable adverse effects on natural values or visitors to Fiordland National Park.*
4. *To monitor both the level of aircraft access in Fiordland National Park and its effects on other Fiordland National Park visitors.*

This proposal does not seek to increase any landing rights at Milford Aerodrome. The aircraft landing rights are dealt with under a separate Concession and are monitored as part of the conditions of that Concession.

The proposal will be undertaken within the Front Country Visitor Management Zone, an Icon Destination and the Aerodrome Activity Area. As such, this proposal is considered to be appropriately located such that the buildings and associated aviation activities will not have adverse effects on the values of FNP and in particular Milford Sound Piopiotahi.

Implementation / Policies

1. *All aircraft operators landing in Fiordland National Park require a concession, except landings for emergency or search and rescue purposes or landings undertaken by the Department of Conservation or its contractors for management purposes. Although landings for search and rescue, emergencies and park management purposes will be unrestricted, the number of landings will still be monitored and landings for park management purposes should, where practical, occur at locations, times and frequencies that minimise the impact on natural values or visitors to Fiordland National Park. The Department of Conservation should use aircraft concessionaires for management operations within Fiordland National Park where possible.*
5. *Endeavour to ensure that users of Fiordland National Park have realistic expectations of aircraft use. This message will be promoted in publications, at visitor centres and through the Department of Conservation's website.*
10. *All concessions authorising landings within Fiordland should include a condition requiring concessionaires to pay a monitoring fee to fund the Department of Conservation's research and / or monitoring of effects associated with landings within Fiordland.*
22. *The level of aircraft use and its effects in Fiordland National Park and on areas adjoining Fiordland National Park should be monitored with research being undertaken where appropriate. Priority will be given to the following (in no particular order):*
 - a) *Assessing the effects of aircraft landings/takeoffs at Milford Sound / Piopiotahi and on the areas affected by the associated flight paths;*
 - b) *Understanding use levels and purpose of landings/takeoffs of aircraft within Fiordland National Park, particularly in remote areas; and*
 - c) *Assessing the effects of aircraft on wilderness and remote users of Fiordland National Park.*

The majority of these Policies are management oriented and direct the DOC to undertake monitoring and for what purpose. Policy 10 is most relevant to this application and as already identified above, it has been advised that THSL holds Concession's for landing at Milford Aerodrome which deal with monitoring contributions towards the effects of aircraft landings. No further contribution is required over and above that in the existing Concession.

Section 5.5.2 – Milford Aerodrome

Objectives

1. *To manage aircraft access in a way that facilitates public use and enjoyment of Fiordland National Park but does not have unacceptable adverse effects on natural values or visitors to Fiordland National Park.*
4. *To monitor both the level of aircraft access to Milford Aerodrome and its effects on other Fiordland National Park visitors.*

The proposal will facilitate public use and enjoyment of FNP by enabling THSL to continue providing financially viable helicopter flights to FNP from its Milford base. The effects of being based at Milford Aerodrome are not deemed to be unacceptable in terms of effects on natural values. Specifically, the operation is based within the Front Country Zone of an Icon Destination and within an Aerodrome Activity Area.

Large numbers of visitors are expected to this area by both car and aircraft and the operation of commercial aircraft is part of the anticipated activities for visitors that come to this area. Along with DOC's role to manage the visitor expectations as per Policy 5 in Section 5.5. outlined above, the proposal will fit within the anticipated character of Milford Sound Piopiotahi. The proposal is therefore expected to achieve Objective 1.

In regards to Objective 4, this is a management Objective but THSL are not opposed to monitoring the level of aircraft access to the Aerodrome and its effects on visitors to FNP. As outlined above, it is considered that this monitoring and its funding requirements from Concessionaires is best dealt with through the aircraft landing Concessions held by the respective Concessionaires than through this application for a Lease of the operational areas and buildings.

Implementation / Policies

1. *To protect national park values and visitor experience at Milford Sound / Piopiotahi a concession will be required for all landings / take-offs at Milford Aerodrome:*
 - a) *All regular and irregular landings and take-offs should be restricted to the Milford Aerodrome Activity Area except:*
 - (i) *For management activities carried out by the Department of Conservation; and*
 - (ii) *For activities associated with heavy lifts from Deepwater Basin associated with the fishing industry, which are those fishing-related activities that are unable to be undertaken at Milford Aerodrome and for which a concession has been granted.*

As identified above, THSL holds Concessions for regular aircraft landings at Milford Aerodrome. This activity is not seeking to alter the existing Concession arrangements for flight/landing activity.

- b) *Milford Aerodrome will be managed in accordance with the following conditions:*
- (i) *The length of the runway will not exceed its existing footprint except as otherwise provided by legislation; and*
 - (ii) *The hours of operation for all landings and take-offs will be restricted to 8.30am – 6.00pm except that consideration may be given to extending the hours of operation in the following circumstances:*
 - (A) *By way of concessions for filming permits where the proposed filming is advocating protection of and / or is otherwise in keeping with Section 4 of the National Parks Act 1980 and it is essential to operate outside of the stated operational hours to achieve the above. This shall be in accordance with section 5.13 Filming;*
 - (B) *By way of concessions for one-off aircraft landings/take-offs if considered necessary and able to be justified (in accordance with Implementations 6 to 13 below);*
 - (C) *The servicing of aircraft authorised by way of a concession in the event it is required for flight safety reasons only;*
 - (D) *For pilot training purposes authorised by way of concession;*
 - (E) *For management activities of Fiordland National Park carried out by the Department of Conservation; and*
 - (F) *For one existing operation based at Milford Aerodrome where it is necessary to carry out activities outside of the normal operating hours authorised by way of concession. This opportunity should be limited to one concession;*

THSL proposal is not inconsistent with the abovementioned requirements. Point (f) is particularly relevant and is directed towards the operation of the Lease area and Concession for the site that was recently transferred from Milford Helicopters Ltd to THSL.

The proposal will be consistent with this specific Policy if the DOC grant this Concession as there will still be only one operator based at the Aerodrome it has just changed from Milford Helicopters Limited to THSL.

- (iii) *Any activities and facilities provided for at the aerodrome will be those that are essential for operating the aerodrome only, though may include passenger toilet facilities.*

The hangar building, office, fuel storage and the activities undertaken by THSL are necessary for operating their services at the Aerodrome and not deemed to be inconsistent with this Policy.

14 *Research and/or monitoring will be undertaken from 2006 to 2011 and then as necessary or required in consultation with affected parties to determine the effects of regular and irregular aircraft landings / take-offs at Milford Aerodrome on:*

- a) *Visitors to Fiordland National Park; and*
- b) *National Park values (including areas of the National Park within the flight path of aircraft using Milford Aerodrome to land and take-off).*

This is really a management Policy that is not directly relevant to the proposal. As identified above, the existing aircraft landing Concessions that authorise landings at Milford Aerodrome including those held by THSL, include conditions requiring contributions to monitoring of these effects.

It is appropriate that the monitoring requirements including contributions to the costs of such, remain tied to the Concessions that authorise the aircraft landings at Milford Aerodrome.

15. *Research will be consistent with section 5.3.9.1 Milford Sound / Piopiotahi and section 5.16 Visitor Monitoring and will be externally peer-reviewed by expert/s in visitor research prior to the commencement of the research.*

As above, this is a management directive and is not particularly relevant to this proposal by THSL.

16. *The Department of Conservation will use the results of research and/or monitoring carried out under Implementation 14 to provide guidance on the number of regular and irregular aircraft landings and take-offs that should be permitted at Milford Aerodrome in accordance with Implementations 18-21.*

Again, this is a management directive and is not particularly relevant to this proposal by THSL.

17. *All concessions authorising regular and irregular landings and take-offs at Milford Aerodrome should include a condition requiring concessionaires to pay a monitoring fee to fund the Department of Conservation's research and/ or monitoring of adverse effects of regular and irregular landings and take-offs at Milford Aerodrome.*

As identified above, the existing aircraft landing Concessions that authorise landings at Milford Aerodrome including those held by THSL, include conditions requiring contributions to monitoring of these effects.

It is appropriate that the monitoring requirements including contributions to the costs of such, remain tied to the Concessions that authorise the aircraft landings at Milford Aerodrome.

Section 6.15 – Access and Utilities

Utility is defined in the FNP Management Plan as: Includes, but is not limited to, structures and infrastructure for telecommunications, energy generation and transmission, oil and gas production and distribution, sewerage provision, water supply and flood control, roads and airstrips, hydrological and weather stations.

The proposal is not considered to fall within this definition although the oil and gas distribution and airstrips activities loosely fall within the applicants activities and area of operation and the proposal does seek an Easement for wastewater disposal. For the avoidance of doubt, this section has been assessed.

Objectives

- 1. To allow land uses or activities requiring concessions only where they will not significantly compromise natural, historical and cultural or recreation values, and their purposes cannot be reasonably achieved by other means on other land.*

It has already been identified above how the proposal does not compromise natural and recreational values. This is achieved by the location, clustering, and bulk of the existing buildings along with their appropriate colours and materials that are recessive and blend in with the backdrop of forest.

The buildings do not breach skylines or ridges and do not detract from the iconic views of the landscape that Milford is renowned for. The activity is appropriately sited within the Aerodrome Activity area where such use and infrastructure is anticipated.

It has also been described in the proposal that the activity cannot be undertaken on land located outside of FNP for a range of reasons including, the services offered become less affordable if having to operate from other bases outside of FNP and there would no longer be a permanent operator located at Milford Aerodrome for emergency purposes.

The proposal is not considered to be inconsistent with this Objective.

Implementation / Policies

- 1. All applications to use lands in Fiordland National Park involving vegetation clearing, earthworks or the erection of any structure will require an environmental impact assessment which should clearly show that all alternatives have been investigated. Applications should only be accepted if the report shows the application to be acceptable in terms of minimising adverse impacts on natural values.*

This proposal is unique in that there are no new structures proposed and no physical works such as vegetation clearance and earthworks. The structures and facilities already exist on site and the effects of the proposal are therefore considered to lie largely with the ongoing visual effects.

These have been assessed in the application and previous sections above to be acceptable. The proposal is not inconsistent with this Policy.

2. *Any construction on lands administered by the Department of Conservation as a result of an approved concession, will be subject to performance conditions and the deposit of a performance bond to guarantee compliance with conditions and remedying of any unforeseen effects of constructions.*

As above, this proposal does not seek to undertake any new construction or physical improvements. Accordingly, a performance bond is not deemed necessary for this Concession application.

4. *Concessions may be granted for, but not limited to, network utility operators (e.g. telecommunications and electric power supply) for such things as cables and pipelines (refer also to section 6.11 Telecommunication Facilities).*

THSL seek an Easement for a wastewater pipeline. This Policy indicates that a Concession for this purpose may be granted. As the proposal does not involve any new ground disturbance works because the infrastructure is existing, there will be no adverse effects on the environment. It is considered appropriate for the DOC to use their discretion and grant approval for this Easement.

5. *All other concessions may be for finite terms and will be subject to the payments of market rentals or royalties.*

THSL acknowledge that the Concession if granted, will be for a finite term. The proposal has specified that a term of 30 years is sought. THSL also acknowledge that payment of a rental will be a requirement of the Concession if granted and will accept conditions requiring a reasonable rental fee.

8. *If a concession over land administered by the Department of Conservation is no longer required, then the work for which the easement was required will be removed and the land over which it passed returned as near as practicable to its natural state.*

This Policy is acknowledged by THSL and it is expected that a condition to this effect will be included on the Concession decision if granted.

Summary of Effects

Overall, the proposed activity is considered to be consistent with the relevant Outcomes, Objectives and Policies of the General Policy for Conservation, General Policy for National Parks, the Southland CMS and the FNP Management Plan.

As a result, it is considered that the proposal will enable THSL to continue to provide a quality and cost effective service to fly recreationists to access public conservation lands within FNP whilst adequately protecting the values of Milford Sound Piopiotahi.

I trust that the information contained within this correspondence and the **attached** Department of Conservation application forms clearly articulate the proposal.

Should you have any questions or require clarification regarding this proposal, please do not hesitate to contact the writer.

Yours faithfully

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

Sean Dent
DIRECTOR

SOUTHERN PLANNING GROUP
19317 – THSL MILFORD CONCESSION



The Department recommends that you contact the Department of Conservation Office closest to where the activity is proposed to discuss the application prior to completing the application forms. Please provide all information requested in as much detail as possible. Applicants will be advised if further information is required before this application can be processed by the Department.

This form is to be used when the proposed activity is the building or use of any private or commercial facility or structure on public conservation land managed by the Department of Conservation. Examples may include lease of land to erect an information centre; authorisation to erect a weather station; or construct or lease a private/commercial campground or lodge. This form is to be completed in conjunction with either Applicant Information Form 1a (longer term concession) or Applicant Information Form 1b (one-off concession) as appropriate.

Please complete this application form, attach Form 1a or Form 1b, and any other applicable forms and information and send to permissions@doc.govt.nz. The Department will process the application and issue a concession if it is satisfied that the application meets all the requirements for granting a concession under the Conservation Act 1987.

If you require extra space for answering please attach and label according to the relevant section.

A. Description of Activity

Please describe the proposed activity in detail – where the site is located, please use NZTM GPS coordinates where possible, what you intend to use the building for, whether you intend to make any changes to the infrastructure.

Please include the name and status of the public conservation land, the size of the area for which you are applying and why this area has been chosen.

If necessary, attach further information including a map, a detailed site plan and drawings of proposal and label Attachment 3b:A.

Please see attached application & specifically the plan at appendix C

B. Alternative sites considered

If your application is to **build, extend or add** to any permanent or temporary structures or facilities on public conservation land, please provide the following details:

- Could this structure or facility be reasonably located outside public conservation land? Provide details of other sites/areas considered.
- Could any potential adverse effects be significantly less (and/or different) in another conservation area or another part of the conservation area to which the application relates? Give details/reasons

Continued use of existing structures.

C. Larger area

Is the size of the area you are applying for **larger** than the structure/facility

YES / NO

If **yes**, please detail the size difference in the box below, and answer the following 3 questions, if no please go on to the next section:

Hanger is 261.5m² lease area is 1320m². Lease area includes a small site office, fuel tank, door rail supports & sealed area large enough to park helicopters.

Is this necessary for safety or security purposes?

YES / NO

Is this necessary as an integral part of the activity?

YES / NO

Is this essential to carrying on the activity?

