

Draft Ashburton Airport Development Plan – Summary of feedback

To support hearings 14 September 2022

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1.1 Summary of feedback received

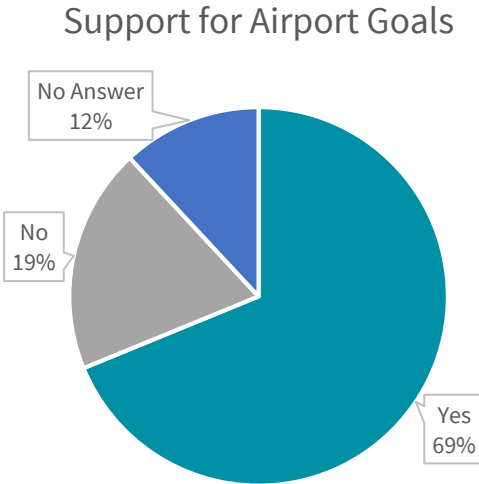
Public consultation on the Draft Ashburton Airport Development Plan was undertaken from Monday 29 July to Thursday 30 August 2022.

- A total of 109 submissions were received.
- All submissions were received on time.
- 11 submitters indicated they wanted to be heard on their submission form (11 attending as at 09 September, 1.00 pm). Numbers and order of appearance to be confirmed at the meeting.

1.2 Airport Goals

Based on the question "Do you support the goals in the Ashburton Airport Development Plan?"

Support for Airport Goals	Number of submitters
Yes	75
No	21
No Answer	13
Total	109



1.2.1 Comments about Airport Goals

Submitter name	Page	Summary	Staff comments
Anonymous 6	17	<ul style="list-style-type: none"> Ensure financial independence still retains access to appropriate ADC financial support to ensure the long term strategies are not compromised. Suggested an overarching strategy of how the wellbeing of the District is enhanced through the commercial functions of the airport, the historic functions of the museum being linked back to the Districts other attributes are also needed. This proposed development provides a great opportunity for growth based on the sound foundations established by successive Councils. 	Noted.
Anonymous 8	21	<ul style="list-style-type: none"> Aero Club should be more open to the public 	Noted.
Anonymous 10	25	<ul style="list-style-type: none"> I do not support the goals in the development plan in their current form as it includes a new recreational hangar precinct on Morris Road. 	Noted.
ASHBURTON CITIZENS ASSOCIATION (Donna Favel)	51	<ul style="list-style-type: none"> Submitter supports all four goals Submitter proposes two extra goals. Goal 1 is: "Ashburton Airport is well maintained and prepared for civil defence events" Goal 2 is: "Ashburton Airport develops longer term plan (31 to 100 years) with focus on future needs, expansion and the possibility of landing heavier planes." 	Noted.
BRODIE, Ross	58	<ul style="list-style-type: none"> In my opinion Ashburton is the best public airfield in the Canterbury region. I believe the goals of the ADP are in line with what is needed to make the airport thrive. 	Noted.
BROWN, Danny	60	<ul style="list-style-type: none"> Having been involved throughout the process, this plan has only focused on the financial aspect of the airport with proofing-making at the forefront. At no stage has any data been presented around the environmental aspect of increased airport activity. The number of proposed flights per year (long term) from the sky diving company along with the allowance of future commercial operations heavily impacts on the carbon footprint from/in Mid Canterbury. Would like ADC to provide data around the forecasted CO2 emissions of the plan. 	<p>Council is currently doing work on its corporate carbon footprint, which is expected to be available later in September 2022.</p> <p>We don't have the data necessary to forecast future emissions. Nor do we have a carbon footprint for the District as a whole against which to compare forecast emissions.</p> <p>Richard Mabon</p>

