

Te Tai o Poutini Plan Proposed Plan

Submission form

Te Tai o
Poutini Plan
Proposed
Plan

Have
your
say!

We need your feedback. We want to hear from you on the proposed Te Tai o Poutini Plan. What do you support and what would you like changed? And why? It is just as important to understand what you like in the Proposed Plan as what you don't. Understanding everyone's perspectives is essential for developing a balanced plan.

Your details:

First name: Tom Surname: Overton

Are you submitting as an individual, or on behalf of an organisation? Individual Organisation


Organisation (if applicable): Submission made on behalf of landowner Laurence McGuire

Would you gain an advantage in trade competition through this submission? Yes No

If you **could** gain an advantage in trade competition through this submission please complete the following:
I am /am not directly affected by an effect of the subject matter of the submission that (a) adversely affects the environment; and (b) does not relate to trade competition or the effects of trade competition.

Postal address: C/- IP Solutions Limited, 5 Chalmers Street, Wanaka 9305

Email: tom@ipsolutions.nz Phone: 0274184730

Signature:  Date: 7/11/2022

Your submission:

The specific provisions of the proposal that my submission relates to are:

- | | | |
|---|--|--|
| <input type="checkbox"/> Strategic Direction | <input type="checkbox"/> Energy Infrastructure and Transport | <input type="checkbox"/> Hazards and Risks |
| <input type="checkbox"/> Historical and Cultural Values | <input type="checkbox"/> Natural Environment Values | <input type="checkbox"/> Subdivision |
| <input type="checkbox"/> General District Wide Matters | <input checked="" type="checkbox"/> Zones | <input type="checkbox"/> Schedules |
| <input type="checkbox"/> Appendices | <input type="checkbox"/> General feedback | |

All submitters have the opportunity to present their feedback to Commissioners during the hearings process. Hearings are anticipated to be held in the middle of 2023. Please indicate your preferred option below:

- I wish to speak to my submission I do not wish to speak to my submission

If others make a similar submission, would you consider presenting a joint case with them at a hearing?

- Yes, I would consider presenting a joint case No, I would not consider presenting a joint case

Public information - all information contained in a submission under the Resource Management Act 1991, including names and addresses for service, becomes public information. The content provided in your submission form will be published to the Te Tai o Poutini Plan website and available to the public. It is your responsibility to ensure that your submission does not include any personal information that you do not want published.

Want to know more?
www.tppp.nz
0508 800 118



Te Tai o Poutini
PLAN
A combined district plan for the West Coast

Haast Airfield Rezoning Submission

The Te Tai o Poutini Plan (TTPP) was notified on 14th July 2022. This is a combined District Plan for the West Coast.

Special Purpose Zones which have been notified for Airport Zoning (AIRPZ) in the proposed TTPP include Hokitika and Westport Airports, Greymouth and Karamea Aerodromes and Franz Josef Heliport.

These facilities contain critical infrastructure assets such as runways, aprons, aircraft hangers and carparking areas. They contain operations including Air Ambulance services, refuelling services and navigational aids. They also have areas of land and buildings to serve commercial tenants. All of these facilities are included within the AIRPZ - Airport Zone. The purpose of the zone is to enable the efficient operation and development of the airports and associated land and facilities.

This submission proposes to include Haast Airfield within the Special Purpose AIRPZ. Haast Airfield can be defined as the land legally described as Lot 4 DP 3407 and Lot 1 DP 2832 as outlined in Figure 1 below.