YES / NO

If the answer to any of the above is yes, please provide details and attach supporting evidence if necessary and label Attachment 3b:C.

D. Exclusive possession

Do you believe you need **exclusive possession** of the public conservation land on which your structure/building is located, ie no one else can use the land during your use of it? YES / NO

(Exclusive occupation requires a lease which requires public notification of the application)

If **yes**, please answer the following 3 questions, if no please go to the next section:

Is exclusive possession necessary to protect public safety?

YES / NO

Is exclusive possession necessary to protect physical security of the activity?

YES / NO

Is exclusive possession necessary for the competent operation of the activity?

YES / NO

If the answer to any of the above is yes, please provide details and attach supporting evidence if necessary and label Attachment 3b:D.

E. Technical Specifications (for telecommunications sites only)

Frequencies on which the equipment is to operate

Power to be used (transmitter output)

Polarisation of the signal

Type of antennae

The likely portion of a 24 hour period that transmitting will occur

Heaviest period of use

F. Term

Please detail the length of the term sought (i.e. number of years or months) and why.

Note: An application for a concession for a period over 10 years must be publicly notified, an application for a concession up to 10 years will not be publicly notified unless the adverse effects of the activity are such that it is required, or if an exclusive interest in the land is required.

30 years

G. Bulk fuel storage

Under the Hazardous Substances and New Organisms Act 1996 (HSNO Act) 'Bulk fuel storage' is considered to be any single container, stationary or mobile, used or unused, that has a capacity in excess of 250 litres of Class 3 fuel types. This includes petrol, diesel, aviation gasoline, kerosene and Jet A1. For more information on Hazardous Substances, go to:

<http://www.business.govt.nz/worksafe/information-guidance/legal-framework/hsno-act-1996>

Do you intend to store fuel in bulk on the land as part of the activity?

YES / NO

If you have answered yes, then please provide full details of how and where you intend to store the fuel, and label any attachments including plans, maps and/or photographs as Attachment 3b:G. If your concession application is approved you will be required to provide a copy of your HSNO compliance certification to the Department before you begin the activity.

In the existing 40,000l fuel tank this application is intended to encapture + supersede the existing fuel tank concession 50838-OTH

H. Environmental Impact Assessment

This section is one of the most important factors that will determine the Department's decision on the application. Please answer in detail.

In column 1 please list all the locations of your proposal, please use NZTM GPS coordinates where possible. In column 2 list any special features of the environment or the recreation values of that area. Then in column 3 list any effects (positive or adverse) that your activity may have on the values or features in column 2. In column 4 list the ways you intend to mitigate, remedy or avoid any adverse effects noted in column 3. Please add extra information or supporting evidence as necessary and label Attachment 3b:H.

Refer to Steps 1 and 2 in your Guide to Environmental Impact Assessment to help you fill in this section.

Location on public conservation land	Special feature or value	Potential effects of your activity on the feature or value (positive or adverse)	Methods to remedy, mitigate or avoid any adverse effects identified
EG: Tararua Forest Park <i>Fjordland National Park Landscape</i>	Northern rata - threatened species <i>Landscape</i>	Damage to the plants by construction <i>building - prominence & ground appearance.</i>	Brief construction and maintenance staff of the location and importance of the species; clearly tape off areas with the species to avoid damage <i>Maintain appropriate colours & materials. No new buildings or additions to existing buildings are proposed.</i>

I. Other

Is there any further information you wish to supply in support of your application? Please attach if necessary and label Attachment 3a:1.

See attached application + appendices B-F.

Application for an Easement on Public Conservation Land



Department of
Conservation
Te Papa Atawhai
New Zealand Government

Is this the right application for me?

Use this application form if you seek an easement concession across public conservation land, either to benefit other land or in gross (e.g. right of way), for the following purpose:

- a right to convey water.
- a right to drain water.
- a right to drain sewage.
- a right of way.
- a right to convey electricity.
- a right to convey telecommunications.
- a right to convey gas.

Use this form for new applications and variations to an existing easement concession across land administered by the Department of Conservation (DOC).

How do I complete this application form?

- Complete all sections of this form.
- DOC encourages electronic applications (e.g. a typed Word document), rather than handwritten applications. Electronic applications are easier to read and less likely to be returned to you for clarification.
- If you need extra space, attach or include extra documents and label them according to the relevant section. Record the document details in section **L Attachments**.
- It is recommended that you read the standard and optional terms and conditions in the concession (easement) template¹ to inform your application.

Personal information will be managed by DOC confidentially. For further information check DOC's privacy and security statements.

If I need some help, where do I get more information?

- Check DOC's Access/Easement² webpage.
- Arrange a pre-application meeting (either face to face or over the phone) by contacting the local DOC office³ closest to where your activity is taking place. You can use DOC maps⁴ to identify which District Office you should contact. Or arrange a meeting with any of our offices that process concessions⁵ – choose the one closest to where the activity is proposed.
- It is recommended that you seek legal advice for guidance when completing this form.

¹ <https://www.doc.govt.nz/globalassets/documents/about-doc/concessions-and-permits/concessions/concession-contract-easement.pdf>

² <https://www.doc.govt.nz/get-involved/apply-for-permits/business-or-activity/access-easements/>

³ <https://www.doc.govt.nz/footer-links/contact-us/office-by-name/>

⁴ <http://maps.doc.govt.nz/mapviewer/index.html?viewer=docmaps>

⁵ <https://www.doc.govt.nz/get-involved/apply-for-permits/contacts>

Have you considered DOC's statutory planning documents?

Your easement concession must not be inconsistent with [DOC's relevant statutory planning documents](#)⁶ as they set out how DOC and our Treaty partners manage public conservation land. Statutory planning documents can have a direct impact on your application.

Book a pre-application meeting with DOC staff if you require assistance navigating DOC's statutory planning documents.

Have you considered the environmental effects of your easement concession?

It is your responsibility, as the applicant for the concession (easement), to **provide a detailed description** of the:

- Activity.
- The potential effects.
- Ways that you can remedy, mitigate or avoid any potential adverse effects.

A list of potential effects is supplied in this application form, under section **K Effects Assessment** for you to consider and attach to this application. The size and scale of your environmental effects assessment should be in proportion with the size and scale of the activity and its potential effects. You will need to describe the existing environment, the potential effects and describe your methods to avoid, remedy or mitigate these effects. For further information check [DOC's Environmental Impact Assessment](#)⁷ and [DOC's guide to preparing your environmental impact assessment](#)⁸. We also recommend that you read the standard conditions in the [concession \(easement\) template](#)⁹ about protecting the environment to inform your application. In many cases an Assessment of Environmental Effect (AEE) prepared for a resource consent under the Resource Management Act 1991 may be sufficient.

Book a pre-application meeting with DOC staff if you require assistance in scoping the environmental effects you will need to consider in your application.

How do I submit my application?

Email your completed application, recommended location forms, and any other attachments to:

permissions@doc.govt.nz

What happens next?

Once received, your application will be assessed by DOC. If your application is complete, DOC will begin processing.

If your application is incomplete it will be returned to you for more information.

Why does DOC ask for this information?

The questions in this application form are designed to cover the requirements set out in conservation legislation. Your answers allow us to assess:

- The effects of your activity and your proposed methods to avoid, remedy or mitigate any adverse effects of the activity.
- Your qualifications, resources, skills and experience to adequately conduct the activity on public conservation land.

⁶ <https://www.doc.govt.nz/about-us/our-policies-and-plans/statutory-plans/>

⁷ <https://www.doc.govt.nz/get-involved/apply-for-permits/managing-your-concession/environmental-impact-assessment/>

⁸ <https://www.doc.govt.nz/globalassets/documents/about-doc/concessions-and-permits/concessions/guide-to-environmental-impact-assessments.pdf>

⁹ <https://www.doc.govt.nz/globalassets/documents/about-doc/concessions-and-permits/concessions/concession-contract-easement.pdf>

- Your creditworthiness is a factor in determining whether DOC should extend credit to you and set up a DOC customer accounts receivable credit account for cost recovery. To make this assessment DOC will supply your information to a credit checking agency.

Note: Information collected by DOC will be supplied to a debt collection agency in the event of non-payment of payable fees.

Treaty Partner consultation

DOC has a statutory responsibility to give effect to the principles of the Treaty of Waitangi. One component of this may be DOC consulting with Treaty Partners about your application. This consultation will feed into DOC's decision-making process. More information can be found on the DOC website on our [iwi/hapū/whānau consultation](#)¹⁰ page.

Contact your local [DOC office](#)¹¹ if you require further information about consultation.

What fees will I pay?

You may be required to pay a **processing fee** for this application regardless of whether your application is granted or not. You may request an estimate of the processing fees for your application. If you request an estimate, DOC may require you to pay the reasonable costs of the estimate prior to it being prepared. DOC will not process your application until the estimate has been provided to you. In addition, if you are granted an easement concession over public conservation land you may also be required to pay a **bond, insurance, monitoring fees and ongoing concession easement activity¹² and management fees**. Minor easement concession fees are listed on the [Access/Easement](#)¹³ page on the DOC website.

DOC will invoice your processing fees after your application has been considered. If your application is large or complex, DOC may undertake billing at intervals periodically during processing until a decision is made. If you withdraw your application DOC will invoice you for the costs incurred up to the point of your withdrawal.

Your application will set up a credit account with DOC. See the checklist at the end of the form for the terms and conditions you need to accept for a DOC credit account.

Will my application be publicly notified?

- Your application for an easement concession may be publicly notified if having regard to the effects of the activity it is considered appropriate to do so.¹⁴

What does DOC require if my application is approved?

If your application is approved DOC may require:

- **Insurance** to indemnify the Minister of Conservation against any claims or liabilities arising from your actions. The level of insurance cover will depend on the activity.
- A **bond** may be required to be in place before undertaking your activity.¹⁵

Note: The Minister can vary the easement concession if the information on which the easement concession was granted contained material inaccuracies. DOC may also recover any costs incurred.

¹⁰ <https://www.doc.govt.nz/get-involved/apply-for-permits/iwi-consultation/>

¹¹ <https://www.doc.govt.nz/footer-links/contact-us/office-by-name/>

¹² <https://www.doc.govt.nz/get-involved/apply-for-permits/managing-your-concession/ongoing-concession-fees/>

¹³ <https://www.doc.govt.nz/get-involved/apply-for-permits/business-or-activity/access-easements/>

¹⁴ <http://www.legislation.govt.nz/act/public/1987/0065/latest/DLM7475509.html>

¹⁵ <http://www.legislation.govt.nz/act/public/1987/0065/latest/DLM104654.html>

Registration

If you wish to register the easement concession on the Record of Title (formerly known as a Certificate of Title) you need to:

- Discuss with DOC your intention to register your application.
- Record your intent to register in section **M Registration on a Record of Title**.
- Gain DOC's permission to register your application.
- Engage your own legal advice to complete your registration.
- Check the conditions in the concession (easement) template.
- Provide detailed plans to DOC (GIS shapefiles (.shp) are recommended).

Note: The applicant will be responsible for registering the easement concession and all the costs of registration.

A. Applicant details

Legal status of applicant (tick)

Individual (Go to ①)

Registered company (Go to ②) Trust (Go to ②)

Incorporated society (Go to ②) Other (Go to ②)

① Applicant name (individual)

Phone

Mobile phone

Email

Physical address

Postal address (if different from above)

Postcode

Postcode

② Applicant name (full name of registered company, trust, incorporated society or other) *Te Anau Helicopter Services Limited*

Trading name (if different from applicant name)

NZBN (To apply go to: <https://www.nzbn.govt.nz>) *94290410921* Company, trust or incorporated society registration number *495 7020*

Registered office of company or incorporated society (if applicable) *Findex, 173 Spey Street, Invercargill, 9810*

Company phone *0800 234 890* Company website *teanauheliptes.com*

Contact person and role *Graeme Burgess - CEO*

Phone *[redacted]* Mobile phone *027 334 2836*

Email *ops@teanauheliptes.co.nz*

Postal address *42 Aviation Drive, Te Anau* Postcode *9679*
Manapouri Airport Postcode

B. Variation of an existing easement concession.

Is this application *varying* an existing easement concession?

No

Yes

Easement concession number you wish to vary

C. Pre-application meeting

Have you had a pre-application meeting or spoken to someone in DOC in relation to this application?

No

Yes

If yes, state when and who you met/spoke with.

Vicki Crosbie has been contacted about the overall lease proposal but specifics of this Easement have not been discussed.

D. Location and nature of the proposed easement concession

Name (physical description/common name) and land status of public conservation land on which the concession (easement) will cover.

Mitford Aerodrome Fiordland National Park

Will your easement concession benefit other land?

No

Yes

If yes, provide the Lot, Deposited Plan (DP) and record of title of the other land that the easement concession will benefit.

Provide the following documents (as attachments) and record the document details in the section L Attachments of this form:

- **Detailed site plan** - with proposed easement, for example:
 - For a road: the length, width, area and position where the easement will be situated.
 - For a pipe: length, width, diameter of the pipe, area and position where the easement is situated.
- **Map of the site**
- **Aerial photo** of the site
- **Drawings of the proposal** (DOC's recommendation is for a GIS shapefiles (.shp) especially if you are going to register the easement on the title of the land)
- **GPS coordinates** (if available) and **provisional survey plan** (if available).

Record the document details in the section L Attachments of this form.

E. Description of activity

Select (by ticking the box) all the easement concession types you are applying for:

A right to convey water:	<input type="checkbox"/>
A right to drain water:	<input type="checkbox"/>
A right to drain sewage:	<input checked="" type="checkbox"/>
A right of way:	<input type="checkbox"/>
A right to convey electricity:	<input type="checkbox"/>
A right to convey telecommunications:	<input type="checkbox"/>
A right to convey gas:	<input type="checkbox"/>

Describe in detail the reasons for your proposed easement concession, including why an easement is required (as opposed to a lease, license or permit). Location details can be completed in section D.

Easement is required to cover an existing sewage pipe from the hangar building. The pipe sits outside the main operating area + buildings + therefore an Easement is considered most appropriate.

F. Permanent or temporary structures or facilities

As part of your easement, do you wish to build, extend or add to any permanent or temporary structures or facilities on public conservation land (e.g. pipes, pumps, pump sheds, storage tanks, towers, poles, fences, storage facilities)?

No	<input type="checkbox"/>
Yes	<input checked="" type="checkbox"/>

If yes, answer the following four questions.

