

Appendices for Fox Glacier Heliport Proposal for Hokitika Airport Limited

- 1 – Survey Plan SO2474 (overview and close view)**
- 2 – DOC Map of the site**
- 3 – Site Plans**
- 4 – Oblique View**
- 5 – Site Photos**
- 6 – NZTA Access Upgrade**
- 7 – Shelters**
- 8 – RD Petroleum**
- 9 – CAA Notice of Proposal (Part 157)**
- 10 – WDC Resource Consent**
- 11 – Noise Assessment – Malcolm Hunt & Associates attached as separate pdf**
- 12 – Ecological Report – OPUS attached as separate pdf**

APPENDIX 1

Survey Plan - SO2474



Figure 1 - Survey Plan of the Site circled in red (date of survey 1925).

APPENDIX 1

Survey Plan - SO2474 close up



Figure 2 - Survey Plan (SO2474) close up of the site with approximate boundary of site outlined in yellow (Stage 1) and green (Stage 2). The Plan is from 1925 and the area of the proposal was described as Felled and grassed.

APPENDIX 2

DOC Map of the Site



Figure 3 - DOC GIS system map showing the approximate boundaries of the proposed site outlined in black. The proposal extends over two separate allotments which are divided by Legal Road. Both allotments are DOC administered and are under the same appellation being Crown Land Survey Office (SO) Plan 2474.

