
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.

The purpose of this application is to seek authorisation to be able to continue operation as a scenic helicopter flight base on the foreshore of Lake Te Anau as previously permitted under Concession PAC-14-06-04-01. The structure is an office accessed from the road edge by a wooden walkway, and a helipad accessed from the office by a walkway. The structure/building is located at 45 25 05.8s; 167 42 43.3e: The physical location is 79 Lakefront Drive, Te Anau.

(Photo attachment 3b:A)

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

Existing structure – applying for renewal of concession PAC-14-06-04-01 to continue existing commercial operation – Scenic Flight Operation and Office Administration

C. Larger area

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

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:

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**
(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**

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

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

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

The structure/helipad is a commercial operation providing Helicopter Scenic Flight Service and as such our company require exclusive possession to ensure security of our operation.

E. Technical Specifications (for telecommunications sites only)

Frequencies on which the equipment is to operate N/A

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.

Southern Lakes Helicopters Ltd are applying for a 10 year concession.

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?

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.

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 |
|---|---|--|---|
| Fiordland National Park | Scenic Attraction of World Heritage National Park | Existing Structure – Nil new effects. | N/A |
| Existing building/structure Foreshore Lake Te Anau: Fiordland National Park | Front boundary of Fiordland National Park. | Noise effect to immediate neighbours. The helipad is located on the foreshore of Lake Te Anau and is an existing part (including the noise!) of the lakefront activity now and adds to the area as a tourist amenity. The activity is visible from the lakefront. (see attached photographs) This location provides tourists and visitors with a unique opportunity to view helicopters operations up close. This is not | The noise created by this activity is periodic and temporary, with similar effects to the float plane which operates adjacent to our helipad. We participate in an International programme known as Fly Neighbour Friendly, which means we always try to minimise helicopter noise. We do not operate from the helipad before 7.30am or after 7.30pm to eliminate the noise effects on the occupants of hotel/motels on the lakefront. Any effects on the area have been mitigated over the years and it is now part of the Te Anau tourism scene. |

necessarily an adverse effect. During the time that the helicopters have operated from this location we have not had one criticism of the noise effect. In fact, it could be commented that the uniqueness of the helipad is an asset to the host community.

Foreshore Lake Te Anau scenic environment

This is an existing tourist operation which is very much part of the tourist structure of the lakefront.

We are mindful of the privilege of operating from the lakefront and take pride in providing a service to tourists and visitors to the town.

Visual effects.

Building & helipad is visible along the lakefront.

(See attached photograph)

Trees screen the building to a degree, and we maintain the building and surrounds to a neat and tidy standard to enhance our presence on the lakefront and to ensure our presence in the location does not cause undue negative visual impact to the landscape. The building is constructed of materials sympathetic to the area. During the period of the existing concession we have replaced the decking on our helipad. While this maintenance was done care was taken to ensure no negative impact on the environment. To ensure no debris entered the lake while the maintenance was completed tarpaulins were placed over the helipad to capture any wood shaving/sawdust created when cutting the new timber. The waste was removed from the site and disposed of in safe manner. We have upgraded the interior of the

building with new carpet, office furniture, paint etc. No negative impact on the environment and the office is much enhanced by the renovation. No additions or alterations to the building structure were done during this upgrade.

The location of the helipad allows an opportunity for visitors/locals to be able to depart from the lakefront to view the scenic beauty of the Fiordland National Park from the air. A departure from the helipad, which is situated over the lake is a highlight for the people we fly. Clients regularly comment that they found the departure from the helipad as a highlight of their flight. The helipad location is close to hotels & motels and as such tourists are within walking distance to their departure point thus making access to their activity achievable without requiring the use of a vehicle.

The Company participates in an Aviation accepted Aircare Noise Abatement policy and procedures.