Submitter name	Page	Summary	Staff comments
CORBETT, Robin	68	<ul style="list-style-type: none"> As a valuable and strategic entity seven years short of its centenary, it is important that current development does not hinder future enhancements. 	Noted.
DRURY, Paul	72	<ul style="list-style-type: none"> If private investors want more facilities they can lease the land and pay for it themselves. This is not a commercial airport that provides any benefit to the general ratepayer. 	Noted.
FALLOON, Shirley	74	<ul style="list-style-type: none"> Has ADC ever looked at other funding possibilities? ie, Ashburton airport as a training airport – planes or helicopters. 	Noted.
GRANT, Andrew	91	<ul style="list-style-type: none"> Depends on type of activities, how will the residents be affected with noise, safety, privacy, parking, water, sewerage. 	Noted.
HARRISON, Ed	95	<ul style="list-style-type: none"> Submitter concern with Council goal for Ashburton Airport to become financially independent, comes from figures provided by Council. Submitter believes it could be argued that the airport is already financially independent. Submitter asks to see actual costs and budgets. Submitter agrees with all other points. 	<p>This is an issue of transparency for Airport users. Information can be supplied to Airport Users Group.</p> <p>Richard Mabon</p>
HARVEY, Susan	98	<ul style="list-style-type: none"> Mostly supports the plan but there are some valid points raised by others that do need further consideration. 	Noted.
JACK, B	106	<ul style="list-style-type: none"> It would be unwise to develop the airport when it is located so close to town. Looking for a location at either Hinds or Chertsey would be suggested as more suitable and able to provide more future development opportunities. 	Noted.
Jeff	111	<ul style="list-style-type: none"> The submitter would like no more buildings to be built along the Seafield Road boundaries, because this is a pleasant spot for plane spotters and a nice Sunday drive to stop and observe the planes and activities. 	Noted.
KELSEN, Steve	113	<ul style="list-style-type: none"> The submitter agrees with the goals in principle but suggests that there are significant risks to health and safety, financial viability of the airfield and neighbouring residents' amenity if the scale of airfield development is too great. The proposed number of aircraft movements would create an unacceptable risk to all operators. There is a financial risk, caused by significant damage to taxiways and runways. 	Noted.

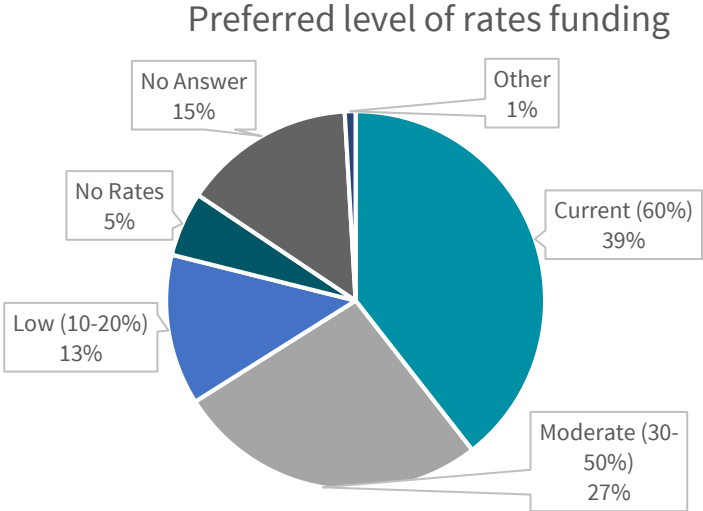
Submitter name	Page	Summary	Staff comments
KILGOUR, Catherine	116	<ul style="list-style-type: none"> Ashburton Airport remains an appealing, thriving hub for the local community and visiting aviation enthusiasts for the next thirty years – this is the most important of the goals. There should never be any expectation that the airport will ever be completely financially independent. 	Noted.
KING, Patsy	120	<ul style="list-style-type: none"> Supports the proposed goals, as long as the whole complex is landscaped appropriately. 	Noted.
LANGFORD, Veronica	128	<ul style="list-style-type: none"> The airfield has historic significance as a former WW2 pilot training base, the proposed plan will take away its character and appeal, not improve it. More itinerant pilots will avoid it to keep away from the parachutists and students due to potential circuit congestion. 	Noted.
MARTIN, Greg	143	<ul style="list-style-type: none"> Think development needs further careful thought. 	Noted.
MID-CANTERBURY AERO CLUB (Joe Brown)	156	<ul style="list-style-type: none"> Submitter seeks more focus on a sustainably managed airfield which must include financial considerations. Finances must not be the primary factor in such a safety critical area and community asset 	Noted.
LESTER, Neil	132	<ul style="list-style-type: none"> Goals supported but achieve goals without increasing size of aircraft or use by jets 	Noted.
LUXTON, Frank	138	<ul style="list-style-type: none"> I feel the goals of the Ashburton Airport Development Plan are well thought out and will achieve the stated objectives. 	Noted.
McQUARTERS, Peter	151	<ul style="list-style-type: none"> Ashburton Airfield has long been harbouring unfulfilled potential. I see the AADP as a logical step to unlock this potential, provide a great enhanced amenity and put the complex ultimately on a more self-sustaining footing. 	Noted.
BARLASS, Clark	241	<ul style="list-style-type: none"> Make it big and beautiful and extremely well planned for the future 	Noted.
ROBERTSON, Jordin	183	<ul style="list-style-type: none"> Airport is non-existent as is. Adding houses will not change it. No one is attracted unless they own an aircraft or skydive. A waste of ratepayers money. 	Noted.
Ros	187	<ul style="list-style-type: none"> Airport needs to keep a commercial status, as that is where growth will come from. Do not mix commercial with residential as it will bring problems. 	Noted.