APPENDIX 3 - SITE PLANS

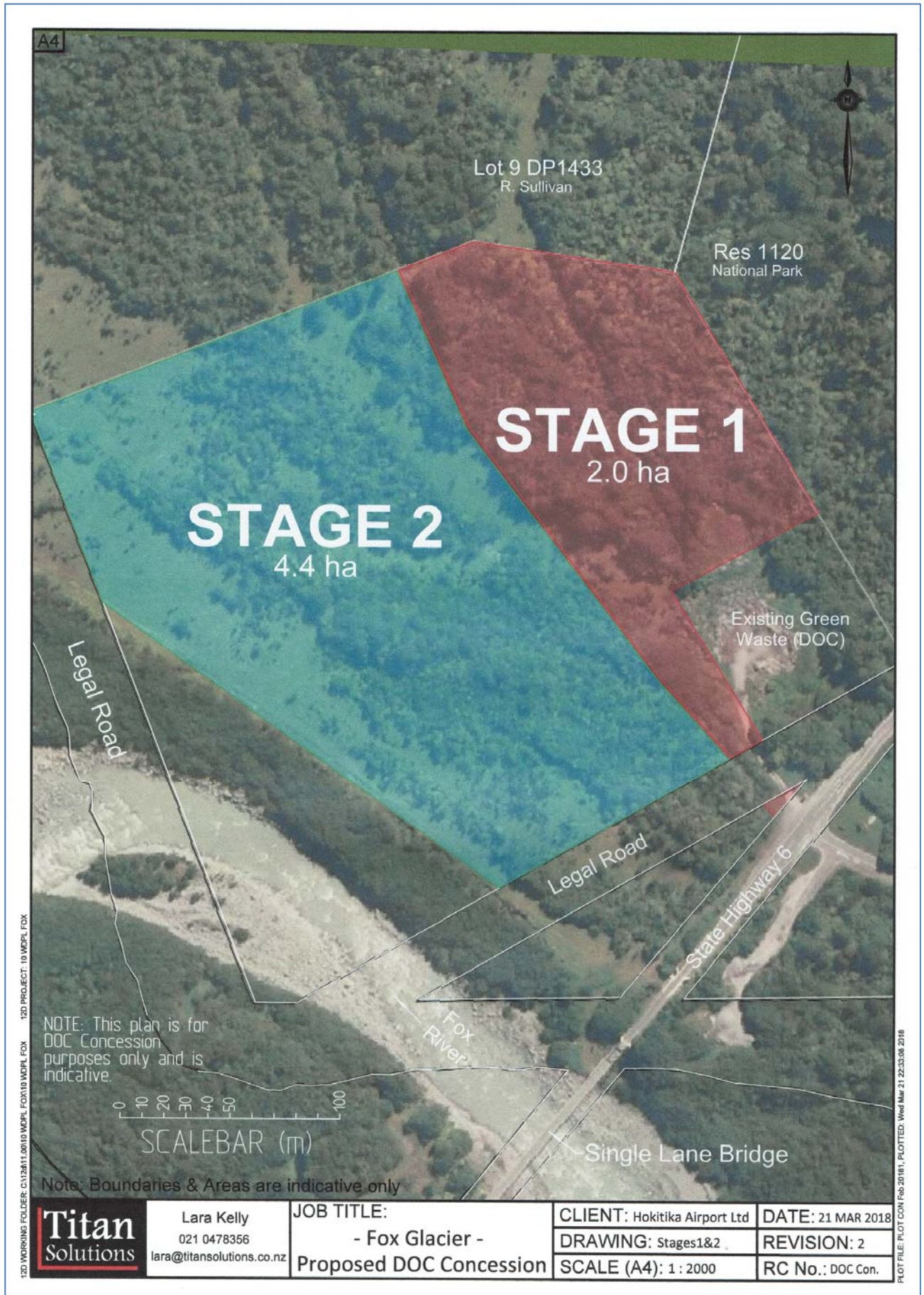


Figure 4 - Plan of the Concession (Stages 1 & 2)



1:2D WORKING FOLDER: C:\120811\0010\WDPL FOX\119\WDPL FOX 1:2D PROJECT: 10 WDPL FOX

PLOT FILE: PLOT of scheme rev 411_PLOTTED - Tue Mar 27 14:32:05 2018

	Lara Kelly 021 0478356 lara@titansolutions.co.nz	JOB TITLE: - Fox Glacier - Heliport, Stage 1	CLIENT: WDPL/HAL	DATE: 25 MAR 2018
			DRAWING: DOC Stage 1	REVISION: 2
			SCALE (A4): 1 : 1500	RC No.: N/A

Figure 5 - Close up Plan of the Proposal for Stage 1

APPENDIX 4

OBLIQUE VIEW OF THE SITE

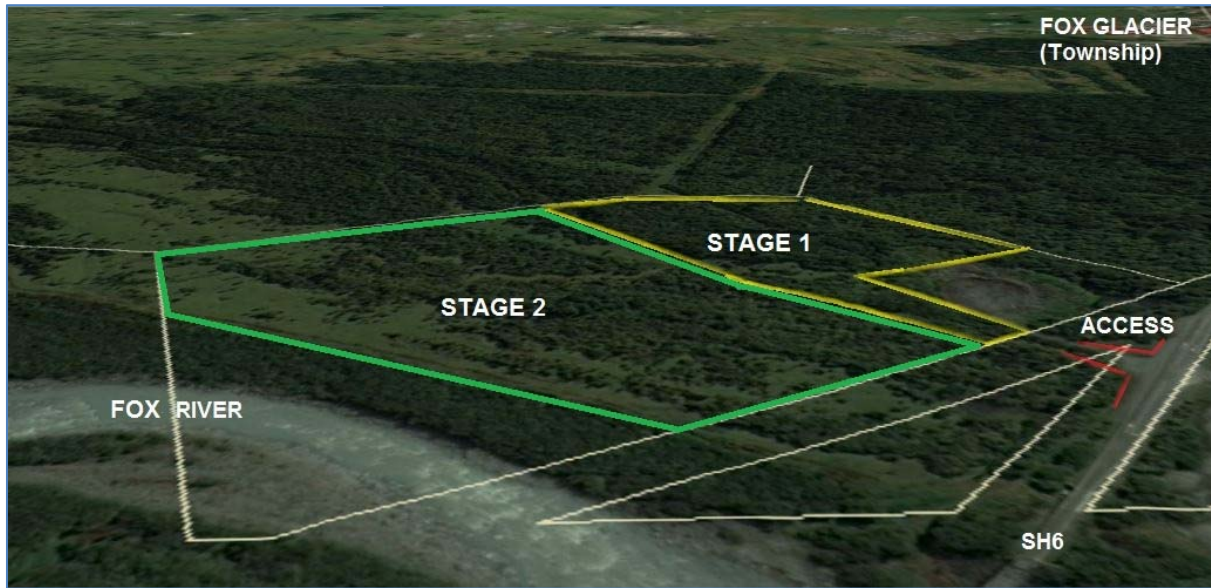


Figure 6 - Oblique view of the site. The site is indicated (approximate only) by the yellow outlined area (Stage 1) and the green area (Stage 2). The access from SH6 is indicated in red. (Source: Google Earth)

APPENDIX 5

Photos of the Site



Figure 7 - Standing near the Fox Glacier access road on SH6, looking north. The Site access is to the left of the photo.