Fiordland National Park
Management Plan

This application is not inconsistent with the provisions of the Management Plan as it seeks to authorise an existing authorised structure. No alterations to the existing structure are requested or

Section 5.3.9.5 Te Anau Lakefront. Implementation 2 provides for the existing structure "No new structures should be permitted along the Te Anau Lakefront." Implementation 4(d) states "Any revisions or extensions to existing buildings or structures which are authorised along the lake front will be designed and constructed in harmony with the natural amenities of the surrounding landscape"

| | | |
|------------------------------------|---|---|
| Accessibility in Flood conditions. | required. The building and helipad are well above the current high - water level of the lake. | Recently Lake Te Anau has been at a very high level which has adversely affected some of the neighbouring concession holder's structures, but Southern Lakes Helicopters walkway, building and helipad are well above the water line. |
| Uniformity of Structure | The existing walkway to the office building is in keeping with other neighbouring concession holders – see attached photo. | Real Journeys and Wings over Water (neighbouring offices) have similar walkways to their vessel/aircraft departure points. |
| Insurance | Southern Lakes Helicopters Ltd hold appropriate insurance cover to indemnify the Minister against any claims or liabilities. | See attached Insurance cover certificate. |
| Tourist/Visitor Interest | The arrival of a helicopter on the existing helipad provides a great point of interest to tourists and other visitors as can be seen in the attached photo. | See attached photograph. |

