

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](mailto: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.

*Note: Three documents (pdf files) are attached that form part of the application with many photos, plans and diagrams:*

1. Appendices 1-10
2. Appendix 11
3. Appendix 12

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## 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 proposed activity is to use the land for a heliport. The site is located at Fox Glacier, north of the Fox River and approximately 1.3km south of Fox Glacier township along the State Highway 6 (SH6). NZTM Coordinates of the approximate middle of the site are: 1357917 mE 5182059 mN.*

*The proposed activity would be carried out in two separate stages. Stage 1 would be the first stage and this would be carried out prior to Stage 2 being the second stage.*

*The proposed use of the land would be for a heliport with 14 helipads and they would be gravel areas (similar to the helipads at Franz Josef). Refuelling would be undertaken on the Stage 1 site. Some vegetation would be required to be cleared and an ecologist has carried out field work and undertaken a report on the current vegetation on Stage 1 site. An ecological report would be carried out for Stage 2 and a management plan would be collated to ensure vegetation is managed accordingly, as set out by the ecologist in consultation with DOC.*

*Access to the site would be from the SH6 (to the Stage 1 site) which would have a 'park and ride' system in place (eg customers would be picked up from an office at Fox township and transported to the site for their flight. Upon their flight concluding they would be transported back to Fox). The Stage 2 land would require minimal roading to be undertaken as the main 'park and ride' would be in place on the Stage 1 site. Customers would wait on the land in shelters and then walk on a defined gravel track to the helipad for their flight. Helicopter types proposed to be used would be similar to those that fly from the Franz site (predominantly ones that could carry passengers (tourists) eg Squirrel, Hughes 500). The amount of flights per helipad would be at a maximum of 40 flights per day - however this would most likely only be achievable in the summer (eg longer working days) and when tourist numbers are high and when the weather is fine.*

*The structures that would form part of the concession for Stage 1 are:*

- Access & roading
- Gravel Helipads (four)
- Gravel walking routes to the helipads
- Fences
- Park and Ride area (where the buses/vehicles would park)
- Shelters (two)
- Fuel site

*The structures that would form part of the concession for Stage 2 are:*

- Gravel Helipads (ten)
- Gravel walking routes to the helipads
- Fences
- Roading (minimal)

See the Appendices for a plans, photos and diagrams of the site.

The appellation of the land is Crown Land Survey Office (SO) Plan 2474. The DOC name of the area is Conservation Area – Fox River, Conservation Act 1987, s25, Stewardship Area.

Stage 1 would be over approximately 2ha of the site and Stage 2 over 4.4ha of the site – therefore the total area would be 6.4ha.

HAL would ensure all safety requirements are met and CAA rules are abided by. HAL operate the Franz Josef heliport to a high standard and it is envisaged that this proposal would be similarly operated.

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## **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.

*Yes the heliport proposal could be undertaken on other sites outside the public conservation land. However the applicant, and previous parties acting for this proposal, thoroughly investigated other sites in the Fox Glacier area. The other sites consisted of wide areas of unformed Legal Road further northwest of the site, one being north of the Fox Sewer ponds. Although there was a formed track to the site, it was over private land. The distance to the nearest dwelling was approximately 500m and the site was within 1.7km of Fox township was considered a viable distance. However the site did not progress. Another site of unformed Legal Road was looked at further west of Fox Township approximately 6km and this site was deemed too far from the Fox Township to be viable. Although the site was near the turn off to Lake Matheson, and kilometres from any dwelling (therefore taking noise away from the Fox Township), the site was deemed too far from the township to be viable and affected party approvals may have been lengthy.*

*The application site is DOC Stewardship land and it is approximately 1.3km from Fox Glacier township (the surrounding DOC administered land is predominantly National Park). The site is near the existing flight paths of helicopters going to and from the Glacier. The location has been well thought out with regard to all aspects of the proposal. The Stewardship land has previously been under Grazing Licence and it was cleared of vegetation as recorded on a survey plan in 1925 (therefore it is not original/virgin vegetation, it is second growth and partly grazed (from previous grazing licences)). Overall the site has been carefully considered and the proposal well planned.*

- 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

*Yes, potential effects would be different if the proposal was in a different DOC area. This land under application is Stewardship land and it has previously been used for concession purposes of Grazing animals. The applicant has thoroughly investigated the site (both Stages have been well thought out), and with the mitigation measures in place the potential adverse effects are less than minor. The main reason for the proposal is to gather the helicopters in an area away from the Fox Glacier township where people live (eg get the noise away from the residences). This will create more noise in the proposed area however the site is away from residences, the site would have vegetation buffer to the*

State Highway, and the site is approximately 450m to the nearest DOC walking track (which would also have road noise and a buffer of 300m of vegetation prior to the heliport site). Many reports and assessments have been undertaken on site (Stage 1) and that information is applicable to Stage 2. In particular the Ecological Report on the Stage 1 land recognised a particular species of *Coprosma Wallii* that is an 'at risk' plant species – for Stage 2 an ecological field visit and report would be undertaken to identify and create a management plan. This proposal, which proposes to use Stewardship land, maintain vegetative buffers and ensure vegetation is looked after, while using little structures, is in an area that keeps effects within the site and minimal.