Figure 8 - On the east side of SH6 (near the Fox Glacier access road) looking northwest at the existing access to the site.



Figure 9 - On the site near the Green Waste Area looking south.



Figure 10 - On the Site near the Green Waste Area looking up to the Fox Glacier (looking south).



Figure 11 – On Site, near the Green Waste Area a Panoramic View looking south.



Figure 12 - On site near the access to the Green Waste Area, looking northwest.



Figure 13 - Aerial view of the site from a helicopter. The yellow lines are the approximate boundaries of the site Stage 1 and the green outline Stage 2. The photo is taken east of the site (approximately over SH6, the Road is visible) looking southwest.



Figure 14 - Aerial View of the site with the approximate existing flight paths (from/to the Fox Glacier) in blue. The approximate proposed flights paths are shown in red. Please note this is indicative only.



Figure 15 - Aerial view of the immediate area with the Green Waste Area clearly visible.



Figure 16 - Photo from SH6 Bridge over Fox River, looking north over the site. (Source: Google Earth)



Figure 17 - photo from further along the SH6 Bridge looking north over the site. (Source: Google Earth)

APPENDIX 6

NZTA Access Upgrade

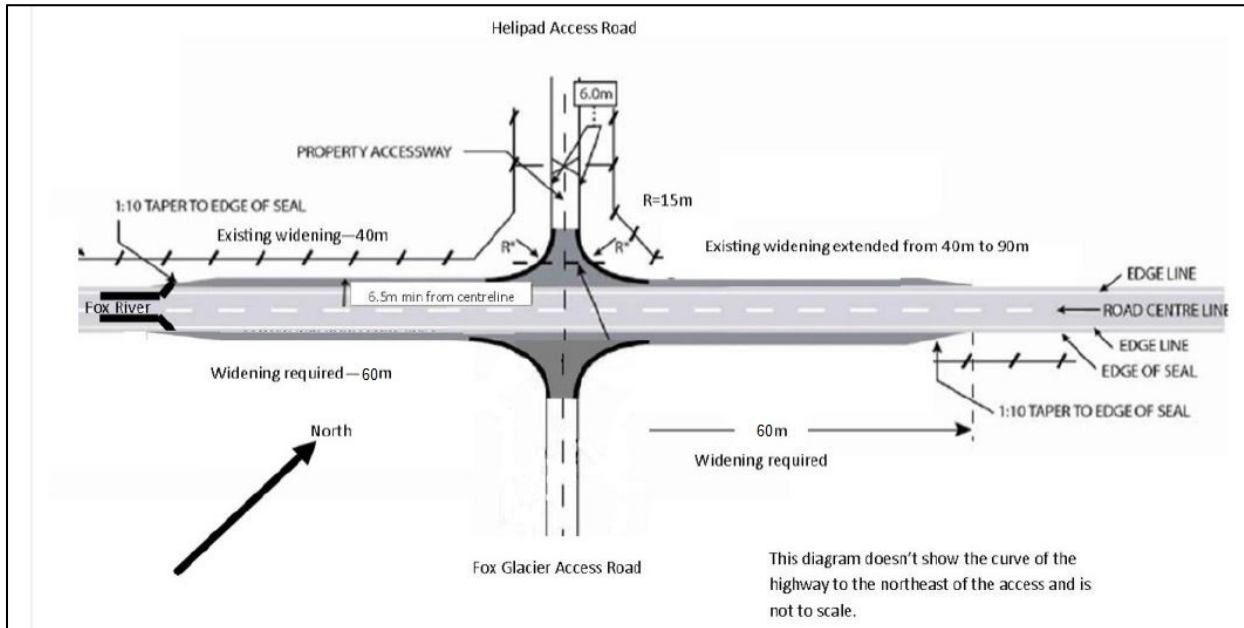


Figure 18 – NZTA Diagram E with site specific modifications of existing Fox Glacier Access Road & 60m widening requirements.