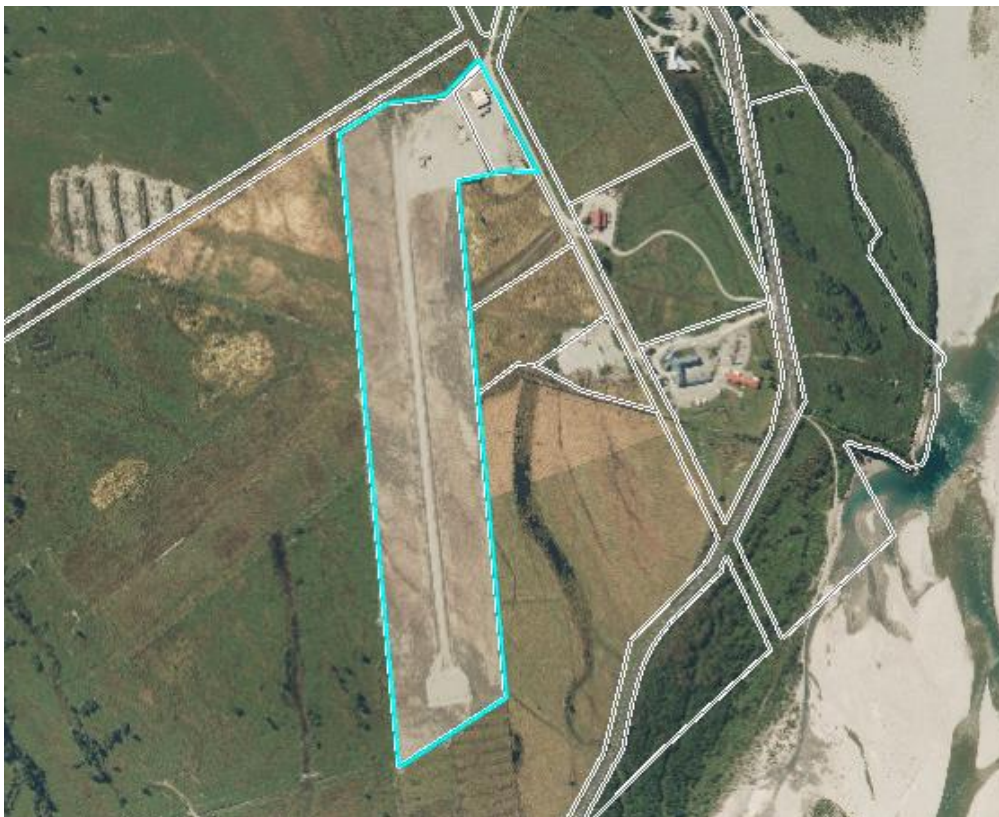


Figure 1. Haast Airfield Proposed AIRPZ Source: West Coast Property Maps

Background

Haast Airfield was constructed as a military airbase in 1939 during WWII due to the proximity to Melbourne and Sydney. The intention was to base bombers at the airfield in case of invasion by the Germans or Japanese. Karamea Aerodrome was constructed at the same time for similar purposes.

The proposed Haast Airfield AIRPZ comprises an area of approximately 13.5ha. The runway is 800m long with an approximately north-south alignment and has a gravel all weather surface. There are turning circles at both ends. There is currently one building onsite which includes a hanger and residential unit. RD Petroleum recently installed new fuel tanks onsite with 24-hour refuelling access. Avgas and Jet A-1 are available.



Figure 2. View looking south across Haast Airfield

Current Airfield Use

Currently Haast Airfield is used by:

- Private aircraft
- Commercial Operations (Knights Point Air)
- Department of Conservation charter work
- Westpac Rescue Helicopter

Haast Airfield is used as the pickup location when the Westpac Rescue Helicopter is required in medical emergencies. The rescue helicopter also frequently refuels there. This is a critical service given the remote location of Haast.

Haast Airfield is an important safety asset if cloud/bad weather in the Southern Alps prevents aircraft from returning to the eastern side of the Alps. The Aircraft Owners and Pilots Association (AOPA NZ) are in the process of installing a GPS beacon at Haast Airfield which will enable aircraft to make instrument approaches (IFR) when weather conditions prevent visual (VFR) approaches.

Haast Airfield would become a critical transport link in the event of a major earthquake on the Alpine Fault which would likely cause significant damage to State Highway 6. Road access to Haast may be cut off for months or years. Research indicates that there is a 75% probability of an Alpine Fault earthquake occurring in the next 50 years and a 4 out of 5 chance that this will be a magnitude 8+ event.¹

Designating Haast Airfield AIRPZ would be consistent with existing notified AIRPZ designations as it would include critical infrastructure such as runways, aprons, aircraft hangers, parking areas, refuelling services and navigation aids. There is also space to serve future commercial tenants associated with the airfield.

Future Use and Development

AIRPZ designation would secure the future for Haast Airfield. Private aircraft use has been increasing and it is likely that there will be increased demand for commercial use of the airfield for tourism or charter operations.

Currently there is only one hanger onsite. There is demand for additional hanger space at Haast Airfield. This is especially important for aircraft dry storage due to the high rainfall in the area and the corrosive salt spray carried on the prevailing wind from the Tasman Sea. AIRPZ designation would mean that buildings e.g hangers up to 2000m², network utilities and meteorological structures could be built as permitted activities subject to complying with the relevant standards. This would be far more efficient than having to go through the resource consent process for every new building as is currently required under the Rural Zone rules.