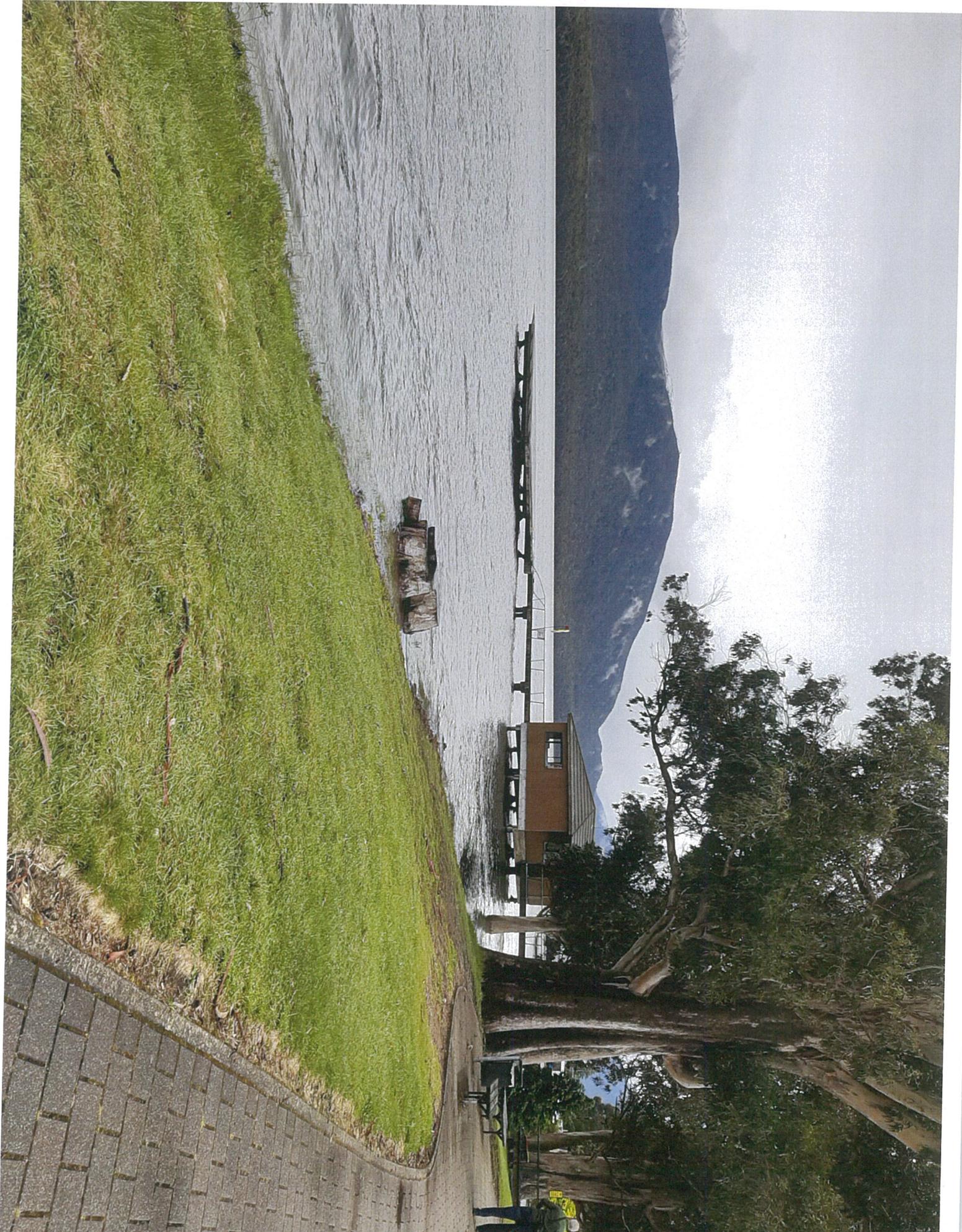
I. Other

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

Photographs to provide illustration for reader to be able to get a perspective of our site and the neighbouring structures.

Newspaper article about Sir Richard Hayes being presented an award from Department of Conservation for services to Conservation.

Attachment 3a:1



Attachment 3a:1



Attachment 3a:1





Attachment 3a:1



Attachment 3a:1





10/1

Attachment 3a : 1



Attachment 3a:1



Environmental awards given out at ceremony

A PIONEERING helicopter pilot, a group of muttonbirders, a community-minded business and an environmentally aware school were the winners at this year's Southland conservation awards.

The Department of Conservation awards evening was held last night at the Elmwood Gardens Function Centre.

Helicopter pilot Richard Hayes won the Real Journeys Services to Conservation Award for a raft of activities, including sponsoring conservation projects, search and rescue, involvement in deer management and deer removal.

Mr Hayes also donated time and helicopter use to stoat control in the Worsley and Castle Valleys in Fiordland National Park, which allowed volunteers to gain access to do trapping and provided support to the Wapiti Area Management Team by removing untargeted red deer.

Garston School won the Richard Henry Award for Southland schools, restoring an area in front of the school on State Highway 6 in partnership with DOC and Environment Southland.

It removed a significant amount of weeds from the site and the pupils and community carried out planting days and developed a walking track through the site.

Ka Mate Nga Kiore won the award for Services to Conservation with Communities which is presented to Southland groups involved in specific conservation efforts.



Helicopter pilot Richard Hayes

One of Ka Mate Nga Kiore's goals was for the protection and enhancement of four off-shore islands for future generations and reintroduction of species.

The Islands are Taukihepa, Pukeweka, Rewiwhakaupoko, and Mokonui, all titi/muttonbird islands.

Members have provided liaison between DOC (contractors eradicating rats) and mutton birders. They have also co-ordinated birders input to poisoning on the ground and around buildings.

Stewart Island Flights won the Corporate Conservation Award, which acknowledges the role businesses play in assisting DOC in achieving its goals.

Stewart Island Flights has sponsored transfer of weka back into Halfmoon Bay township and provided free flights and freight to Stewart Island Community and Environment Trust for many years.

The business plays an integral



General Aviation Air Operator Certificate

This is to certify that

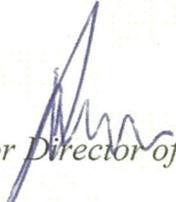
Southern Lakes Helicopters Limited

Trading as Southern Lakes Helicopters

is authorised under the provisions of Civil Aviation Rule Part 119 to perform air operations and other associated activities in accordance with Civil Aviation Rule Part 135 as defined in the Operations Specifications and the organisation's exposition.

This certificate is not transferable, and shall come into force on the 1st day of October 2018 and remain in force until the 30th day of September 2023 unless otherwise suspended or revoked.