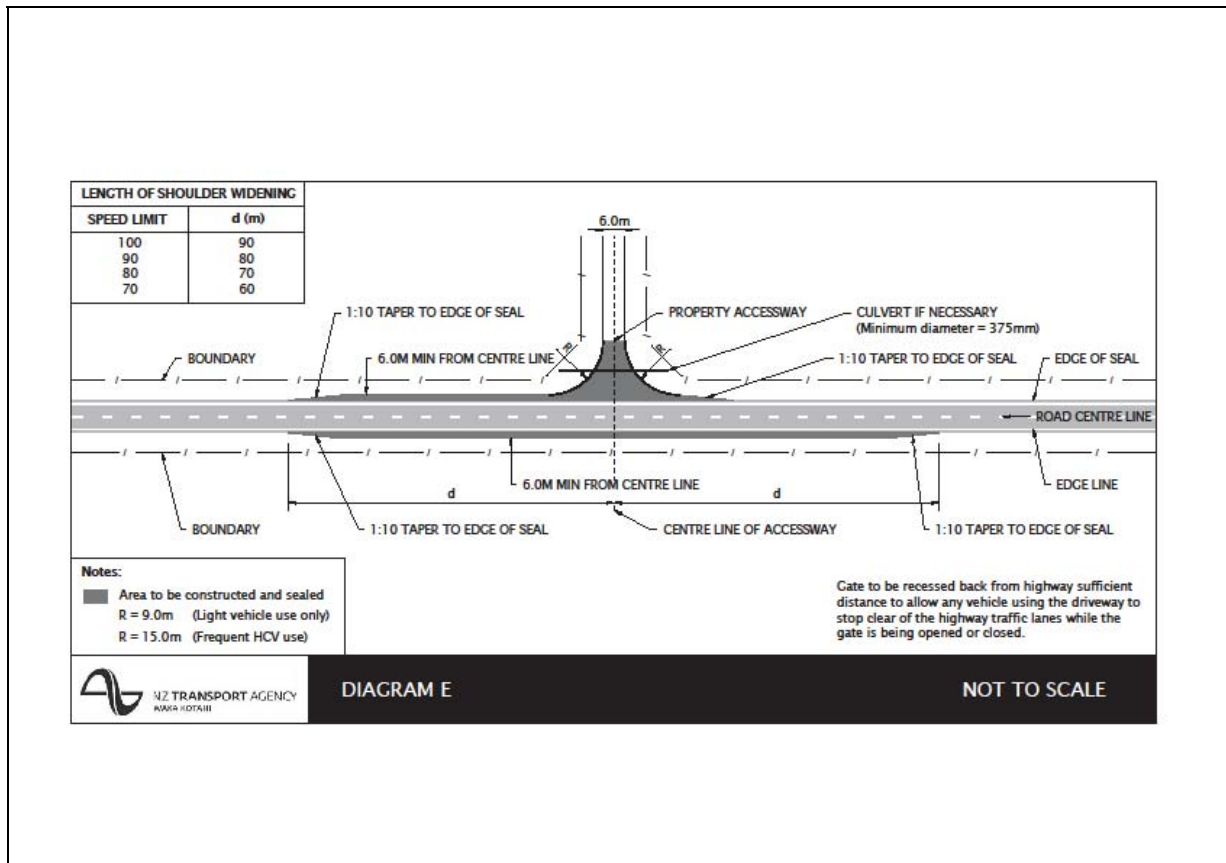


Figure 19 - NZTA Diagram E

APPENDIX 7

Shelters



Figure 20 - Example of what the Shelters (two are proposed) for waiting passengers would look like. Note this is indicative only.

APPENDIX 8

RD Petroleum



6th June 2017

Westland District Property Limited
PO Box 22
Hokitika 7842

Attention: Marion Smith

Dear Marion

Re: Proposed Aviation Jet Fuel Storage and Dispensing Facility for Proposed Heliport Development at Fox Glacier

This report details the requirements for the proposed Jet Fuel storage facility for the refueling of Helicopters at the proposed Heliport Development in Fox Glacier.

Proposed Storage Container

The proposed Storage Container (Tank) has a safe fill capacity of 50,000 Litres.

See attached drawings for Storage Container (Tank) dimensions and layout.