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## C. Larger area

Is the size of the area you are applying for **larger** than the structure/facility **YES / NO**

*The size of the area applied for is the area that is indicated on the plan attached. Stage 1 would be 2.0ha and Stage 2 would be 4.4ha – totally 6.4ha. The structures associated with both Stages of the proposal would be gravel helipads (Stage 1 – four helipads and Stage 2 – 10 helipads) and gravel walking tracks leading to the helipads. There would also be some fencing for safety purposes. Stage 1 would require access to be constructed from the SH6 (eg upgraded to meet NZTA specifications), roading into the site and a turn and park area. Two shelters would be near the turn park area for tourists/clients to wait while waiting for their flight or finished their flight.*

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.

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## 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.

The site is DOC Stewardship status land which has previously under a grazing licence. Also the area on a survey plan from 1925 shows that the area was cleared and is therefore second growth. The site under application has no known DOC walking tracks and although public may use the site, there are no known outstanding features on the site. *Coprosma Wallii*, has been identified on Stage 1 of the site and this would be managed to meet DOC requirements. An ecological report would be carried out for Stage 2 and if present would be accounted for in the Ecological Management Plan. Overall, the site is required to be exclusive use as to operate an efficient and safe heliport the public would need to be excluded.

## 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.*

*The term sought for this Concession is 20 years. This would enable the applicant to carry out Stage 1 and do all preliminary works for stage 2 (Ecological report and draft a management plan, any further noise report required) and then carry out work to enable Stage 2 to become operational. Stage 1 has current Resource Consent from the WDC. HAL are seeking CAA certification for this site. Stage 2 does not have Resource Consent, however it would be applied for in the future – therefore it is considered pertinent to offer a condition that applied to Stage 2 to ensure that if it is not used by HAL within a certain timeframe that it should go back to public offering. Possible wording:*

- *After three years, HAL shall show that they have worked toward utilising the Stage 2 area. If this cannot be proven the Stage 2 area shall go back to public offering.*

## 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~~**

*The bulk fuel would be required for Stage 1 and it would be on the Stage 1 area.*

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.

RD Petroleum has been consulted regarding the requirements for fuel usage and storage. A large 50,000L storage tank is proposed for the site (Stage 1). Please see Appendix 8 which is a letter and diagram from RD Petroleum showing what would be positioned on the site.

## 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
<i>EG: Tararua Forest Park</i>	<i>Northern rata - threatened species</i>	<i>Damage to the plants by construction</i>	<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>
The Site - Crown Land Survey Office (SO) Plan 2474.	Vegetation.	Stage 1 - During construction of the access, park and turn area, shelters, helipads and gravel walking routes, some vegetation would be required to be cleared. Stage 2 – During construction of the helipads and gravel walking routes, some vegetation would be required to be cleared.	Only the area required to be cleared of vegetation would be cleared (eg vegetation clearance would be kept to a minimum, buffer to boundaries). Stage 1 has an Ecological Report and from this a Management Plan would be written up to ascertain the areas of <i>coprosma (wallii)</i> which would be propagated. A Management Plan would be undertaken prior to any construction to ensure that significant vegetation is conserved. Stage 2 – an ecological report would be carried out to ascertain if there is the plant species, <i>coprosma (wallii)</i> on the adjacent site, and if any is present on this site the applicant would ensure it is managed correctly (eg propagated).
The position of the gravel helipads and gravel walking	No (or minimal) weeds present	Gravel may introduce weeds to the site.	A Management Plan would be undertaken prior to any construction to ensure that weeds are controlled.

routes on the site			
The Site - <i>Crown Land Survey Office (SO) Plan 2474.</i>	Currently no noise from helicopters landing	Disruption to the quiet enjoyment of the area	There is a public Green Waste site on the adjacent land that users of this area would be affected by noise, however the flight paths would be kept away from this area. Vegetation buffers would be kept along the SH6 boundary to ensure noise is not propagated off the site unreasonably.
The Site - <i>Crown Land Survey Office (SO) Plan 2474</i> and near the site where people travel (the SH6)	Currently there are helicopters travelling near the site however helicopters do not land at the site	Visual disruption to people near the site (especially those on the SH6 or using the Green Waste site).	Vegetation buffers would be kept to ensure there is a visual separation between the site and the SH6/Green Waste site.
The Site - <i>Crown Land Survey Office (SO) Plan 2474</i> and near the site where people travel (the SH6)	Currently people using the Green Waste area are the only user of that area.	Change to the roading that I currently in place.	The access road would be formed to include a turn off to the Green Waste Area so that users can continue to the area.



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## I. Other

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

*Hokitika Airport Limited have a Resource Consent for Stage 1 of the proposal. They would seek Resource Consent from the WDC for consent of Stage 2.*

*HAL have also applied to Civil Aviation Authority of NZ (CAA) for a part 157 determination (to determine the heliport status of the site for Stage 1). Currently CAA are processing the determination which was applied for last April (2017).*