- 1 Provide full details about the structure or facility (e.g. dimensions, materials, location, purpose) and methods of construction (e.g. number of people and vehicles involved).

- 2 Could your structure or facility, or addition/extension to an existing structure or facility, be reasonably located outside public conservation land?
 - If yes, provide details of other sites/areas that have been considered.
 - If no, provide reasons why existing structures or facilities outside of public conservation land are not suitable.

- 3 Could any potential adverse effects of your structure or facility (or addition/extension to an existing structure or facility) be significantly less (and/or different) in another conservation area or another part of the conservation area you are applying for? Give details/reasons.

4

Could you use an existing structure or facility? Could you use the existing structure or facility without any additions?

- If yes, provide details of any existing structures or facilities that you have considered using, or how your activity might be undertaken without making an addition to the existing structure or facility.
- If no, provide reasons why any existing structure or facility could not be used without any additions.



G. Are you applying for any other DOC permissions?

Are you applying for other DOC permissions in addition to this easement?

No

Yes e.g. Permanent and temporary structures (that are not part of your easement)

If yes, state the other permits you are applying for?

Lease + license to exclusively occupy land with fuel tanks, office + hangar + operate a commercial helicopter business.

H. Duration (term of easement)

In accordance with section 17Z(3)(a)(c) of the Conservation Act 1987, an easement may be granted for a term not exceeding 30 years, except:

- (a) In exceptional circumstances, the Minister may grant a term not exceeding 60 years
- (b) Where the easement provides a right of way access to a property to which there is no other practical access, the term may be for such longer period as the Minister considers appropriate
- (c) Where the easement is for a public work (as defined in the Public Works Act 1981), the term may be for the reasonably foreseeable duration of that public work.

Detail the length of the term sought (i.e. **must be** number of years or months) and why (Note: in perpetuity/forever or similar meaning is not a term under the Act and not able to be granted):

30 years.

If you are seeking over 30 years, explain why:

I. Consultation undertaken

DOC has a statutory obligation to give effect to the principles of the Treaty of Waitangi. This often requires consultation with our Treaty Partner (iwi/hapū/whānau of local Maori) on your application. If you have already consulted with our Treaty Partner, or with other interested stakeholders, DOC would like to know about it.

We recommend you discuss consultation with a DOC staff member before starting your application.

Have you carried out any consultation?

No	<input checked="" type="checkbox"/>
Yes	<input type="checkbox"/>

If yes, supply details of each Treaty Partner or interested stakeholders consulted with.

Copy and paste the table below and complete for each Treaty Partner or interested stakeholders. If you received a written response to consultation attach a copy and record all attachments in section 'L Attachments', including:

- Additional pages with the required information
- Written responses to your consultation with Treaty Partners or interested stakeholders.

Whānau/hapū/iwi or other interested party consulted with:	
Name of individual you consulted with:	
Date of consultation:	
Form of consultation (e.g. email, meeting):	
Outcome of consultation:	

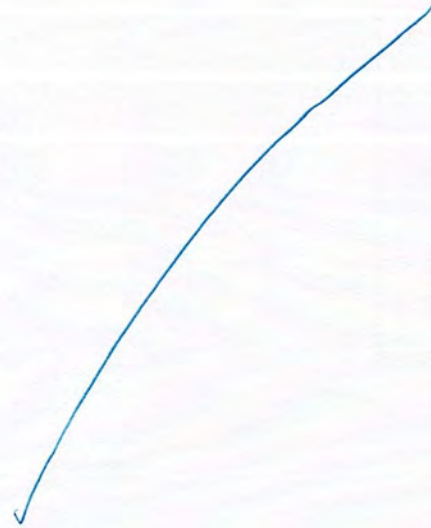
Other interested stakeholders consulted with e.g. Conservation Boards or community groups:

Name of individual you consulted with:

Date of consultation:

Form of consultation (e.g. email, meeting):

Outcome of consultation:



J. Consistency with DOC statutory plans

List the DOC's statutory planning documents¹⁶ relevant to your application.

Southland CMS

Fiordland National Park Management Plan

Are you aware of any potential inconsistency of your easement concession with DOC's statutory planning documents?

No

Yes

¹⁶ <https://www.doc.govt.nz/about-us/our-policies-and-plans/statutory-plans/>

If you have answered yes, explain why it is inconsistent with the statutory planning documents

K. Effects assessment

Identify actual or possible effects of the easement concession applied for. Describe the actions you propose to take to avoid, remedy or mitigate any adverse effects. For further information check [DOC's Environmental Impact Assessment](#)¹⁷ and [DOC's guide to preparing your environmental impact assessment](#)¹⁸.

If you have identified effects or mitigation measures for adverse effects not included in the table below or you have a full Environmental Impact Assessment attach this information to your application. Record this additional information in the table below and in section K as an attachment.

Have you attached a full Environmental Impact Assessment?

Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

If you have answered **no** provide a **description of environmental effects** of your easement concession in the table below including details of the:

- Existing environment
- Potential effects
- Proposed methods to avoid, remedy or mitigate the adverse effect/s.

Description of environmental effects

No effects as the easement uses an existing structure or facility (including a road or track) and there will be no modification or disturbance due to increased use.

¹⁷ <https://www.doc.govt.nz/get-involved/apply-for-permits/managing-your-concession/environmental-impact-assessment/>

¹⁸ <https://www.doc.govt.nz/globalassets/documents/about-doc/concessions-and-permits/concessions/guide-to-environmental-impact-assessments.pdf>

Effects	Description
Effects on the landscape e.g. ability of landscape to accommodate changes.	
Effects on the visual composition of the landscape	
Effects on cultural values of Tangata Whenua or members of the public	
Effects on historic sites or objects including Wahi Tapu e.g. disturbance of the ground.	
Effects on existing infrastructure such as roads, tracks, huts, carparks, huts etc.	
Effects on existing vegetation e.g. disturbance or removal of vegetation.	
Effects of earthworks e.g. removal of topsoil and where removed earthworks will be stored. Note: All earthworks storage on public conservation land needs to be authorised.	
Effects on wildlife or wildlife habitat	
Effects on aquatic habitat (waterways, swamps, freshwater animals and vegetation).	
Effects on other users (tangata whenua, recreational users and concessionaires) of the Land.	
Effects of the easement increase threats (pests, weeds, pathogens and fire) to public conservation land.	
Effects of increased rubbish, toilet waste or debris left on public conservation land during construction and regular use of the easement.	
Cumulative effects that could be caused by the easement.	
Positive effects of the easement.	

L. Attachments

Attachments should *only* be used if there is:

- A specific question requiring a map or further information
- Not enough space on the form to finish your answer
- You have additional information that supports your answer
- You wish to make an additional request of DOC regarding the application.

Label each document clearly and complete the table below.

Section of the application form the attachment relates to	Document title	Document format (e.g. Word, PDF, Excel, jpg etc.)	Description of attachment
<u>Correct example</u> ✓ D	Easement site plan	.shp (shapefile)	Detailed site plan of the easement
<u>Correct example</u> ✓ J	Effects Assessment	Word	Effects assessment on: Landscape, cultural values, existing vegetation, wildlife, earthworks, other users and positive effects.
<u>Incorrect example</u> X Table	Doc1	Word	Table
K	Appendix B	PDF	Existing Hanger Concession
K	Appendix C	"	Proposed Lease & Easement Plan
K	Appendix D	"	Existing Site Pictures
K	Appendix E	"	SOC Resource Consents
K	Appendix F	"	SOC Building Consent

M. Registration on a Record of Title

Are you going to register your easement concession (if granted) on the Record of Title (formerly known as the Certificate of Title)?

No	<input checked="" type="checkbox"/> There is no Record of Title
Yes	<input type="checkbox"/>

If yes, you will be responsible for registering the easement concession, including all costs.

N. Checklist

Application checklist	Tick
I have completed all sections of this form relevant to my application and understand that the form will be returned to me if it is incomplete.	<input checked="" type="checkbox"/>
I certify that the information provided in this application form and any attached additional forms is, to the best of my knowledge, true and correct.	<input checked="" type="checkbox"/>
I have supplied maps to accompany my shapefiles (.shp) and/or NZTM GPS locations listed in section E Locations.	<input checked="" type="checkbox"/>
I have detailed, in Section 'K Effects assessment', the easements environmental effects or I have supplied a full Environmental Impact Assessment and attached to section 'L Attachments'.	<input checked="" type="checkbox"/>
I have indicated in section 'M Do you intend to register the easement concession' that I do or do not want the easement registered.	<input checked="" type="checkbox"/>
I understand if I want the easement registered on the Record of Title I will be paying all the costs of the registration including surveying and independent legal advice.	<input checked="" type="checkbox"/>
I have appropriately labelled all attachments and completed section 'L. Attachments' to match.	<input checked="" type="checkbox"/>

O. Terms and conditions for a credit account with the Department of Conservation

Have you held an account with the Department of Conservation before?	Tick
No	<input type="checkbox"/>
Yes	<input checked="" type="checkbox"/>
If "yes", under what name:	<i>Te Anau Helicopter Services Limited</i>

In ticking this checklist and placing your name below you are acknowledging that you have read and agreed to these terms and conditions for an account with the Department of Conservation

Terms and conditions	Tick
I/We agree that the Department of Conservation can provide my/our details to the Department's Credit Checking Agency to enable it to conduct a full credit check.	<input checked="" type="checkbox"/>
I/We agree that any change which affects the trading address, legal entity, structure of management or control of the applicant's company (as detailed in this application) will be notified in writing to the Department of Conservation within 7 days of that change becoming effective.	<input checked="" type="checkbox"/>
I/We agree to notify the Department of Conservation of any disputed charges within 14 days of the date of the invoice.	<input checked="" type="checkbox"/>
I/We agree to fully pay the Department of Conservation for any invoice received on or before the due date.	<input checked="" type="checkbox"/>
I/We agree to pay all costs incurred (including interest, legal costs and debt recovery fees) to recover any money owing on this account.	<input checked="" type="checkbox"/>
I/We agree that the credit account provided by the Department of Conservation may be withdrawn by the Department of Conservation, if any terms and conditions (as above) of the credit account are not met.	<input checked="" type="checkbox"/>
I/We agree that the Department of Conservation can provide my details to the Department's Debt Collection Agency in the event of non-payment of payable fees.	<input checked="" type="checkbox"/>

Applicant Name/s (of authorised person/s)	<i>Te Anau Helicopter Services Limited - Laura Rogers</i>	Date	<i>08.06.20</i>
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For Departmental use			
Credit check completed			
Comments:			
Signed		Name	
Approved (Tier 4 manager or above)		Name	

Applicant Information Form 1a Notified or Non-notified Process



Department of
Conservation
Te Papa Atawhai

New Zealand Government

Is this the right application form for me?

This **Applicant Information Form 1a – Notified or Non-notified Process** must be completed for the following longer term applications (i.e. not one-off applications):

- Grazing
- Land use: Tenanting and/or using existing DOC facility/structure
- Land use: Use of public conservation land for private commercial facility/structure
- Guiding/Tourism/Recreation: Watercraft activities
- Filming
- Sports events
- Marine reserves application form 11a: Structure in a marine reserve

For other activities use the specific activity application forms that combine applicant and activity information or book a pre-application meeting.

How do I complete this applicant information form?

- Complete all sections of this **applicant information form**.
- In addition, you must complete the **activity application form/s** that you wish to undertake.
- DOC encourages electronic applications (e.g. typed Word document), rather than handwritten applications. Electronic applications are easier to read and less likely to be returned to you for clarification.
- If you need extra space, attach or include extra documents and label them according to the relevant section. Record all attachments in the table at the back of the application information form section **F Attachments**.

How do I submit my application?

Email the following to permissions@doc.govt.nz:

- **Completed applicant information form 1a**
- **Completed activity application form**
- Any other relevant attachments.

If I need help, where do I get more information?

- Check the [DOC webpage for the activity you are applying¹ for](#).

¹ <https://www.doc.govt.nz/get-involved/apply-for-permits/apply-for-a-permit/>

- Arrange a pre-application meeting (either face to face or over the phone) by contacting the [Department of Conservation Office](#)² closest to where the activity is proposed. You can use [DOC maps](#)³ to identify which District Office you should contact. Or arrange a meeting with any of our [four offices that process concessions](#)⁴ – choose the one closest to where the activity is proposed.
- If your application covers multiple districts, contact the office nearest most of the locations you are applying for, or nearest to locations you have a specific question about.

What happens next?

Once your application forms are received, your application will be assessed by DOC. If your application is complete, DOC will begin processing.

If your application is incomplete it will be returned to you for more information.

Why does DOC ask for this information?

The questions in this application information form and the activity application form/s are designed to cover the requirements set out in conservation legislation. Your answers allow us to assess:

- Your most up-to-date details so that DOC can contact you about your application.
- Your qualifications, resources, skills and experience to adequately conduct the activity on public conservation land.
- Your creditworthiness will help determine whether DOC should extend credit to you and set up a DOC customer accounts receivable credit account for cost recovery. To make this assessment DOC will supply your information to a credit checking agency.

Note:

- Personal information will be managed by DOC confidentially. For further information check [DOC's privacy and security statements](#)⁵.
- Information collected by DOC will be supplied to a debt collection agency in the event of non-payment of payable fees.

What fees will I pay?

You may be required to pay a **processing fee** for this application regardless of whether your application is granted or not. You may request an estimate of the processing fees for your application. If you request an estimate, DOC may require you to pay the reasonable costs of the estimate prior to it being prepared. DOC will not process your application until the estimate has been provided to you. In addition, if you are granted a guiding concession on public conservation land you may be required to pay **annual activity and management fees**. These fees are listed on the [DOC webpage for the activity you are applying](#)⁶ for.

DOC will invoice your processing fees after your application has been considered. If your application is large or complex, DOC may undertake billing at intervals periodically during processing until a decision is made. If you withdraw your application DOC will invoice you for the costs incurred up to the point of your withdrawal.

² www.doc.govt.nz/footer-links/contact-us/office-by-name/

³ <http://maps.doc.govt.nz/mapviewer/index.html?viewer=docmaps>

⁴ <https://www.doc.govt.nz/get-involved/apply-for-permits/contacts>

⁵ <https://www.doc.govt.nz/footer-links/privacy-and-security/>

⁶ <https://www.doc.govt.nz/get-involved/apply-for-permits/apply-for-a-permit/>

Your application will set up a credit account with DOC. See the checklist at the end of the form for the terms and conditions you need to accept for a DOC credit account.