The hazardous substances (Jet A-1) will be stored in a containment facility which complies with the Hazardous Substances (Emergency Management) Regulations 2001. It is also designed, constructed and managed to prevent the escape of hazardous substances

The proposed new Storage Container (Tank) will be a Super Vault unit which are constructed under license from the American manufacturer by Advanced Fuel Tanks in Christchurch and are Double Contained. The Storage Container (Tank) has been approved in New Zealand for storage of class 3 liquids. (It is compliant with the most stringent requirements of the ERMA Code of Practice for Above Ground Stationary Container Systems for Petroleum, Design and Installation). The Storage Container (Tank) is manufactured to SwRI 95-03 and comply with UL2085, AS1692-2006, and AS1940 and have a four hour fire rating. The Storage Container (Tank) will be 10.975m long, 2.874m in diameter and 4.258m approximately at the high end of the Tank.

The Storage Container (Tank) is to be located on the heliport apron.

The new Storage Container (Tank) will be located on an engineered foundation (plinth) to give seismic restraint as per the regulations.

PO Box 1487, Christchurch PHONE 0800 44 00 14 FAX 03-384 9964

www.rdp.co.nz

The Storage Container (Tank) is filled from a Road Tank Wagon via a pump and the Storage Container (Tank) will be fitted with an overfill switch/valve which in the unlikely event of overfilling will shut down the pump at the pre-set safe fill level preventing the Storage Container (Tank) from being filled beyond its capacity. The fill lines to the Storage Container (Tank) are welded stainless steel and are installed aboveground. The delivery driver's procedure requires that the Storage Containers (Tanks) are dipped manually prior to delivery to ascertain the ullage level is adequate for the delivery quantity. The delivery driver is in attendance during the entire delivery process.

The Storage Container (Tank) will have a remote refuelling dispensers, aviation hoses and nozzles for refuelling helicopters. There will an emergency stop button and fire extinguishers located at the tank and all dispensing points and a spill kit containing absorbent mats and boom.

The Storage Container (Tank) and installation will meet HSNO regulations and is typical of installations used in similar circumstances.

HSNO Compliance

The Storage Container (Tank) will be sited to comply with the Transfer Notice 35 in regards to isolation distances which require it to be located 6.0m from an area of High Intensity Land Use and 4.0m from an area of Low Intensity Land Use and will be installed in compliance with HSNOCOP24 (Above ground stationary tanks with integral secondary containment).

Unloading is undertaken from dedicated tank wagons by trained operators using dry break couplings between the tank wagon and the above ground tank fill point.

Hazardous Zone plans are required and will be produced for compliance to identify the zones around the Storage Container (Tank).

The proposal is similar to other approved fuel facilities in New Zealand.

A Stationary Container Certificate and Location Test Certificate will be required for the site and will be issued by our Test Certifier on satisfactory completion of the works.

Westland District plan

The Westland District Plan part 8.6 states as follows:

The following controls on the use, storage, production or mixing of hazardous substances shall only apply where those matters are not already dealt with through other existing legislative or regulatory mechanisms:

- a) All sites used for the storage of hazardous materials must be adequately roofed and sealed with impervious materials.
- b) No hazardous substance may be discharged into the storm water system or otherwise enter the environment in a potentially damaging form.

The storage of Jet Fuel as proposed is controlled under the Hazardous Substances and New Organism Legislation and the Transfer Notice 35 and Codes of Practice therefore it is assumed from the first paragraph that items (a) and (b) do not apply to the proposal.

However when comparing the District Councils requirements (a) and (b) above to the proposed storage the following is relevant to show compliance with District Plans intention.

1. The Storage Container (Tank) is double contained, roofing of the unit is not practical or recommended as it would not comply with the legislation.
2. The Storage Container (Tank) is to be located on an impervious surface.
3. The Storage Container (Tank) fill point is connected via Dry Break couplings.
4. All pipework exits the top of the tank and is sealed as per HSNOCOP 24.

Should you have any question regarding the above please do not hesitate to contact me.