Previously there were restrictive land covenants on the Haast Airfield land titles which prevented commercial use of the airfield however these restrictive covenants have now been removed from the titles.

¹ <https://af8.org.nz>

Principles for Rezoning

The Te Tai o Poutini Plan includes the following principles for rezoning. The proposed designation of Haast Airfield as AIRPZ is addressed under each principle.

1. *The overall impact of the rezoning is consistent with the West Coast Regional Policy Statement*

The Regional Policy Statement (RPS) recognises that transport services provide vital access within the region. While not currently used for scheduled flights, Haast Airfield would become a critical transport asset in the event of damage to SH6 which is vulnerable to damage during extreme weather or earthquakes.

The proposed designation is consistent with the issue of sustainable and resilient communities by enabling appropriate use and development which supports economic growth and the creation of employment while avoiding associated adverse effects.

Haast Airfield is not a new activity therefore the proposed AIRPZ designation would not be introducing a new land use to the area. It would simply result in better alignment between the existing established land use and the zone.

It is considered that the overall impact of the proposed rezoning is consistent with the West Coast RPS 2020.

2. *Rezoning for residential housing should be able to make use of existing infrastructure rather than require large scale infrastructure extensions by the Councils*

Not relevant

3. *Rezoning for business and industrial land should be within or adjacent to existing settlements and towns, and its location should not undermine the function of existing town centres or settlements*

AIRPZ designation would allow for an element of commercial activity associated with the airfield and would enable the required infrastructure e.g hangers and buildings for commercial airfield activity. The location of Haast Airfield is already well established being adjacent to Haast Junction and near Haast Township. It would not undermine the function of the existing settlement.

4. *Areas of high natural, historic or Poutini Ngāi Tahu value will generally not be appropriate for rezoning to more intensive uses*

Haast Airfield has historic importance due to its establishment during WWII and it was also an important route flown by Air Travel NZ and the National Airport Corporation². The airfield

² <http://3rdlevelnz.blogspot.com/2012/01/flying-to-haast-with-nac-60-years-ago.html>

site does not have high natural values and it is not known to be of significance to Poutini Ngāi Tahu.

5. Rezoning should not result (either directly or indirectly) in the exacerbation of significant natural hazards or increase the risk of significant natural hazards to the community

The Haast Airfield is existing. Designating the site as AIRPZ will not increase the risk of natural hazards. Conversely it would protect the airfield to ensure it is available as a critical transport link in the event that SH6 becomes impassable due to natural hazard events.

6. Rezoning decisions should be made with awareness of the potential impacts of climate change and not result in communities or buildings being placed in areas where significant risk could result as the climate changes

The runway and apron area have been raised above historical flood level. A stop bank protecting SH6 from the Haast River also protects the airfield. The airfield is located approximately 2.5km from the coast therefore coastal erosion is not a hazard. There is seismic hazard but that is expected to be similar to the wider Haast area and can be addressed via appropriate building design.

7. Managing reverse sensitivity impacts to industry, mineral extraction or other productive uses so these are able to continue to operate

The Haast Airfield is an established land use dating back to 1939. It is located approximately 1.2km north of Haast township. Designation and ongoing use of the airfield would not prevent existing or new productive land uses from occurring in the surrounding area.

8. Managing the impacts on nationally significant infrastructure such as the national grid, to ensure they are appropriately protected from incompatible development and reverse sensitivity

Designating Haast Airfield AIRPZ would not have any adverse effect on nationally significant infrastructure. It could potentially provide a convenient location for important infrastructure such as meteorological equipment or air ambulance services to be located in the future.

9. Using the Future Urban Zone as a way to protect land for urban uses and managed retreat where infrastructure or other constraints mean that rezoning to the ultimate end zone now is not appropriate

Not relevant

In addition, there are a number of good practice approaches that are considered in assessing any rezoning proposal including:

1. Zone boundaries need to be clearly defensible e.g., follow roads where possible or other boundaries consistent with the purpose of the zone

The proposed AIRPZ designation follows existing property boundaries which logically align with the current airfield infrastructure and provide scope for future airport activities and infrastructure.

2. Zone boundaries should follow property boundaries

As described above, the proposed AIRPZ follows existing property boundaries.

3. Generally, no "spot zoning" (i.e., a single site zoned on its own)

The proposed AIRPZ encompasses two titles which take in the existing Haast Airfield Area.

4. Zoning is not determined by existing resource consents and existing use rights, but these will be taken into account

There are existing resource consents and building consents in place for the buildings and commercial activity onsite.