Submitter name	Page	Summary	Staff comments
SAUNDERS, Ken	200	<ul style="list-style-type: none"> • Submitter seeks written agreement that [Commercial precinct] will only be used for flight training school, skydiving and small plane activities – not a freight base. 	Noted.
WALTON, Jason	224	<ul style="list-style-type: none"> • Surprised at no mention of a tarsealed runway. Submitters considers this a top priority to make the Airport grow. 	Noted.
WILSON, Brian	23	<ul style="list-style-type: none"> • Project must go ahead as it is a valuable asset to the whole area. 	Noted.
PROTHEROE, Warwick and Juliana	178	<ul style="list-style-type: none"> • Supports development but not to the extent that it has adverse effects on surrounding properties and residents • Believes that when making decisions as to future expansion of the airport, the Council will need to work to find an acceptable level of activity that does not destroy the unique qualities that the great facility has at present. 	Noted.

1.3 Level of Rates Funding

Based on the question “Which level of rates funding would you support us working towards?”

Level of Rates funding	Number of submitters
Current (60%)	43
Moderate (30-50%)	29
Low (10-20%)	14
No Rates	6
No Answer	16
Other	1
Total	109



1.3.1 Comments on level of rates funding

Submitter name	Page	Summary	Staff comments
ASHBURTON CITIZENS' ASSOCIATION (Donna Favel)	51	<ul style="list-style-type: none"> Submitter requests a ratcheting down of rates input of 5% every Long-term Plan to the point where there is no rates input and the airport moves into a net profit position in 36 years' time. 	<p>Noted. Officers note that revenue and financing policy is a matter for elected members to determine, alongside the acceptable timeframes for moving to a new target for users-pays income. Officers accept that a gradual transition is more likely to be achievable, given the historic rate of development at the Airport.</p> <p>Richard Mabon/Zane Adam</p>
Anonymous 6	17	<ul style="list-style-type: none"> Investment funding to attract and respond to external options and opportunities cannot be limited or prescribed. Monies should be set aside for investment. Prescription leads to inadequate investment and lacks flexibility to meet demand. I refer to a Business Plan approach below. 	Noted.
Anonymous 9	23	<ul style="list-style-type: none"> Increase in hangars should bring more income. 	Noted.
Anonymous 15	35	<ul style="list-style-type: none"> Funding needs to be appropriate to the activities of the airfield. Recreational pilots need and want minimal facilities for their flying as this will keep the cost of the sport lower. 	Noted.
BRODIE, Ross	58	<ul style="list-style-type: none"> I believe the airport should work towards being more self-sufficient. However, it is important to note that if hangar ground leases and landing fees do not stay competitive then the airfield users, that will be needed to drive the growth, will go elsewhere. 	Noted.
BROWN, Danny	60	<ul style="list-style-type: none"> Support the current level of rates funding (60%), for recreational use only – not for commercial. 	Noted.
CLOSEY, Graham	65	<ul style="list-style-type: none"> I have yet to see a satisfactory breakdown of the \$152,000 of costs. While I agree that users should be charged for using the airport, it is still a strategic reserve. During the floods last year and when the Rangitata River bridges were closed, the airport suddenly became the most 	Noted.