Yours Sincerely
RD Petroleum Limited

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

Craig Fitzgerald
Engineering Manager

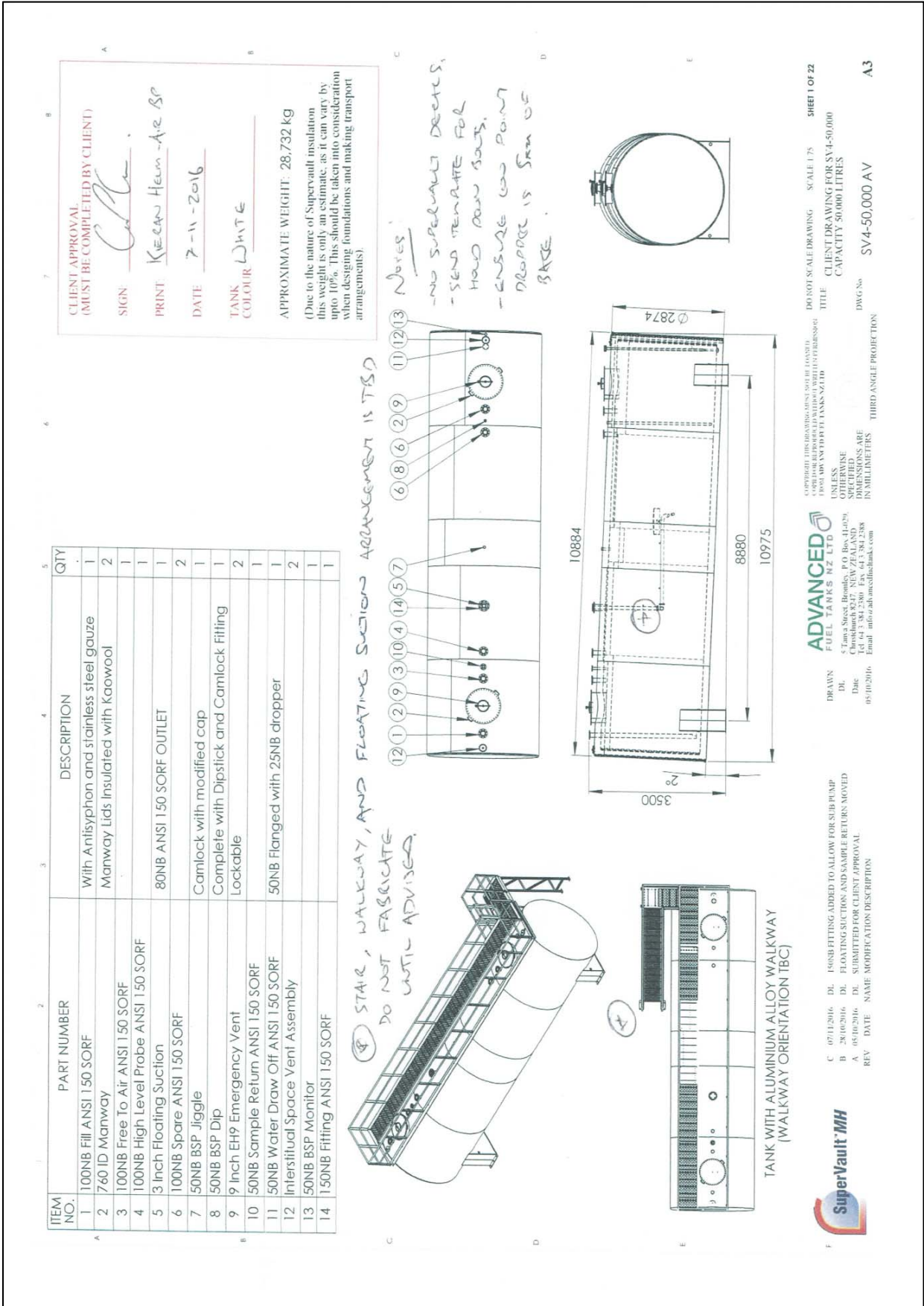


Figure 24 - RD Petroleum specific design requirements for the fuel tank.

APPENDIX 9

CAA Notice of Proposal to construct Heliport



Notice of proposal for construction of a Heliport – Fox Glacier Heliport

The Civil Aviation Authority has received notification from Hokitika Airport Ltd of a proposal to construct a Heliport at Fox Glacier.