Will my application be publicly notified?

Your application will be publicly notified if:

- It is a license with a term of more than 10 years.
- It is a lease.
- After having regard to the effects of the activity, DOC considers it appropriate to do so.

Public notification will increase the time and cost of processing of your application.

What does DOC require if my application is approved?

If your application is approved DOC requires:

- **Insurance** to indemnify the Minister of Conservation against any claims or liabilities arising from your actions. The level of insurance cover will depend on the activity.
- A copy of your **safety plan** audited by an external expert (e.g. Health and Safety in Employment (Adventure Activity) Regulations 2011 audit or a DOC listed organisation). See the [Safety Plan](#)⁷ information on the DOC website for further information.

Note: DOC/Minister can vary the concession if the information on which the concession was granted contained material inaccuracies. DOC may also recover any costs incurred.

⁷ <https://www.doc.govt.nz/get-involved/apply-for-permits/managing-your-concession/safety-plans/>

A. Applicant details

Legal status of applicant (tick)	<input type="checkbox"/> Individual (Go to ①)	<input type="checkbox"/> Trust (Go to ②)
	<input checked="" type="checkbox"/> Registered company (Go to ②)	<input type="checkbox"/> Other e.g. Educational institutes (Go to ②)
	<input type="checkbox"/> Incorporated society (Go to ②)	

①	Applicant name (individual)		
	Phone	Mobile phone	
	Email		
	Physical address		Postcode
	Postal address (if different from above)		Postcode

②	Applicant name (full name of registered company, trust, incorporated society or other)			Te Anau Helicopter Services Limited		
	Trading name (if different from applicant name)					
	NZBN if applicable (to apply go to: https://www.nzbn.govt.nz)	942 904 10921 63	Company, trust or incorporated society registration number	495 7020		
	Registered office of company or incorporated society (if applicable)			Findex, 173 Spey Street, Invercargill, 9810		
	Company phone	0800 234 890	Company website	teanauhelipters.com		
	Contact person and role			Gaven Burgess - CEO		
	Phone		Mobile phone	027 334 2836		
	Email			ops@teanauhelipters.co.nz		
	Postal address	See	042 Aviation Drive, Te Anau Manapouri Airport.	Postcode	9679	
	Street address (if different from postal address)			Postcode		

B. Pre-application meeting

Have you had a pre-application meeting or spoken to someone in DOC?

No	<input type="checkbox"/>
Yes	<input checked="" type="checkbox"/>

- If yes record the:

Date of DOC pre-application meeting	
Name of DOC staff member	Vicki Crosbie
Name of person who had the pre-application meeting with DOC	Gaven Burgess

C. Activity applied for

Tick the **activity application form** applicable to the activity you wish to undertake on public conservation land. Complete the applicant information form and the activity application form and email them with any attachments to permissions@doc.govt.nz

ACTIVITY APPLICATION FORM*	FORM NO.	TICK
Grazing	2a	<input type="checkbox"/>
Land use: Tenancing and/or using existing DOC facility/structure	3a	<input type="checkbox"/>
Land use: Use of public conservation land for private/commercial facility/structure	3b	<input checked="" type="checkbox"/>
Guiding/Tourism/Recreation: Watercraft activities	4b	<input type="checkbox"/>
Filming	5a	<input type="checkbox"/>
Sporting Events	6a	<input type="checkbox"/>
Marine reserves application form: Structure in a marine reserve	11a	<input type="checkbox"/>
Other activities (not covered in the above forms or in the new activity application forms that combine applicant and activity information)	7a	<input checked="" type="checkbox"/>

Note: If the activity is not in this list check the activity on the DOC website to find the correct application form or book a pre-application meeting. Application forms that combine applicant and activity information on the DOC website include:

- [Aircraft activities⁸](#)
- [Easements⁹](#)
- [Land based guiding¹⁰](#)

⁸ <https://www.doc.govt.nz/get-involved/apply-for-permits/business-or-activity/aircraft-activities/>

⁹ <https://www.doc.govt.nz/get-involved/apply-for-permits/business-or-activity/access-easements/>

¹⁰ <https://www.doc.govt.nz/get-involved/apply-for-permits/business-or-activity/land-based-guided-activities/>

D. Are you applying for anything else?

Are you submitting any other application forms in relation to this application?

No	<input type="checkbox"/>
Yes	<input checked="" type="checkbox"/>

- If yes, state which application forms:

*Form 3B - Private/Commercial facility / Structures
Application for an Easement on Public Conservation Land*

E. Background experience of applicant

Provide relevant information relating to your ability to carry out the proposed activity (e.g. details of previous concessions, membership of professional organisations, and relevant qualifications).

See attached application letter.

F. Attachments

Attachments should *only* be used if there is:

- Not enough space on the form to finish your answer
- You have additional information that supports your answer
- You wish to make an additional request of DOC regarding the application.

Label each document clearly and complete the table below.

Section of the application form the attachment relates to	Document title	Document format (e.g. Word, PDF, Excel, jpg etc.)	Description of attachment
<i>Correct example ✓</i> D	Locations	PDF	Trust Deed.
<i>Incorrect example X</i> Table	Doc1	Word	Table
C	Appendix B	PDF	Existing Manger Concession
C	Appendix C	PDF	Proposed lease + Easement plan
C	Appendix D	PDF	Existing Site Pictures
C	Appendix E	PDF	SDC Resource Consents
C	Appendix F	PDF	SDC Building Consent

G. Checklist

Application checklist	Tick
I have completed all sections of this applicant information form relevant to my application and understand that the form will be returned to me if it is incomplete.	<input checked="" type="checkbox"/>
I certify that the information provided in this applicant information form, and any attached additional forms is, to the best of my knowledge, true and correct.	<input checked="" type="checkbox"/>
I have completed the activity application form .	<input checked="" type="checkbox"/>
I have appropriately labelled all attachments and completed section F Attachments .	<input checked="" type="checkbox"/>
I will email permissions@doc.govt.nz my: <ul style="list-style-type: none"> • Completed applicant information form • Completed activity application form/s • Any other attachments. 	<input checked="" type="checkbox"/>

H. Terms and conditions for a credit account with the Department of Conservation

Have you held an account with the Department of Conservation before?	Tick
No	<input type="checkbox"/>
Yes	<input checked="" type="checkbox"/>
If 'yes' under what name	<i>Te Anau Helicopter Services Limited</i>

In ticking this checklist and placing your name below you are acknowledging that you have read and agreed to the terms and conditions for an account with the Department of Conservation

Terms and conditions	Tick
I/We agree that the Department of Conservation can provide my/our details to the Department's Credit Checking Agency to enable it to conduct a full credit check.	<input checked="" type="checkbox"/>
I/We agree that any change which affects the trading address, legal entity, structure of management or control of the applicant's company (as detailed in this application) will be notified in writing to the Department of Conservation within 7 days of that change becoming effective.	<input checked="" type="checkbox"/>
I/We agree to notify the Department of Conservation of any disputed charges within 14 days of the date of the invoice.	<input checked="" type="checkbox"/>
I/We agree to fully pay the Department of Conservation for any invoice received on or before the due date.	<input checked="" type="checkbox"/>
I/We agree to pay all costs incurred (including interest, legal costs and debt recovery fees) to recover any money owing on this account.	<input checked="" type="checkbox"/>
I/We agree that the credit account provided by the Department of Conservation may be withdrawn by the Department of Conservation, if any terms and conditions (as above) of the credit account are not met.	<input checked="" type="checkbox"/>
I/We agree that the Department of Conservation can provide my details to the Department's Debt Collection Agency in the event of non-payment of payable fees.	<input checked="" type="checkbox"/>

Typed applicant name/s	<i>Te Anau Helicopter Services Limited</i>	Date	<i>08.06.20</i>
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For Departmental use			
Credit check completed			
Comments:			
Signed		Name	
Approved (Tier 4 manager or above)		Name	



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Milford Helicopters
Ph: 03 249 8384

WARNING
WAIT FOR YOUR PILOT
TO ACCOMPANY YOU
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危険!
NO ENTRY
禁止入内!
DANGEROUS

NOTICE
MUST
OFFICE

NOTICE
THIS IS A MULTIPLE
HAZARD AREA
DO NOT ENTER
UNLESS YOU ARE
ACCOMPANIED BY
A PILOT









3YE
1863
JICA





To Amapu
Helicopter Services
34 890
C286C

When replying please quote: 360/10/09/72 M Roy

8 April 2009

John Henderson
John Henderson Construction
PO Box 36
Glenorchy 9350

COPY TO:

David Jeffery Shanks
52 Ben Loch Lane
Te Anau 9672

David Joll, Lindsay Pearce

Dear Mr Henderson

Resource Consent 09/72 - John Henderson Construction - 104 Milford Sound Highway, Fiordland National Park - Land Use Consent to Extend an Existing Helicopter Hangar

I acknowledge lodgement at the Resource Management Department of the above resource consent application and associated information on 17 March 2009, and further information received 23 March 2009 being written approval from Environment Southland.

This application seeks a land use consent under the Operative Southland District Plan 2001, for the extension of an existing helicopter hangar at the Milford Airstrip. The proposed extension to the existing helicopter hangar is 14.990 metres long, 4 metres wide and 3.236 metres high. The intended use for this extension is to locate a bathroom including a shower, toilet and hand basin and also to store equipment associated with helicopter activities such as strops and nets.

A land use consent is required for this activity under Rule FDL.3 as a discretionary activity, as all activities that involve the erection of any building or structure within the Fiordland Resource Area require resource consent.

The site is located at 104 Milford Sound Highway, Fiordland National Park, being the Milford Sound Airstrip, and is located in the "Fiordland Resource Area" under the Operative Southland District Plan 2001.

The site of the application near the mouth of the Cleddau River is identified as being in a "potential floodable area", however, Environment Southland's Hazards Mitigation planner has reviewed and given approval to the extension proceeding.

I advise that this application has now been considered by the Council's Resource Management Department staff, under delegated authority vested by the Council, pursuant to Section 34A of the Resource Management Act 1991. The following has been resolved with respect to this matter:

“That pursuant to Sections 94, 104, and 104B of the Resource Management Act 1991, the Southland District Council considers the application of John Henderson Construction on behalf of:

- **David Jeffrey Shanks (Milford Helicopters)**

for the following resource consent:

- **Land use consent to extend an existing helicopter hangar**

to be an application for land use consent as a discretionary activity.

The site to which this consent relates is located at:

- **104 Milford Sound Highway, Fiordland National Park**

Pursuant to Sections 94, 104, and 104B(a) of the Act, the Council resolves to grant land use consent to this application, subject to the following conditions being imposed, pursuant to Sections 104B(b) and 108 of the Act:

1. That the siting, height and configuration of the proposed helicopter hangar extension shall be in accordance with the plans submitted with the application on 17 March 2009 (Calder Stewart plans, job number A1.01, Contract Number 2008_0025, dated 23 May 2008, including site plan, floor plan, and elevations). Specifically the hanger extension shall be 14.990 metres long, 4 metres wide and 3.236 metres high. This consent does not authorise construction except in accordance with these plans.
2. That the colouring (“karaka green”) and building material used for the construction of the proposed hanger extension shall be in accordance with the information supplied with the application on 17 March 2009, so as to minimise any potential adverse visual effects of the structure.
3. That no indigenous vegetation is to be cleared, modified, damaged, destroyed or removed from the site during any stage of the construction process for the proposed hangar extension, in accordance with the information supplied with the application on 16 July 2008.
4. **Kōiwi Accidental Discovery**
If Kōiwi (human skeletal remains) are discovered, then work shall stop immediately and Te Ao Mārama Incorporated (Ngāi Tahu (Murihiku) Resource Management Consultants) will be advised.

They will arrange a site inspection by the appropriate Tangata Whenua and their advisers, including statutory agencies, who will determine whether the discovery is likely to be extensive and whether a thorough site investigation is required.

In recognition of Section 6 of the Resource Management Act 1991 and legal requirements under the Historic Places Act 1993 there is a requirement to consult the New Zealand Historic Places Trust when archaeological sites are disturbed without authorisation previously obtained. The New Zealand Police also need to be consulted if the discovery includes Kōiwi or human remains.

Materials discovered will be handled and removed by Iwi responsible for the tikanga appropriate to their removal or preservation.

Taonga or Artefact Accidental Discovery

Taonga or artefact material (eg pounamu/greenstone artefacts) other than Kōiwi will be treated in a similar manner so that their importance can be determined and the environment recorded by qualified archaeologists alongside the appropriate Tangata whenua.

***In-situ* (Natural State) Pounamu/Greenstone Accidental Discovery**

Pursuant to the Ngāi Tahu (Pounamu Vesting) Act 1997, all natural state pounamu/greenstone in the Ngāi Tahu tribal area is owned by Te Rūnanga o Ngāi Tahu. The Ngāi Tahu Pounamu Resource Management Plan provides for the following measures:

- Any *in-situ* (natural state) pounamu/greenstone accidentally discovered should be reported to the Pounamu Management Officer of Te Rūnanga o Ngāi Tahu as soon as is reasonably practicable. The Pounamu Management Officer of Te Rūnanga o Ngāi Tahu will in turn contact the appropriate Kaitiaki Papatipu Rūnanga.
- In the event that the finder considers the pounamu is at immediate risk of loss such as erosion, animal damage to the site or theft, the pounamu/greenstone should be carefully covered over and/or relocated to the nearest safe ground. The find should then be notified immediately to the Pounamu Management Officer.

Contact details for the Pounamu Management Officer are as follows:

Te Rūnanga o Ngāi Tahu
Level 7, Te Waipounamu House
158 Hereford Street
PO Box 13046
Armagh
Christchurch 8141

Phone: (03) 366 4344
Fax: (03) 365 4424
Web: www.ngaitahu.iwi.nz
Pounamu Management Officer
Kaiwhakarite Tiaki Pounamu
Te Rūnanga o Ngāi Tahu

5. That all construction waste arising from the construction of the hangar extension is to be removed from the site and disposed of in an appropriate disposal facility within one month of the completion of construction, all disposal shall be undertaken at the consent holder's cost.
6. That the consent holder shall be required to forward the attached "Notice of Commencement of Work" to the Council's Compliance Officer at the address provided on this Notice, at least two working days prior to the commencement of the activities authorised by this resource consent.