The Haast Airfield was established in 1939 and therefore pre dates the Town and Country Planning Act 1953 and also the Resource Management Act 1991. Existing use rights may therefore apply. Notwithstanding, it is considered logical to designate the airfield AIRPZ to secure it as a community asset into the future.

Te Tai o Poutini Airport Zone Objectives and Policies

Of relevance to this proposal is AIRPZ Policy 8 which is shown below:

"To provide for future additions of airports and heliports to the AIRPZ - Airport Zone where these are significant public infrastructure or public benefit and are operated by a network utility operator."

AIRPZ Policy 8 clearly shows that it is anticipated that other airports will be designated AIRPZ. There would be significant public benefit by designating Haast Airfield AIRPZ as detailed in this submission. Haast Airfield has many similarities to Karamea Aerodrome which has been notified for AIRPZ designation. Both are uncontrolled, unattended and non-certificated. Please refer to Aeronautical Information Publication (AIP) NZ documents for both Haast Airfield and Karamea Aerodrome attached.

Designating Haast Airfield AIRPZ is consistent with Policy 8 above and is also consistent with other airfields which have already been notified for designation.

The submitter wishes to present evidence for rezoning as part of the hearings process.

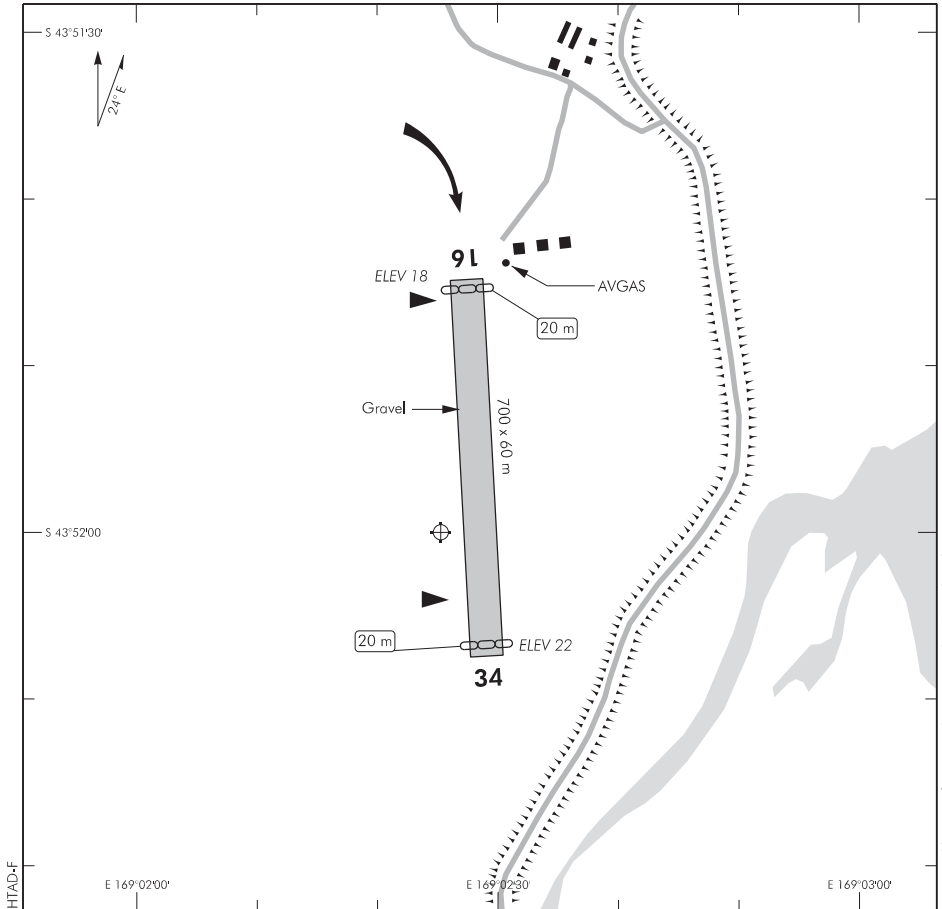
ELEV 22

NZHT

NON-CERTIFICATED

**HAAST
AERODROME**

UNATTENDED: 119.1



1. Circuit: RWY 16 — Right hand
RWY 34 — Left hand
2. Operations are confined to RWY and gravel areas.
3. **CAUTION:** Occasional stock grazing.
4. Helicopters operating at Haast township 1 NM south of runway.