Pursuant to Civil Aviation Rule 157.9, the Director of Civil Aviation is conducting an aeronautical study to consider the effects that the proposed action would have on the safe and efficient use of airspace by aircraft, and on the safety of persons and property on the ground. In particular, the aeronautical study shall consider the following:

- The effect the proposed action would have on existing or contemplated aerodrome traffic circuits of neighbouring aerodromes.
- The effect the proposed action would have on existing and projected airspace uses.
- The effect the proposed action would have on the safety of persons and property on the ground.
- The effect the existing or proposed man-made objects and natural objects within the affected area would have on the proposed action.

In accordance with Civil Aviation Rule 157.9(b) the Director invites interested parties to make submissions concerning the proposal. Submissions should quote Work Request 17/157/19 and be addressed to:

Group Executive Officer
Personnel Licensing and Aviation Services
Civil Aviation Authority of New Zealand
PO Box 3555
Wellington 6140

Fax: 04-569-2024
Email: aero@caa.govt.nz

Closing date for submissions 6 June 2017.

APPENDIX 10

Granted WDC Resource Consent

Our Ref: RC170060
Contact: Simon Mutohori

5 March 2018

Hokitika Airport Limited
C/- Titan Solutions
6 Pine Tree Road
Kaniere
Hokitika 7811



Westland District Council
36 Weld Street
Private Bag 704
Hokitika 7842
Phone 03 756 9010
Fax 03 756 9045
Email council@westlanddc.govt.nz

Dear Sir/Madam

**RESOURCE CONSENT NUMBER 170060: DISCRETIONARY LAND USE ACTIVITY:
TO USE LAND LEGALLY DESCRIBED AS CONSERVATION AREA-FOX RIVER FOR
THE COMMERCIAL OPATION OF A HELICOPTER BASE INCLUDING CLEARING
APPROXIMATELY 1.5HA OF INDIGINOUS VEGETATION: STATE HIGHWAY 6, FOX
GLACIER**

I advise that the following decision has been made under delegated authority in respect of the above application.

Decision:

Pursuant to Section 104 of the Resource Management Act 1991, land use consent is granted to **Hokitika Airport Limited** for the activity as hereunder described:

To use land described as Conservation Area- Fox River for the commercial operation of helicopter base including clearing approximately 1.5 hectares of indigenous vegetation as submitted in an application and plans received 13th June 2017 and further information received 9th November 2017.

Conditions:

Pursuant to Section 108 of the Resource Management Act 1991, this resource consent includes the following conditions:

1. The proposed activity shall be carried out generally in accordance with the application formally received 21st April 2017 and the following attached plans marked as follows:
 - a. Appendix 4. Site Plan 'A'
 - b. Appendix A – Helicopter Noise Ldn 50 Contour and flight path 'B'
2. The maximum number of daily flight movements shall not exceed one hundred and sixty (160).

the last best place
Westland

3. Hours of operation for all helicopter aviation operations and delivery of goods and materials to the subject site shall be limited to 7:30am-8pm from 1 September to 31 May and 8am-6pm from 1 June to 31 August.
4. The Helicopter fleet shall be made up of the model known as the Squirrel or similar with similar noise output
5. Noise from the operation of helicopters shall not exceed 50dB Ldn at any existing residential dwelling or Residential Zone boundary. Compliance shall be assessed in accordance with NZS 6807:1994 Noise Management and Land Use Planning for Helicopter Landing Areas
6. The main mode of transport for customers to and from the site shall be bus/shuttle operated by the consent holder.
7. The consent holder shall record and keep an up-to-date flight movement log which shall be made available to Council staff on request for inspection at any time during operations.
8. All helicopter flights shall be undertaken in accordance with the requirements of the 'Fly Neighbourly Guide'.
9. There shall be no test or training flights from the site and all mechanical repairs and maintenance of helicopters shall take place off site.
10. Prior to any earthworks and/or indigenous vegetation clearance occurring on site an avifauna nesting survey is to be undertaken by a suitably qualified and experienced ornithologist to establish the presence of nesting birds. A copy of this report shall be submitted to the Planning Manager of WDC. Any recommendations of the survey and report shall be the responsibility of the consent holder to implement as part of exercising this consent.
11. Prior to any earthworks and/or indigenous vegetation clearance occurring on site an Ecological Management Plan shall be submitted to the Planning Manager of WDC for approval. The Ecological Management Plan applies to the entire development site and must include but not necessarily be limited to the following matters: a) weed control, b) annual vegetation monitoring and reporting, c) cleaning schedule for all construction equipment entering the site to avoid weed invasion.
12. Prior to any earthworks and/or indigenous vegetation clearance occurring on site, a *Coprosma Walllii species* Management Plan shall be submitted to the Planning Manager of WDC for approval. The Management Plan applies to the entire development site and must include (but not necessarily be limited to) the propagation of *Coprosma Walllii* present on the site.
13. Stormwater from the hard stand area shall be managed on site, via soakage pit, natural filtration or similar to ensure that no direct discharge is made into waterways.