Pursuant to Section 113 of the Act, the reasons for this approval are:

- (a) The Council is satisfied that subject to the conditions of approval as outlined, the land use consent as proposed is in keeping with the provisions of the Operative Southland District Plan 2001. This determination is based upon an assessment of the proposed structure against the assessment of criteria for Rule FDL.3 of the District Plan, as outlined below.

- *The ecological sensitivity, and inter-connections between landscape and ecological values.* The site of the hanger has already been significantly modified, and it is considered that the proposed extension will have only a minor effect on the surrounding landscape, as the hanger has been on the site for some time and no increase in helicopter movements are predicted with the granting of this resource consent application.
- *The visual impacts.* As mentioned in the point above and compliance with Consent Condition (3) will also ensure that the proposed hangar extension does not increase the visual effects of the hangar on the surrounding National Park.
- *The impact upon water and soil qualities.* It is considered that the potential effects on these features, from both the construction process of the proposed hangar extension and the use of it, will be avoided/mitigated by compliance with Consent Conditions.
- *The impact of any amenity planting associated with the development.* There is no amenity planting proposed to be associated with this development, so this assessment criterion is not relevant.
- *The impact on any adjoining conservation land.* The Department of Conservation has considered the application for an extension to the existing helicopter hangar. Approval has been received pursuant to Section 94 of the Resource Management Act 1991 as the Department of Conservation was identified by Council as a potentially affected Party.
- *The alternatives considered.* A drainage ditch is located directly north of the existing hanger and the Milford Sound Runway is located directly to the south of the existing hanger. The hanger extension has therefore been located on the eastern wall of the existing hanger because no other options are available.
- *The consultation carried out.* The applicant has undertaken consultation with all of the parties identified by Council as affected, being the Department of Conservation, Te Ao Mārama Incorporated, Environment Southland, Ministry of Transport, Air Fiordland, MDSA and the Airways Corporation. Written approval has been obtained from all of these parties.

As this proposed hangar extension is for use by the applicant in association with their operations within the National Park and will not result in additional visitor or staff numbers using the site, this activity does not contravene the purpose of the objectives, policies and methods and rules of the Fiordland Resource Area. Pursuant to Section 94C of the Resource Management Act 1991, there were no special circumstances on the file for this property that warrant public notification of this application. As such, it has been determined that the effects of this proposed hangar will be minor, and this application has been considered on a non-notified basis, pursuant to Sections 93 and 94 of the Resource Management Act 1991.

- (b) The condition with respect to the specific location of the hangar extension has been imposed in order to ensure that the building work is undertaken in accordance with the plans submitted with the application on 17 March 2009, and as agreed to by the abovementioned parties.

- (c) The condition with respect to possible discoveries of material significant to Iwi has been imposed to recognise that there is always the possibility that materials will be discovered in the area which were not previously known to Iwi, and not recorded currently in the Southland District Plan. This is a standard condition placed on all resource consent applications that may result in the disturbance of land within the Southland District, as agreed to by Council's Resource Management Committee.
- (d) Council's Environmental Health Officer assessed the application and commented there were no environmental health issues associated with the proposal.
- (e) Council's Water and Waste Services Officer assessed the application and commented there were no water and waste issues associated with it, as the proposed hangar extension will not affect any Council services.
- (f) Council's Area Engineer for Te Anau Ward assessed the application and commented there were no engineering issues associated with it, as the proposed hangar will not affect any Council roads or the Milford Community."

You are reminded of the rights of objection and appeal which exist in relation to this decision, in accordance with Sections 120 and 357 of the Resource Management Act 1991. The right of objection exists as this decision was made under delegated authority vested by the Council pursuant to Section 34A of the Resource Management Act 1991.

It is suggested that, if you wish to lodge an appeal, the provisions of the Resource Management Act 1991 are referred to in order to ensure that the appeal is lodged in the appropriate format. Any appeal should be lodged with:

**The Registrar
Environment Court
PO Box 2069
Christchurch 8140**

and a copy served on the Council. The appeal is required to be lodged within 15 working days of the receipt of this decision.

I acknowledge receipt of the \$550.00 resource consent processing deposit. There were no additional costs incurred during the processing of this consent.

If you require any additional information or clarification, please contact the undersigned.

Yours faithfully

Marcus Roy
GRADUATE RESOURCE MANAGEMENT PLANNER



**POST OR FAX THIS COMPLETED PAGE AT LEAST
TWO WORKING DAYS BEFORE STARTING WORK
NOTICE OF COMMENCEMENT OF WORK**

Fax: 0800 732 329

The Compliance Officer
Resource Consents
Southland District Council
PO Box 903
Invercargill 9840

Consent Officer to fill in:

Application number:	
Site Address:	
Proposal:	

Work will start on:

Owner's contact details

Name:

Telephone: Mobile phone:

Postal Address
.....
.....

Contractor's contact details (eg builder)

Name:

Telephone: Mobile phone:

Postal Address
.....
.....

Name: Date:

When replying please quote: 360/10/09/14 - J Green

12 October 2011

Milford Helicopters Limited
C/- Compliance and Certification
Management Limited
395 Miller Road
RD 1
Outram 9073

Attention: Peter Menzies

Dear Sir,

Resource Consent 09/14 - Petroleum Logistics Limited - Installation of a 40,000 Litre Above-Ground Fuel Storage Tank at the Milford Sound Airport, 104 Milford Sound Highway, Milford Sound

I acknowledge lodgement at the Resource Management Section of the abovementioned resource consent application on 16 January 2009. This application was placed on hold while the applicant obtained the necessary written approvals and supplied additional information. Approval from the Department of Conservation was received on 7 July 2011. The additional information requested was received on 2 September 2011. Approval from Environment Southland was received on 11 October 2011.

This application was also referred to various Council staff for comment.

A draft of this decision was referred to Mr Menzies, Consultant, on 5 September 2011 and Mr Menzies advised on 6 September 2011 that he was agreeable to the content of the draft, therefore this decision has been finalised and issued accordingly.

This application seeks a land use consent to install a 40,000 litre above-ground fuel storage tank. A separate application has already been approved to remove two existing underground petroleum storage system tanks (UPSS), including associated land disturbance, earthworks and infilling, at the location for the proposed above-ground tank.

A land use consent is required for this activity under Rule FDL3 of the Operative Southland District Plan and has been assessed as a discretionary activity.

I advise that this application has now been considered by the Council's Resource Management Department staff, under delegated authority vested by the Council, pursuant to Section 34A of the Resource Management Act 1991. The following has been resolved with respect to this matter:

n11/9/13299 [kk]



"That pursuant to Sections 94, 104 and 104B of the Resource Management Act 1991, the Southland District Council considers the application of:

- Petroleum Logistics Limited *MILFORD HELICOPTERS LTD.*

for consent to:

- **Install of a 40,000 litre above-ground fuel storage tank. A separate application has already been approved to remove two existing underground petroleum storage tank systems at the location for the proposed above-ground tank**

on the following property:

- **a site located at 104 Milford Sound Highway, Milford Sound**

the legal description of the property included in this consent is as follows:

- **Part Section 6, Block I, Milford Sound and Section 1, SO 12104, Crown Land**

to be an application for land use consent as a discretionary activity.

Pursuant to Section 104B of the Resource Management Act 1991, the Council resolves to grant land use consent to this application, subject to the following conditions being imposed, pursuant to Sections 104B and 108 of the Act:

1. That the proposed development shall proceed as per the plans and information submitted with the resource consent application on 16 January 2009 and the written approvals and additional information supplied on 2 September 2011.
2. That the Council shall monitor once only for compliance with the conditions of this consent, with this monitoring to occur within one month of the consent holder advising Council that the work authorised by this consent is completed and all conditions have been complied with. All actual and reasonable costs of this monitoring shall be a cost recoverable by the Council in accordance with Section 36 of the Resource Management Act 1991.

If as a result of this monitoring additional visits are necessary due to non-compliance with the conditions of this resource consent, then such additional monitoring visits will also be a cost recoverable by the Council, in accordance with Section 36 of the Act.

3. The consent holder shall engage a suitably qualified engineering professional to carry out an assessment of the existing fill and culvert to verify their suitability as a support platform for the proposed tank prior to construction commencing. A copy of the engineering report is to be lodged with Council for approval before any work commences on-site.
4. Prior to the use of any hazardous substances on site, evidence shall be provided from a HSNO test certifier that the storage and use of hazardous substances is HSNO compliant.

Pursuant to Section 113 of the Act, the reasons for this approval are:

- (a) The Council is satisfied that subject to compliance with the conditions of the resource consent as outlined above, the adverse environmental effects of the installation of the fuel tank will be minor only. The Council notes that Rule FDL.3 of the Southland District Plan contains a number of assessment criteria when considering discretionary activities. The Council notes that these issues have been considered in the application's Assessment of Environmental Effects.
- (b) This application was referred to Council's Area Engineer for comment and following the provision of additional information, Mr Jones is satisfied that the application adequately addresses engineering requirements subject to Condition (3) being imposed.
- (c) Written approvals have been obtained from the Department of Conservation on 7 July 2011 and Environment Southland on 11 October, as well as other potentially affected concessionaires - Milford Helicopters and the Ministry of Transport.
- (d) Council's Hazardous Substances Officer, Mr Michael Sarfaiti, has commented on this application and advised that he has no opposition to the granting of this resource consent.
- (e) It is noted the above-ground fuel tank is being located in an already modified environment and that natural vegetation has previously been cleared from the area."

You are reminded of the rights of objection and appeal which exist in relation to this decision, in accordance with Sections 120 and 357A of the Resource Management Act 1991. The right of objection exists as this decision was made under delegated authority vested by the Council pursuant to Section 34A of the Resource Management Act 1991.

It is suggested that, if you wish to lodge an appeal, the provisions of the Resource Management Act 1991 are referred to in order to ensure that the appeal is lodged in the appropriate format. Any appeal should be lodged with:

**The Registrar
Environment Court
PO Box 2069
Christchurch 8140**

and a copy served on the Council. The appeal is required to be lodged within 15 working days of the receipt of this decision.

A processing deposit of \$550.00 was lodged with the application. No additional costs have been incurred in the processing of this resource consent. The costs that have been incurred are recoverable by Council, in accordance with Section 36 of the Resource Management Act 1991 and the Council's approved Schedule of Fees and Charges.

If you require any additional information or clarification, please contact the undersigned.

Yours faithfully

Jennifer Green
SENIOR RESOURCE MANAGEMENT PLANNER



People First

Southland District Council

Te Rohe Pōtae O Murihiku

Building Consent No. BLD/2008/42421/1

Form Fm 5 (2 pages)

Issued by the Southland District Council in accordance with Section 51 of the Building Act 2004

FILE

Owner / Agent
Owner's Name: David Jeffrey Shanks Address: 52 Ben Loch Lane RD 2 Te Anau 9672 Telephone No: 03 249 7845 Fax No: 03 249 7865 Email Address: milford.helicopters@xtra.co.nz Owner's Agent: (If applicable) John Charles Henderson Address: PO Box 36 Glenorchy 9350 Telephone No: Fax No: Email Address:
Building Location
Rapid No: 3852/104 Street Location: 104 Milford Sound Highway, Milford Sound Legal Description: Section 1 Survey Office Plan 12104 Section 2 Survey Office Plan 12104 Section 3 Survey Office Plan 12104

Stage Details
Description of Work: Addition to Existing Building Intended Use: Intended Life: > 50 Floor Area: 60 Value of Stage: \$52000 Please Note: <ul style="list-style-type: none"> • Inspections deemed necessary to determine building work is in accordance with the consent documents are specified in the attached "Inspection Endorsement - Construction Prompts". • Further considerations in satisfying the provisions of the NZ Building Code are also specified in the attached "Inspection Endorsements - Construction Prompts". • This building consent is deemed to have lapsed 12 months from issue date where no advice of the necessary inspections has been received unless approval to extend this period has been granted. This will require a written request to Council outlining reasons for the extension. • Where the specified intended life of a building is less than 50 years, a building consent will be necessary to either extend its life or demolish the building at the end of that period.

This building consent is issued under Section 51 of the Building Act 2004. This building consent does not relieve the owner of the building (or proposed building) of any duty or responsibility under any other Act relating to or affecting the building (or proposed building). This building consent also does not permit the construction, alteration, demolition or removal of the building (or proposed building) if that construction, alteration, demolition or removal would be a breach of any other Act.

Issued on behalf of the Southland District Council	
Officer:	Lindsay Pearce
Position:	Building Control Signatory

Signature:	
Date:	2 December 2008



PO Box 903
15 Forth Street
Invercargill 9840
New Zealand

Tel 0800 732 732
Fax 0800 732 329
Email sdc@southlanddc.govt.nz
Internet www.southlanddc.govt.nz

Building consent issued subject to the following inspection endorsements - construction prompts

- Provide 12mm centres rod cross bracing to one bay of roof
- Please provide minimum 24 hours notification for a foundation, skeleton prior to wrapping, pre-lining and drainage inspection. When all works are completed please return the attached Fm6 "Application for Code Compliance Certificate". Where there has been plumbing and/or drainage work involved in the project, Fm6 will need to be signed by the Craftsmen Plumber/Registered Drainlayer having responsibility for the work before returning.
- The NZ Building Act/Regulations 2004 and the provisions of the NZ Building Code must be complied with in regard to any inconsistencies in the issued consent documents.
- This building consent is issued on the basis that the building is not to be used for habitable purposes. An additional building consent application will be necessary if at a future date it is proposed to change the use of the building to habitable purposes.
- All footings shall bear on solid bottom of undisturbed good ground (as defined in NZS 3604 1999) at a minimum depth of 200 mm below cleared ground level. Cleared ground level is typically after the first 75 - 100 mm topsoil containing organic matter is removed.
- Subfloor ventilation is to satisfy the acceptable solution E3 External Moisture of the NZ Building Code. Generally achieved by adequately sized vents spaced at maximum 750 mm from corners and 1800 mm centres there after. Alternatively baseboards can be fitted to perimeter having continuous 20 mm gaps between.
- Minimum concrete grade to be 17.5 Mpa.
- 550 mm min clearance is required above ground level to the underside of particle board flooring.
- Areas subject to high moisture or where free water is likely to be present are to have impervious materials and finishes used to floors, walls and any other finishing that may be affected in accordance section 3.0 of E3 "Internal Moisture" of the NZ Building Code.
- Kitchen sink, laundry tub and bathroom fixtures, including the top edge of shower liners, fixed over impervious wall linings are to be sealed with a compatible silicon sealant to prevent surface moisture penetration to concealed spaces or behind linings.
- The cladding manufacturers technical/installation information detail specific cladding options to be used, depending on the sites corrosion zone, in satisfying the minimum 15 year durability provisions for cladding under the NZ Building Code. Consult with the supplier for correct cladding option for corrosion zone.
- This building is to be constructed to exclude the penetration of external moisture with the installation of all necessary back-up flashing and drainage systems as appropriate in the acceptable solution to E2 "External Moisture".
- Water supply to satisfy the acceptable solution G12 of the NZ Building Code.
- Drainage system to satisfy the acceptable solution G13 of the NZ Building Code.
- An accurate as built drainage plan must be provided to Council at the time of undertaking the drainage inspection. This will be necessary to enable the code compliance certificate to be issued at the completion of the project.
- Stormwater to be connected to Councils stormwater network where services are available to the site. Where network services are not available an appropriate stormwater soak hole is to be provided within the property boundary.
- Gully traps must have sufficient clearance above ground/paved area height in accordance with the acceptable solution G13 to prevent storm/surface water entry.