S 43 52 00 E 169 02 25*

Effective: 5 NOV 20

© Civil Aviation Authority

**HAAST
AERODROME**

NZHT

OPERATIONAL DATA**RWY**

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance			LDG DIST
						1:20	1:30	1:40	
16 34	GRVL		5	0.14U 0.14D		680 680			680 680

LIGHTING

Nil

FACILITIES

Fuel: RD Petroleum Avgas, Jet A1 — access via RD Petroleum swipe card.

SUPPLEMENTARY

Operator: McGuires Ltd, 8 Tydvil St, Moeraki
 Tel (03) 750 0123
 Email: bushey@xtra.co.nz

Landing fee \$10. Pay at the ticket office by the fuel pump.

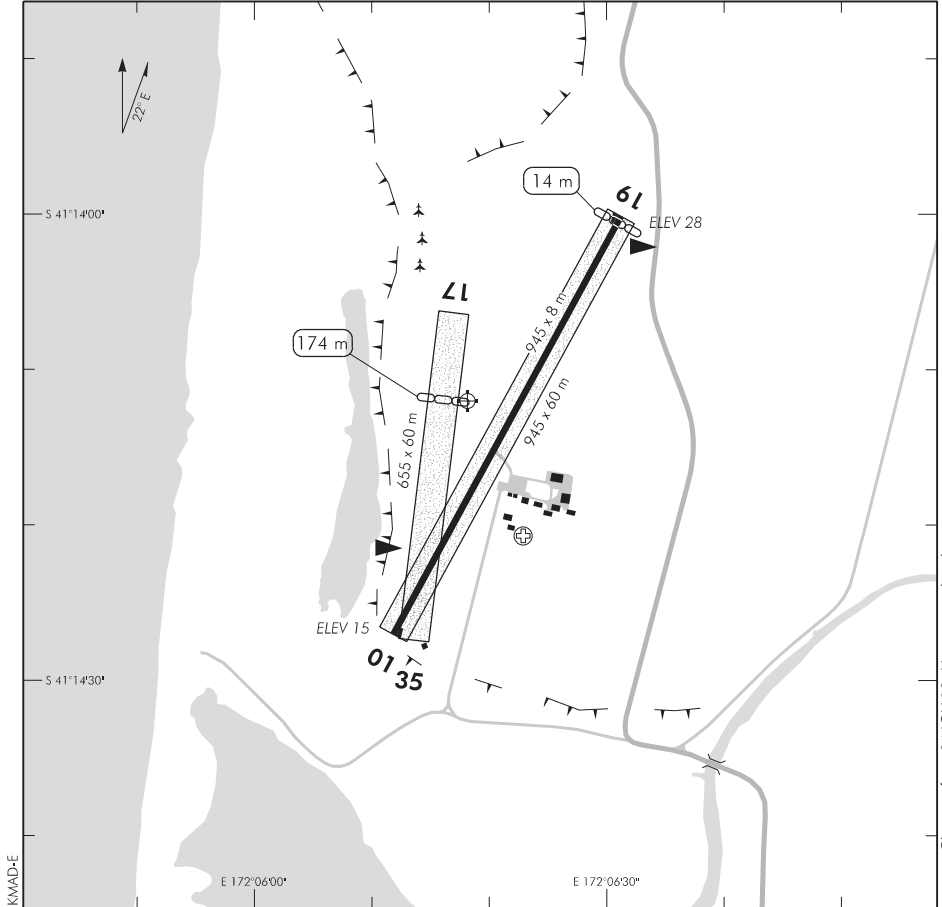
ELEV 28

NZKM

NON-CERTIFICATED

KARAMEA
AERODROME

UNATTENDED: 119.1



Changes from 8 NOV 18; Hangars updated.

- CAUTION:** Areas outside RWYs and apron area may be unusable. Use with caution.

S 41 14 12 E 172 06 18*

Effective: 25 FEB 21

© Civil Aviation Authority

KARAMEA
AERODROME

NZKM

RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance			LDG DIST
						1:20	1:30	1:40	
01 19	B*/Gr(s)	ESWL 1590	8	0.4U 0.4D	945	931 945			945 931
17	Gr(s)	ESWL 1140	5 3	0.45D		655			481
35			3 5	0.45U		481			655

*945 x 8 m

LIGHTING

Nil

FACILITIES

Nil

SUPPLEMENTARY

Operator: Karamea Aerodrome (Inc)
 Chairperson
 Karamea Aerodrome committee
 Vanessa Kingan
 Tel 027 490 6001
 Email: Karameaaeroinc@gmail.com

Landing fees: \$10 cash per visit, or \$25 if charged.

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