Submitter name	Page	Summary	Staff comments
		valuable piece of land in Ashburton and that needs to be recognised in the rates contribution.	
CORBETT, Robin	68	<ul style="list-style-type: none"> Supports a moderate level of rates funding as, in part, it is a recreation facility and this is considered appropriate. However, the expenditure budgeted seems to far outweigh the actual work done on field. 	Noted.
FALLOON, Shirley	74	<ul style="list-style-type: none"> Ashburton Airport is close to Harewood and submitter imagines would be <u>much</u> cheaper to land/take off. A training centre there could generate funds. 	Noted.
FRANKLIN, Darryn	80	<ul style="list-style-type: none"> Submitter would like to know how the figure of \$152,023 is made. 	Noted.
HARRISON, Ed	95	<ul style="list-style-type: none"> The airport provides many free events for Ashburton public to attend, e.g. AkroFest, National Flying Champs, Warbirds, Museum and the MCAC. There should be some rates attributed for this. 	Noted.
HARVEY, Susan	98	<ul style="list-style-type: none"> The lessees of the land and facilities should be covering the costs. Anyone operating a business from the airport should be paying and not be subsidised by ratepayers. The museum is completely different, however, and should be given the same benefits as other standalone museums in the area. 	Noted.
JACK, B	106	<ul style="list-style-type: none"> Should the Airport be funded? What is the benefit to ratepayers? 	Noted.
KILGOUR, Catherine	116	<ul style="list-style-type: none"> The submitter considers the airport an important community asset which should as such receive funding. 	Noted.
KING, Patsy	120	<ul style="list-style-type: none"> Most of the activity at the airfield is for private pleasure. The ratepayer should pay enough to help maintain the facility so public events can also take place. 	Noted.
LANGFORD, Veronica	128	<ul style="list-style-type: none"> Spend less money on consults and more on looking after the runways and windsocks. 	Noted.
GDC (Greg Donaldson)	83	<ul style="list-style-type: none"> Level of rates funding for Airport includes internal Council overheads, so is not totally correct. 	Noted.

Submitter name	Page	Summary	Staff comments
REDMAN, Jason ROBINSON, Hamish Scott TAPLEY, Mark WAKELIN, Adam WATHERSTON, John	181 185 204 214 222 226	<ul style="list-style-type: none"> Believes that the airfield is a great asset to the community and should continue to be funded by rates at the current level 	Noted.
LEE, Janine	130	<ul style="list-style-type: none"> My rates just got hiked up 27% so I would expect the current level of funding to remain the same 	Noted.
LOFTUS, Ian	136	<ul style="list-style-type: none"> Council financial support is important to show investors that Council supports the Airport development goals 	Noted.
MARTIN, Greg	143	<ul style="list-style-type: none"> Public amenity needs to be part funded by ratepayers, not just on a 'user pays' basis. 	Noted.
MID CANTERBURY AERO CLUB (David Wright)	153	<ul style="list-style-type: none"> Feels that current rates funding is fair because the Airfield is a public amenity and provides enjoyment for many people Airfield contributes a lot to the district being the site of Aero Club, Speedway, and Museum (all not for profit organisations) Airfield may have potential to contribute more in the future as a community airport as technology allows 	Noted.
MATTHEWS, James	145	<ul style="list-style-type: none"> Fantastic airfield with a lot of history. At the moment it is not used to its potential. 	Noted.
MID CANTERBURY AERO CLUB (Joe Brown)	156	<ul style="list-style-type: none"> Council budget for the airfield could reduce in future depending on how the airport develops. Submitter believes rates funding of 60% is reasonable if total budget is reduced. Submitter request the council makes public details regarding actual expenditure as opposed to budget. 	Noted.
McLAUGHLIN, Dan	149	<ul style="list-style-type: none"> Hard when rates input is expressed as a percentage. Who knows what the budget is going to be in 10 years. All for reducing the rate payers input, but understand this could take some time. 	Noted.