- A copy of the energy certificate relating to the electrical work as well as any gas work associated with the building consent is to be supplied for Council's records prior to be in a position where the issue of the code compliance certificate can be considered.
- Glazing associated with the building work is to satisfy the acceptable solution of the NZ Building Code relating to H1 Hazardous Building Materials being NZS 4223.
- Ventilation to satisfy the acceptable solution G4 "Ventilation" of the NZ Building Code (minimum 5% of the floor area of the affected room or approved alternative solution).





People First

Southland District Council

Te Rohe Pōtae O Murihiku

Project Information Memorandum (PIM) No. BLD/2008/42421/1

Form C-Fm 5A (2 pages)

Issued by the Southland District Council in accordance with Section 34 of the Building Act 2004

Owner / Agent

Owner's Name:

David Jeffrey Shanks

Address:

52 Ben Loch Lane
RD 2
Te Anau 9672

Telephone No: 03 249 7845

Fax No: 03 249 7865

Email Address: milford.helicopters@xtra.co.nz

Owner's Agent:

(If applicable)

John Charles Henderson

Address:

PO Box 36
Glenorchy 9350

Telephone No:

Fax No:

Email Address:

Building Location

Rapid No: 3852/104

Street Location:

104 Milford Sound Highway, Milford Sound

Legal Description:

Section 1 Survey Office Plan 12104 Section 2 Survey Office
Plan 12104 Section 3 Survey Office Plan 12104

Project

Project Description:

Addition to Existing Building

Intended Use:

Intended Life:

> 50

Value of Stage:

\$52000

Please Note:

- Any considerations deemed appropriate as part of the issued PIM are included in the attach "PIM Endorsements".
- Where the specified intended life of a proposed building is less than 50 years, a building consent will be necessary to either extend its life or demolish the building at the end of that period.

This Project Information Memorandum includes information known to this authority relating to the project and is issued in accordance with Section 34 of the Building Act 2004.

Issued on behalf of the Southland District Council

Officer: Lindsay Pearce
Position: Building Control Signatory

Signature:

Date: 2 December 2008



Project Information Memorandum (PIM) Endorsements

- **Public Buildings** for which a building consent has been or should have been obtained cannot be legally occupied until the Code Compliance Certificate or alternatively a Certificate of Public Use has been issued. Public buildings are those intended to be open to the public, or being used by the public, whether for payment of charge or not.
- **Buildings falling within the following uses may require a Fire Evacuation Scheme** approved by the New Zealand Fire Service. To confirm this please contact the New Zealand Fire Service at michael.cahill@fire.org.nz or telephone (03) 214 3763.
 - A 100 people or more can gather or assemble in a common venue.
 - Facilities for employment are provided for more than 10 people.
 - Accommodation is provided for more than five people (excluding three or less household units).
 - Hazardous substances are stored or processed.
 - Early childcare facilities are provided.
 - Specialist nursing, medical, disabled or geriatric care is provided.
 - Where people are in lawful detention.
- **Residential Property Developments** cannot be legally sold until the Code Compliance Certificate has been issued at the completion of the work or alternatively the developer and the purchaser have entered into an agreement using (Form Fm8) available from Council.
- **Landowner/Developers** have responsibility for ensuring building separations from overhead electric lines and their support structures are maintained in accordance with NZECP 34 2001. Compliance information on minimum separation distances is available on the Energy Safety Service website at www.ess.govt.nz. Alternatively contact PowerNet for local network lines on (03) 211 1899 for TransPower for national grid lines on (04) 495 7000.
- The attached certificate identifies that a Resource Consent is necessary under the Resource Management Act 1991 that will or may materially affect the proposed building work. In accordance with Section 37 of the Building Act 2004; no work is to commence until this resource consent has been obtained.
- 0.5 kPa: Up to 150m above sea level.
 1.0 kPa: 150m to 450m above sea level.
 Design required: Specific design relates to construction above 405m sea level.

 The designated earthquake zone is used in calculating bracing demand necessary under the acceptable solution NZS 3604. Areas are designate in terms of risk (A: High / B: Medium / C: Low)
- Indicated wind zone: High with a wind speed of 44 m/s.





Certificate Attached to (PIM) No. BLD/2008/42421/1

Form Fm 4 (1 page)

Issued by the Southland District Council in accordance with Section 37 of the Building Act 2004

Restrictions on commencing building work under the Resource Management Act

The building work referred to in the attached project information memorandum (PIM) is also required to have the following resource consent under the Resource Management Act 1991:


- Land use consent is required for the proposed extension of the existing Milford Helicopters hangar in accordance with Rule FDL.3 of the Fiordland Resource Area Rules. The proposed 4.1 m high (above existing natural ground level) by 4 metre deep extension of the existing 14.9 m wide building is an activity which will involve the disturbance of land, vegetation and involve the erection of a structure and shall therefore be considered as a discretionary activity.

As this resource consent will or may materially affect the building work to which the attached project information memorandum (PIM) information relates, until it is granted no building work may proceed.

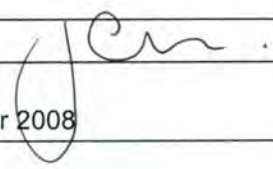
Please Note:

Failure to comply with the requirements of this notice may result in legal action being taken against you under the Resource Management Act 1991.

Issued on behalf of the Southland District Council	
Officer:	Sarah Barnes
Position:	Resource Management Planner

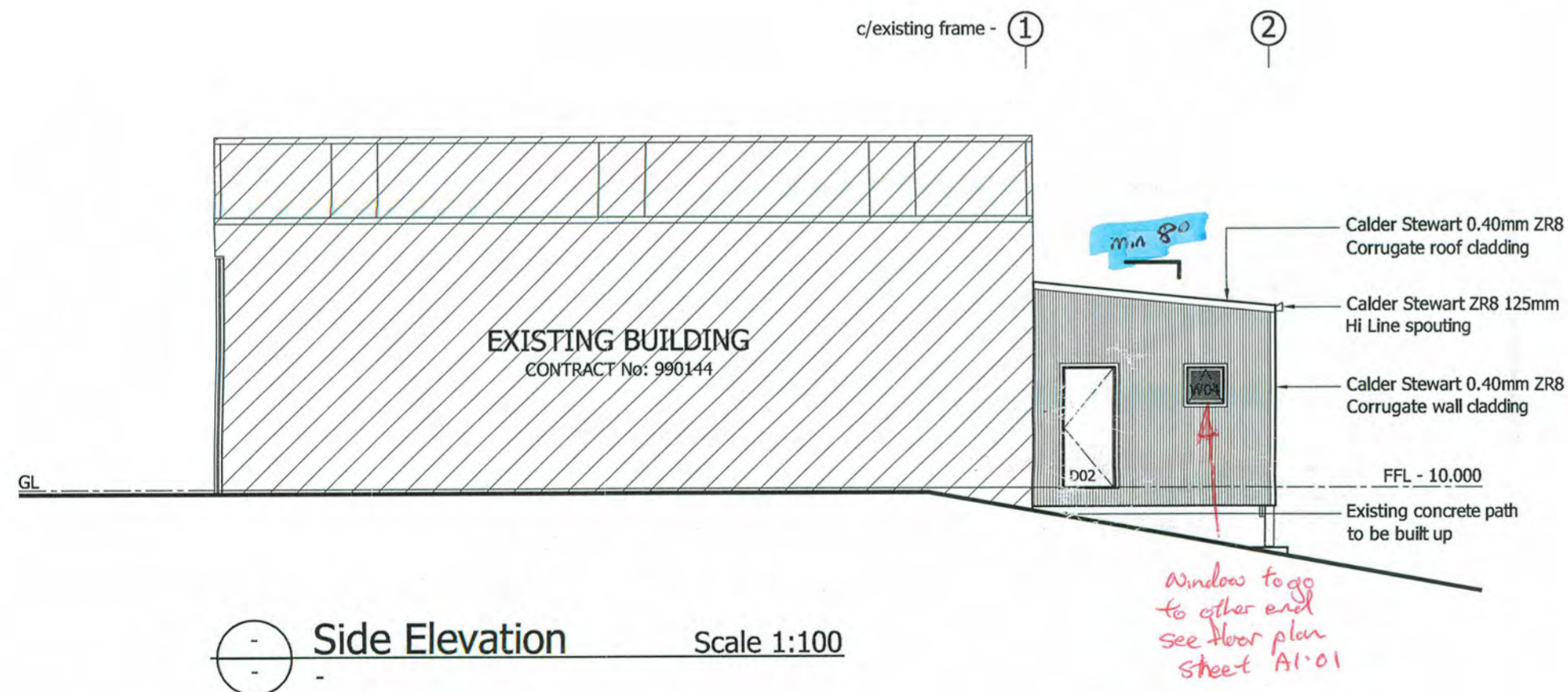
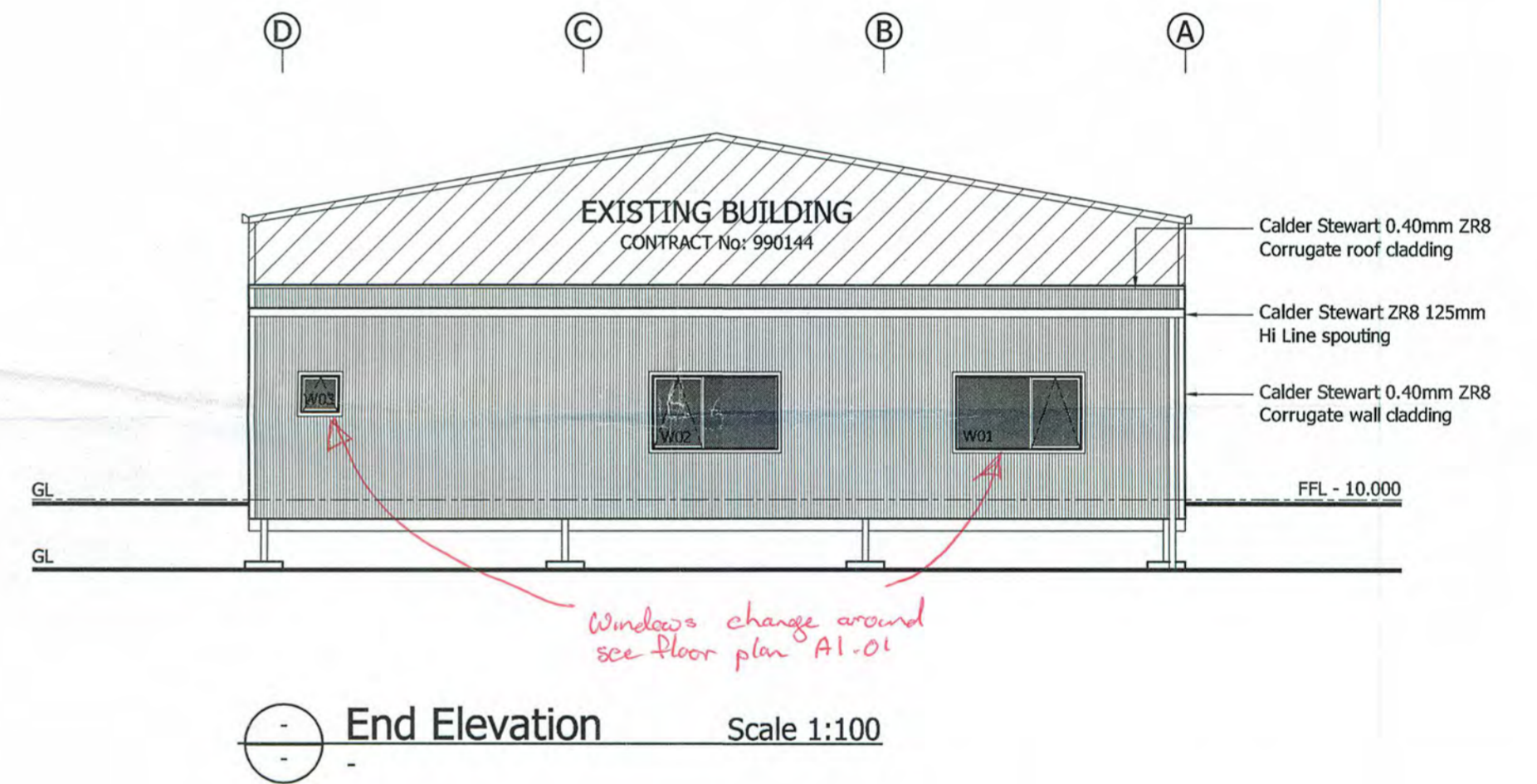
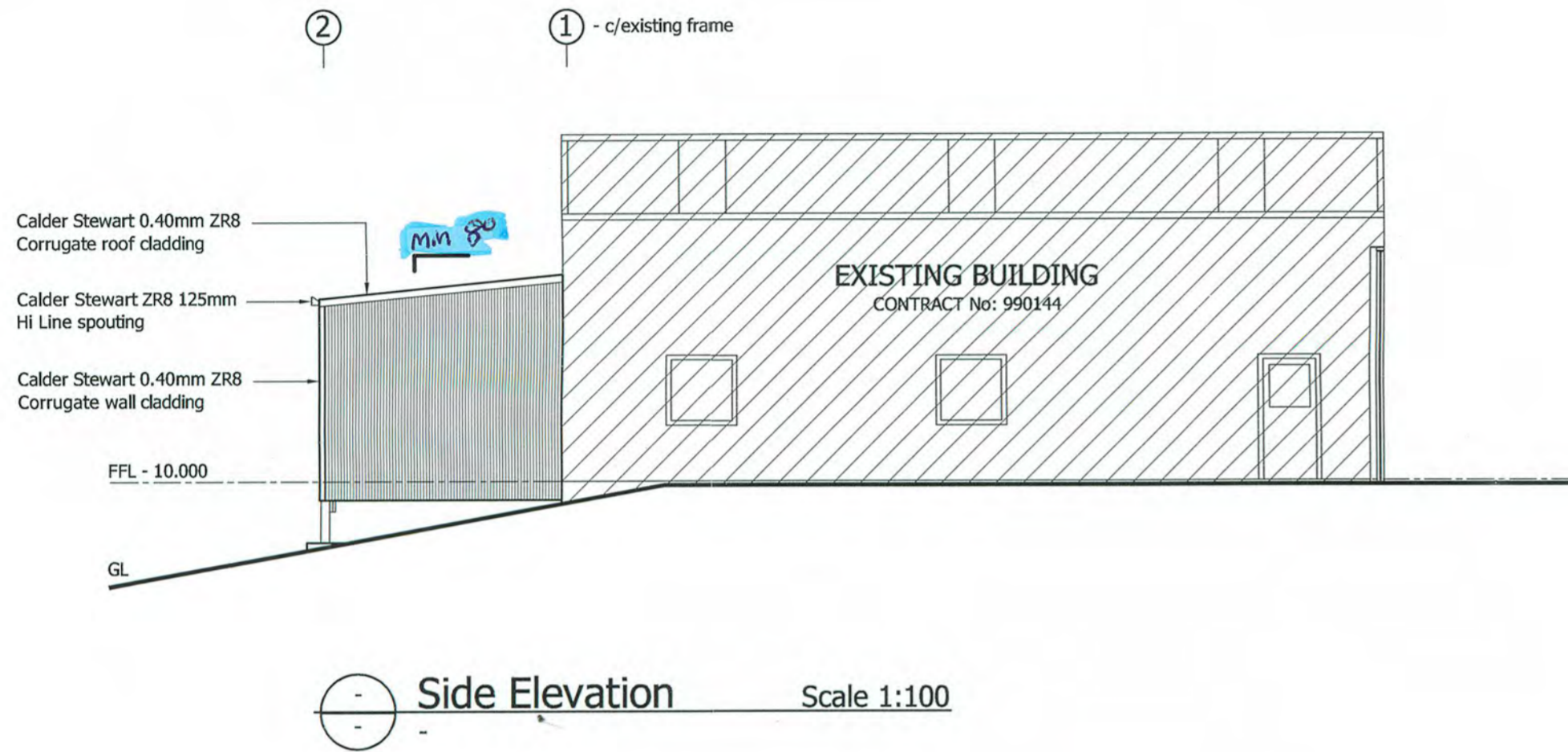
Signature:	
Date:	3 September 2008