Granted this 28th day of September 2018



for Director of Civil Aviation

This certificate is granted pursuant to Civil Aviation Rule Part 119

No. AOC12996





Certificate of Accreditation

This is to certify that

Southern Lakes Helicopters Ltd

has been audited under the AIRCARE™ Accreditation programme and was found to comply with the following standards:

*Safety Management System – QA and Risk Management
Environmental – Amenity Values – Noise Abatement*

21 Feb 2020

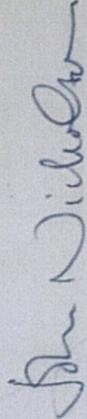
Expiry date

22 Feb 2017

Date of Accreditation

AC0137

Certificate number

Signed 

Aviation NZ CEO



This is to certify that

Southern Lakes Helicopters Limited

52 Sandy Brown Road Te Anau

having been assessed by Telarc Limited and having been found to operate a quality management system conforming to

NZS 8156:2019 and NZAARS V3:2018

is hereby designated

Telarc Registered

No. 3019

for the following goods and services

The supply of emergency air ambulance and aviation search and rescue services in accordance with NZS 8156: 2019 and NZ Aeromedical & Air Rescue Standard v3 2018 & ISO 9001: 2015 from Te Anau using Rotary Wing aircraft: ZK-IBK (group 2) & ZK-IRM, ZK-IDE, ZK-HMD (group 3 SAR only)

Certificate Issued: 5 August 2019

Original Registration: 5 August 2019

Current Registration: 5 August 2019

Expiry Date: 4 August 2022

Chairperson

Chief Executive

David Bone

Philip Cryer





This is to certify that

Southern Lakes Helicopters Limited

52 Sandy Brown Road Te Anau

having been assessed by Telarc Limited and having been found to operate a quality management system conforming to

ISO 9001:2015

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No. 3018

The supply of emergency air ambulance and aviation search and rescue services in accordance with NZS 8156: 2019 and NZ Aeromedical & Air Rescue Standard v.3 2018 & ISO 9001:2015 from Te Anau using Rotary Wing aircraft: ZK-IBK (group 2) & ZK-IRM, ZK-IDE, and ZK-HMD (group 3 SAR only)

Certificate Issued: 5 August 2019

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Expiry Date: 4 August 2022

Chairperson

Chief Executive

David Bone

Philip Cryer



FINDEX

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5 December 2019

Department of Conservation

P O Box 29

TE ANAU 9640

Dear Sir/Madam

RICHARD J HAYES – SOUTHERN LAKES HELICOPTERS LIMITED

We write in support of our above-named client's application for a renewal of his DOC Concession for the Te Anau Lakefront Helipad.

Findex (and our predecessor firms) have acted for Mr Hayes and his Southern Lakes Group of companies for 36+ years, both in the capacity of Accountants and Finance Advisors.

The Southern Lakes Group operates on a profitable basis from a very sound financial balance sheet.

The applicant has operated over the last 40 years considerably in the Fiordland National Park and other conservation estates and has done so in a diligent manner.

We have no hesitation in attesting to the reliability and financial position of the applicant and his companies.

Please do not hesitate to contact us if you have any enquiries.

Yours sincerely,

Findex NZ Limited



Haylee Preston

Partner

e: haylee.preston@findex.co.nz

Attachment 1a: D

14 Lakefront Drive
(PO Box 50)
Te Anau 9600
t: 027 2771600

29 November 2019

To Whom It May Concern

This letter is submitted for consideration in support of Southern Lakes Helicopters Ltd.'s Concession Renewal for their Helicopter Pad and Office located within Fiordland National Park, and Foreshore Reserve on Lakefront Drive, Te Anau.

I am a long term resident since 1975 of Te Anau, and reside on Lakefront Drive.

Southern Lakes Helicopters is an established aviation provider in the Fiordland Area. The Company was incorporated in 1977, and has operated successfully from their Lakefront Pad since 1982 for commercial activities within Fiordland National Park, and the wider region.

The existing Helicopter Pad and Office is well sited on the Lakefront, and is pivotal to their overall operations in that it is readily accessible to the public, and in turn adds value to the customer experience using their services.

Yours sincerely



Ross Kerr