14. Pursuant to Section 125 of the Resource Management Act 1991, this resource consent will lapse on **2nd March 2023** if the consent is not exercised before the end of this period. However, this period can be extended under the Resource Management Act 1991 upon application to the Consent Authority.

Advice notes to the Consent:

1. This resource consent does not, in itself, provide for the erection or alteration of any buildings. All building work on the land to which this resource consent refers may be subject to an application for a building consent pursuant to the provisions of the Building Act 2004.
2. The consent holder is advised to obtain all necessary certification under relevant regulations from relevant authorities for the operation of helicopters and the associated activities.
3. The consent holder will be required to obtain a Wildlife Permit from the Department of Conservation for the removal of lizards and lizard habitat pursuant to the Wildlife Act 1953.
4. A flight movement is either one take-off or one landing, i.e. a helicopter landing and take-off is considered to be two flight movements.
5. Charges for the monitoring of compliance with conditions of this consent will be set each year in the Annual Plan. Consent holders may submit information to Council to demonstrate compliance with conditions of consent which if accepted will reduce the need for Council to undertake monitoring and therefore reduce associated monitoring fees.
6. It is possible that archaeological sites may be affected by the proposed work. Evidence of archaeological sites may include burnt and fire cracked stones, charcoal, rubbish heaps including shell, bone and/or glass and crockery, ditches, banks, pits old building foundations, artefacts of Maori and European origin or human burials. The applicant is advised to contact the Heritage New Zealand if the presence of an archaeological site is suspected. Work affecting archaeological sites is subject to a consent process under the Historic Places Act 1993.

Reason for Decision:

The Council is satisfied that the proposed use of land commercial helicopter activities is not in conflict with the amenity values of the area. Council considers that subject to the imposition of appropriate conditions the activity could be able to be integrated into the existing environment with minimal adverse effect.

The Council has considered the application under the relevant provisions of the Westland District Plan, including the objectives and policies relating to sustainable communities, infrastructure and services, the built resource and amenity. Consideration has also been given to the relative sections of the Resource Management

Act 1991 the relevant National Policy and Environmental Statements and the West Coast Regional Council Policy Statement. This proposal has not been found to be inconsistent with any matters in these documents.

Objection to the Consent Authority

You are advised that you have the right of objection to the Consent Authority in respect of this decision, pursuant to Section 357A of the Resource Management Act 1991. Any objection is to be in writing and must set out the reasons for the objection. Any objection must be made within 15 working days of receipt of this decision. The Consent Authority will then consider the objection and give its decision in writing. Any person who made an objection may appeal to the Environment Court against the Consent Authority's decision on the objection, pursuant to Section 358.

Pursuant to Section 120 of the Resource Management Act 1991, you have the right of appeal directly to the Environment Court against the whole or any part of this decision. Notice of appeal shall be in the prescribed form and must be lodged with the Environment Court and served on the Council within 15 working days of receipt of the Council's decision.

Sincerely

A handwritten signature in black ink, appearing to read "Simon Mutohori", with a stylized flourish at the end. To the left of the signature is a small, handwritten mark that looks like "H".

Simon Mutohori
Senior Planner

APPENDIX 4: SITE PLAN



Figure 8. Concept Plan of the Project

A

Appendix A – Helicopter Noise L_{dn} 50 dBA Contour



B

APPENDIX 11

Noise Assessment – Malcolm Hunt Associates

NOTE: attached as a separate pdf document labelled “*HAL DOC Concession Fox Appendix 11 Noise Assessment.pdf*”

APPENDIX 12

Ecological Assessment – OPUS

NOTE: attached as a separate pdf document labelled “*HAL DOC Concession Fox Appendix 12 Ecological Assessment.pdf*”