Issued on behalf of the Southland District Council	
J M Green	
SENIOR RESOURCE MANAGEMENT PLANNER	

Signature:	
Date:	3 September 2008

DIMENSIONS ARE NOT TO BE SCALED FROM THIS DRAWING. CONTRACTORS MUST VERIFY ALL DIMENSIONS PRIOR TO WORK COMMENCING. ALL DISCREPANCIES MUST BE REPORTED TO CALDER STEWART. THIS DRAWING IS THE PROPERTY OF CALDER STEWART COPYRIGHT IS RESERVED BY THEM. THE DRAWING IS ISSUED ON CONDITION THAT IT IS NOT COPIED OR DISCLOSED BY OR TO ANY UNAUTHORISED PERSONS WITHOUT PRIOR CONSENT IN WRITING OF CALDER STEWART.

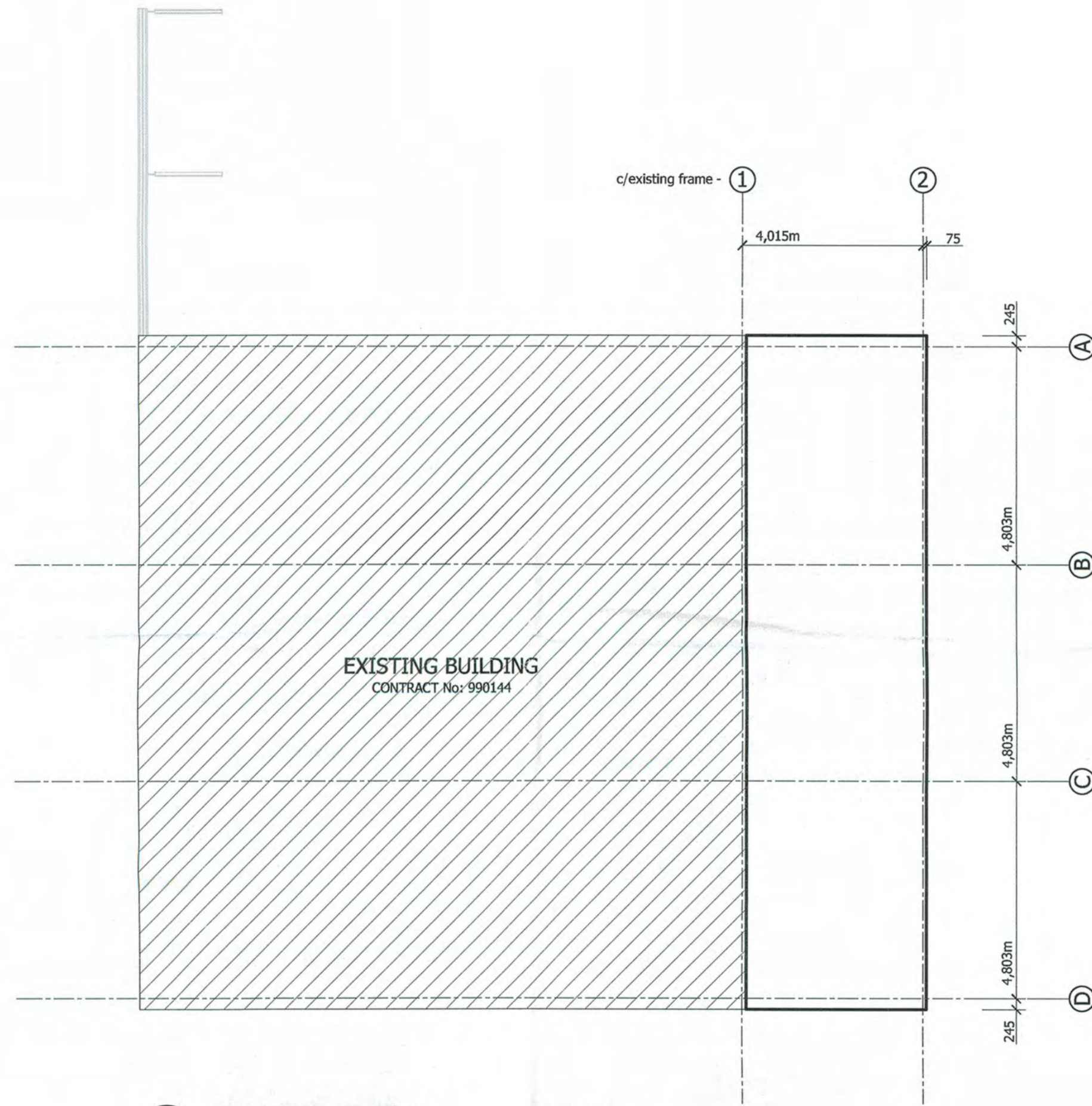
The NZ Building Act/Regulations 2004 and the provisions of the NZ Building Code must be complied with in regard to any inconsistencies in the issued consent documents.



Amendments	Chkd.	Apvd.
09/06/08 A: Amended window & door layout, added stairs	KJC	

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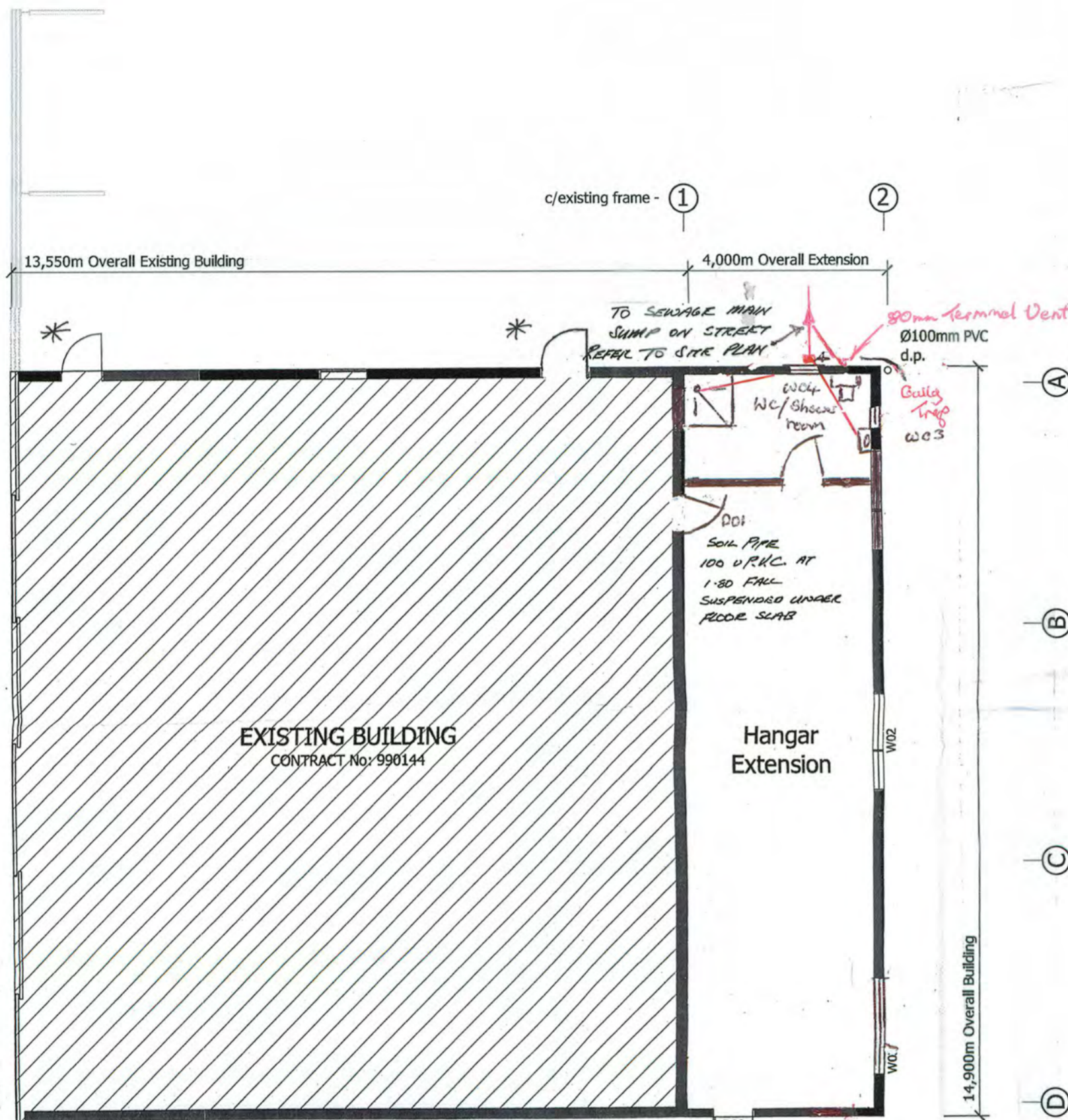


Grid Setout Plan Scale 1:100



Amendments		Chkd.	Apvd.

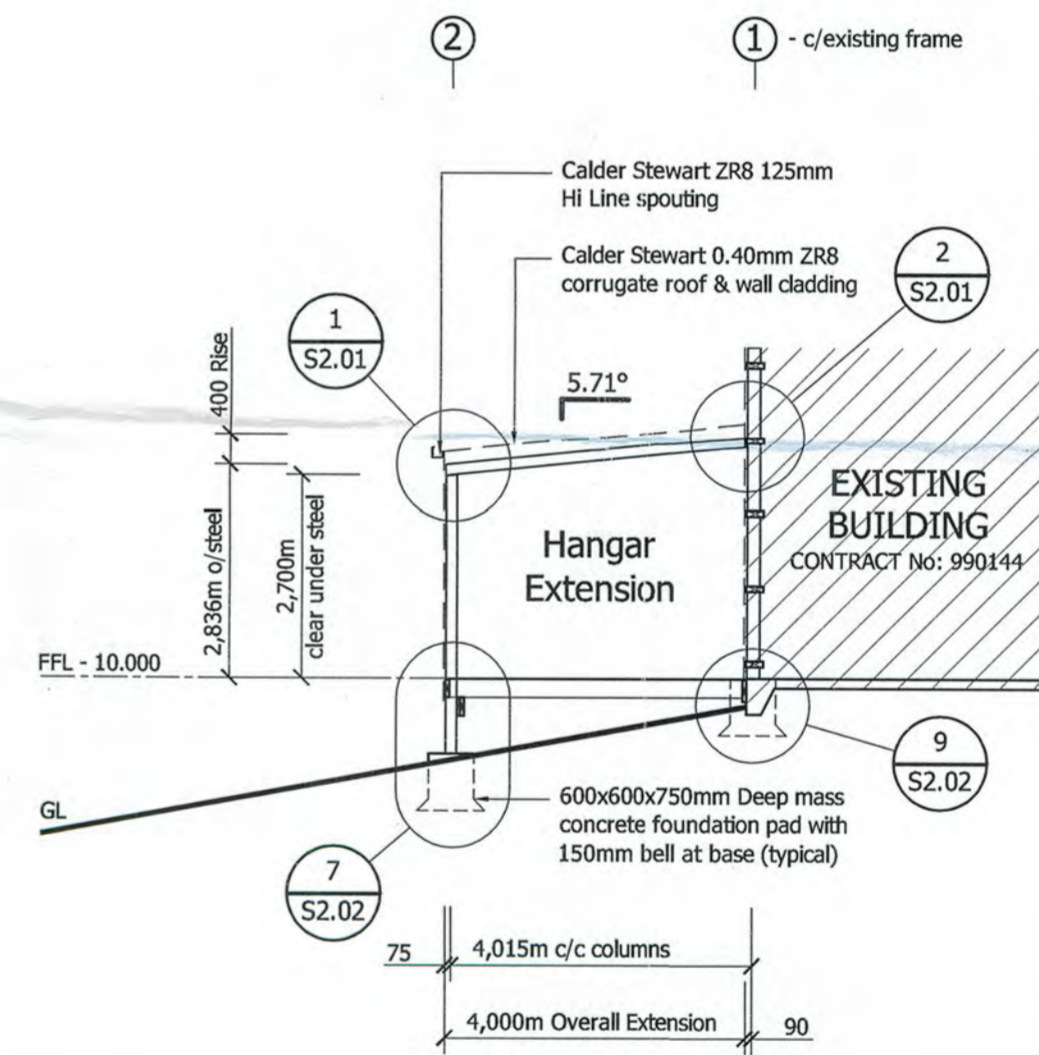
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* FIRE EXIT DOOR OPENING OUT
WITH NO INTERNAL KEY LOCKS
LATCHES OR PANIC BARS.

Signage to
Comply with
F8 AS1

Ground Floor Plan Scale 1:100
Extension Floor Area - 59.6m²



A Cross Section Scale 1:100
Extension

The NZ Building Act/Regulations 2004
and the provisions of the NZ Building
Code must be complied with in regard
to any inconsistencies in the issued
consent documents.

SOUTHLAND DISTRICT COUNCIL
No. 10242/1
Approved [Signature]
Date 15/11/08

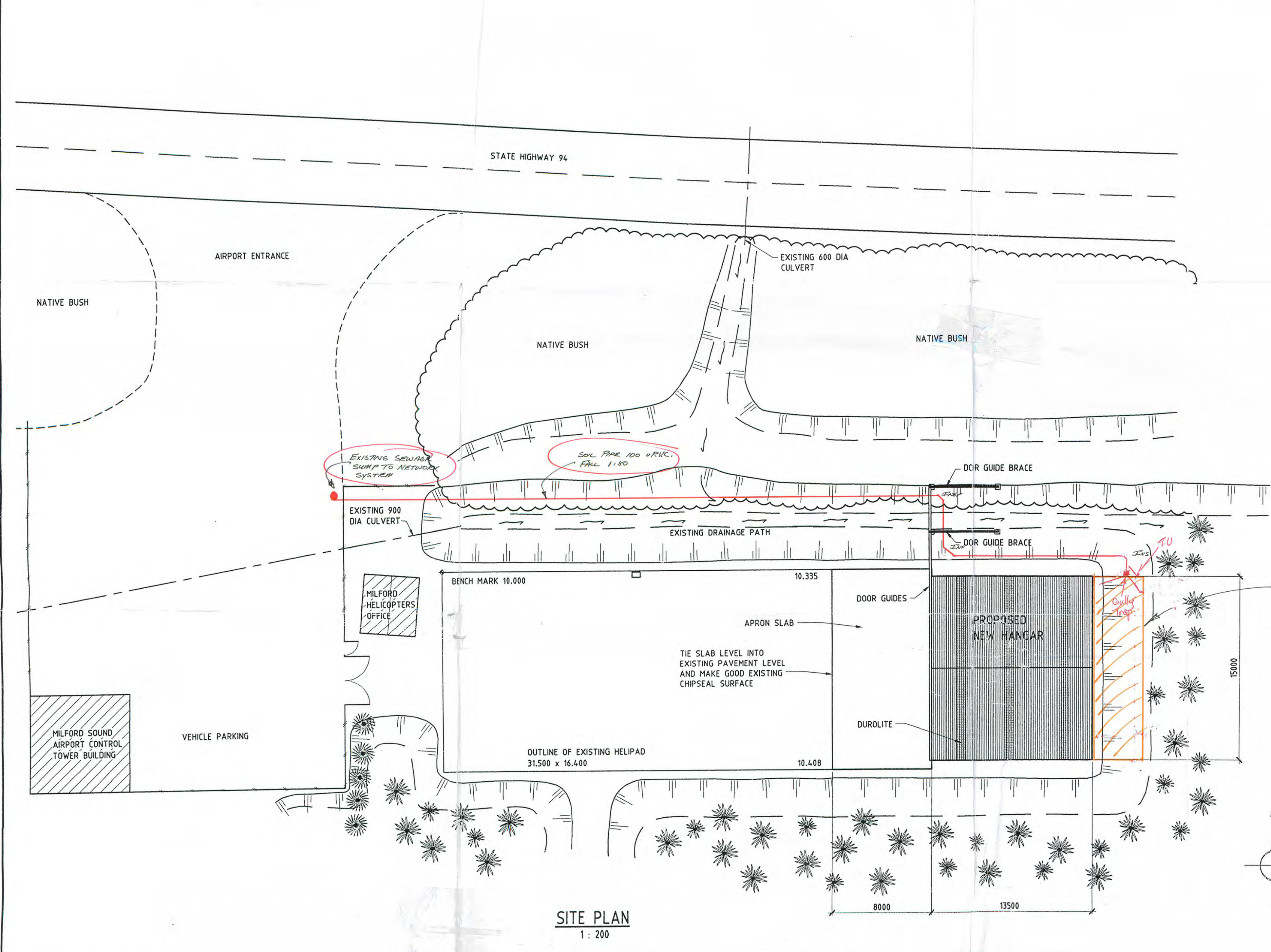
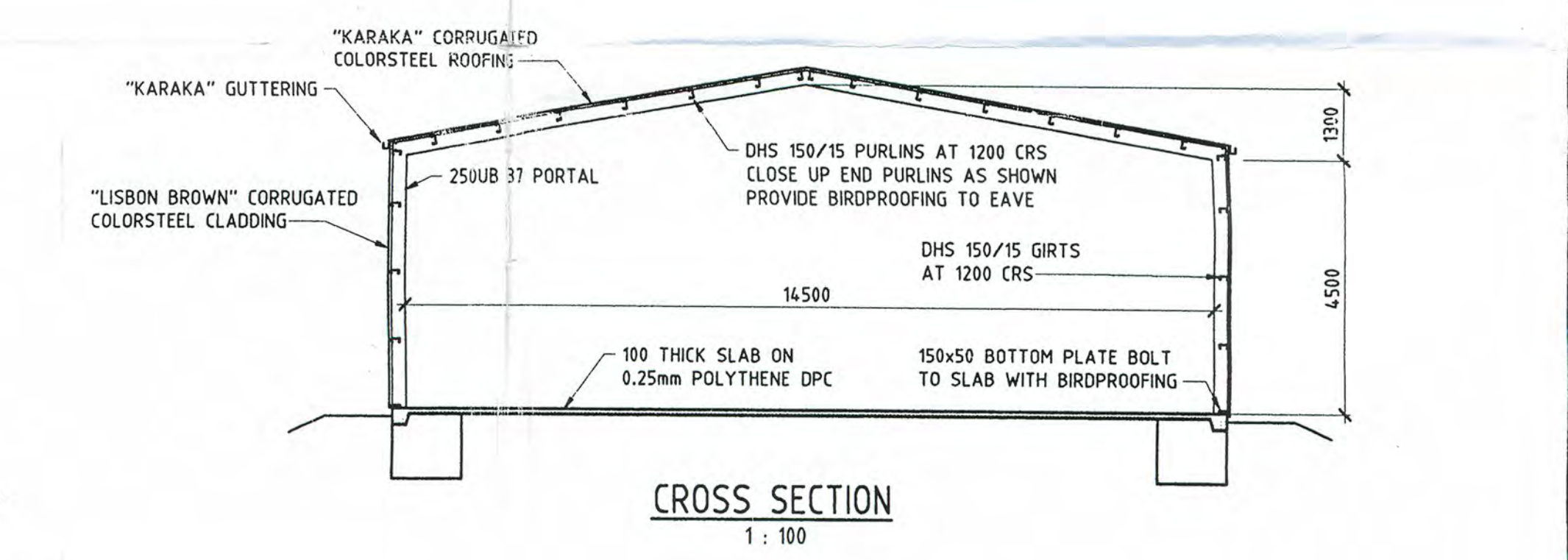
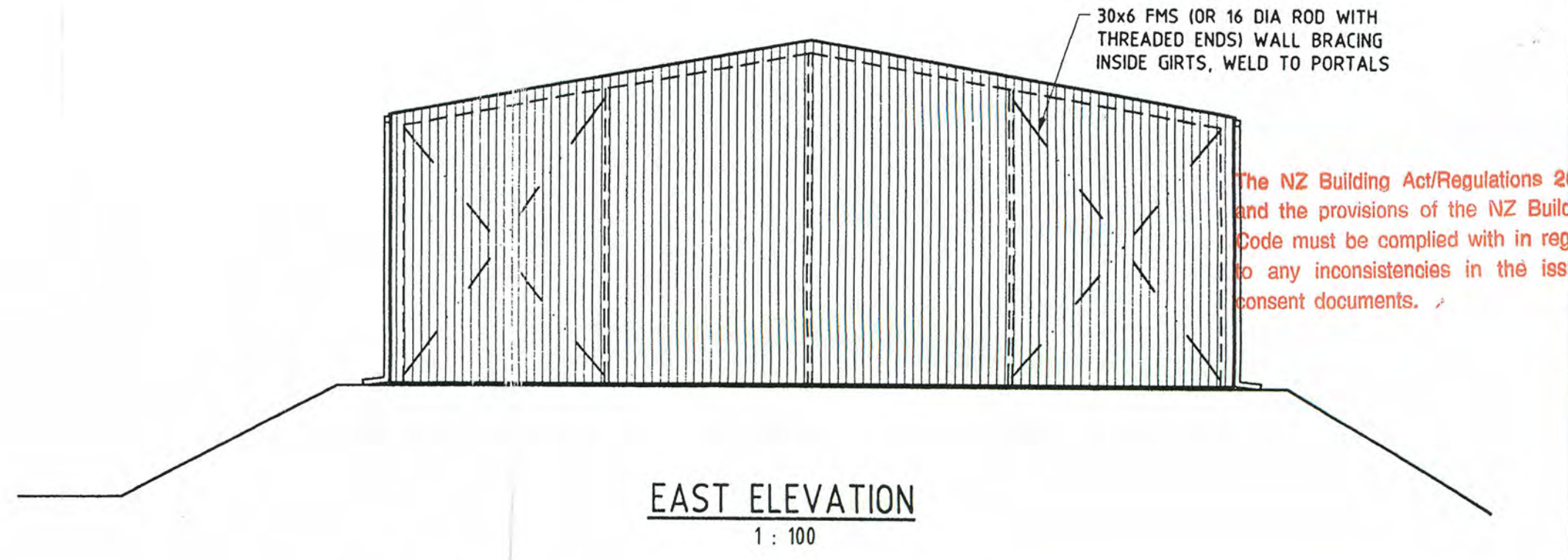
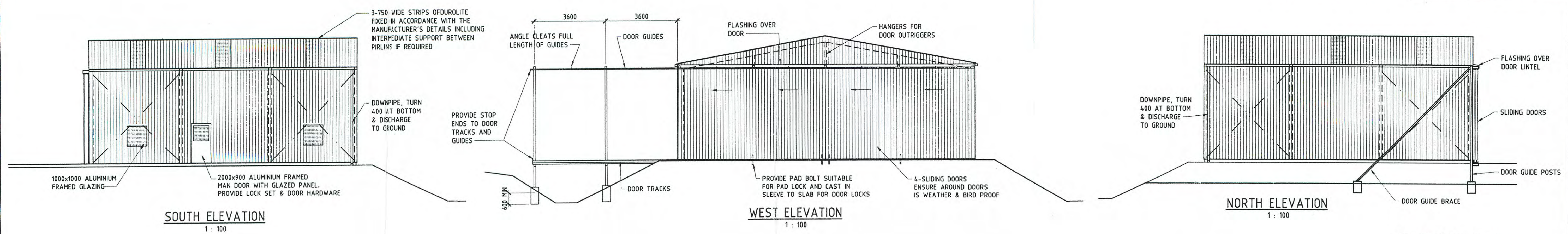


Amendments	Chkd.	Apvd.
09/06/08 A: Amended window & door layout, added stairs		

NOTE
ONLY DETAIL
ON THIS SHEED
IS DRAINAGE
PSI HAS NO REF
TO THIS SHEET

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Any re-use is prohibited and no part of this document may be reproduced or
distributed without the written permission of Heenan Consulting Limited.

A1
ORIGINAL SIZE
**DO NOT SCALE
IF IN DOUBT, ASK**



The NZ Building Act/Regulations 2004 and the provisions of the NZ Building Code must be complied with in regard to any inconsistencies in the issued consent documents.

- NOTES:**
- CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK
 - DO NOT SCALE THE DRAWINGS
 - ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH THE NEW ZEALAND BUILDING CODE AND IN PARTICULAR THE N.Z. STANDARD SPECIFICATIONS:
CONCRETE CONSTRUCTION - NZS 3109
STEEL CONSTRUCTION - NZS 3404
 - DESIGN ALLOWABLE SOIL BEARING CAPACITY IS 100 kPa
 - SPECIFIED CONCRETE STRENGTH SHALL BE 20 MPa AT 28 DAYS
 - ALL REINFORCEMENT SHALL BE TO NZS 3402:1989
R - ROUND GRADE 300
HD - DEFORMED GRADE 430
HORIZONTAL BARS SHALL BE CONTINUOUS, LAPPED:
HD12 - 750mm
HD16 - 975mm
TURN ALL BARS 400mm AT CORNERS
MINIMUM COVER TO BE 50mm AND SHALL BE ACCURATELY MAINTAINED
 - ANY PROPRIETARY STRUCTURAL OR FIXING SYSTEM SHALL BE USED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS
 - ALL STEELWORK SHALL BE PAINTED WITH RESENE INORGANIC ZINC SILICATE PRIOR TO ERECTION IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS
TOUCH-UP DAMAGED AREAS WITH RESENE AMERCOAT 185 HS IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS

DESIGN LOADS

SERVICABILITY LIMIT STATE	WIND	1.0 kPa (147 km/h)
ULTIMATE LIMIT STATE	WIND	1.59 kPa (185 km/h)
	SNOW	0.24 kPa

DESIGNED	JBH	STATUS	FOR TENDER
DRAWN	JBH/GSM	DATE	1/7/99
CHECKED		DRAWING No.	REV