Submitter name	Page	Summary	Staff comments
McQUARTERS, Peter	151	<ul style="list-style-type: none"> I believe this (current) level of rates support will diminish as more leases are taken up. 	Noted.
Ros	187	<ul style="list-style-type: none"> Recreational hangar lease rentals should be lifted. 	Noted.
		<ul style="list-style-type: none"> Commercial hangar leases should be at market rates. 	Noted.
PICKFORD, Keith	174	<ul style="list-style-type: none"> As a Council owned recreational and essential facility I am happy for a portion of my rates being used to maintain this area. 	Noted.
WILSON, Brian	231	<ul style="list-style-type: none"> As it would take several years for this plan to come to fruition, I believe that rate funding should slowly decrease. 	Noted.
RUSHTON, Gerard & Claire	191	<ul style="list-style-type: none"> Recognises the need for airport to become financially self-sufficient Believes ratepayers shouldn't be contributing to ongoing costs that is used by few people and does not provide any significant financial return to the district ADC does not supply financial support at this level to other organisations in the district such as sporting groups and clubs 	Noted. Other submitters note wider public benefits. Richard Mabon
SKEVINGTON, John and RUANE, Joanne	210	<ul style="list-style-type: none"> Believes the ratepayer contribution will be variable year on year depending on how quickly development takes place. Believes there should be no reason why the Airport can't become fully self-funding within a few years 	Noted.
YOUNG, Don	235	<ul style="list-style-type: none"> Questions how much the skydivers owed before the pulled the pin 	Noted. If there were funds owing to Council, this would not usually be disclosed to the public in a way that identified individual businesses. Richard Mabon

1.4 Provision and location of hangar precincts

1.4.2 General comments on provision and location of hangar sites

Submitter name	Page	Summary	Staff comments
Anonymous 5	15	<ul style="list-style-type: none"> Happy to support more hangars. Need to be sure they do not encroach on runways or taxiways. 	Noted.
Anonymous 6	17	<ul style="list-style-type: none"> The submitter presumes that the planned options meet civil aviation requirements and communication facilities. 	Noted.
Anonymous 9	23	<ul style="list-style-type: none"> Can only bring more people in. 	Noted.
ASHBURTON AVIATION MUSEUM SOCIETY TRUST (Owen Moore)	47	<ul style="list-style-type: none"> The Submitter is supportive of the three hangar precinct initiatives seeing these as being passive by nature with potential to increase interest in and activity upon the airfield without bringing unattractive issues. . We are aware of the need for more recreational and commercial hangars and believe the siting of these to be logically situated. 	Noted.
BRODIE, Ross	58	<ul style="list-style-type: none"> The plan appears to be well thought out. 	Noted.
CORBETT, Robin	68	<ul style="list-style-type: none"> Re-locate the speedway, making that area the commercial hanger precinct. Areas one and two for recreation hangars. 	Noted.
FINCH, Paul	78	<ul style="list-style-type: none"> All good the way it is planned. 	Noted.
FRANKLIN, Darryn	80	<ul style="list-style-type: none"> The speedway should be relocated away from the airport and hanger homes located there where access is available and is away from more frequently used runways, these homes are then close to the new hangars. 	Noted.
GDC (Greg Donaldson)	83	<ul style="list-style-type: none"> Council must ensure that land is available for future expansion and Airport does not become too small. 	Noted.
JACK, B	106	<ul style="list-style-type: none"> None of the locations are suitable as any development is too close to town. 	Noted.
Jeff	111	<ul style="list-style-type: none"> No more buildings in the proposed commercial hangar precinct on Seafield Road. Unsure about recreational hangar precinct. 	Noted.

Submitter name	Page	Summary	Staff comments
LOFTUS, Ian	136	<ul style="list-style-type: none"> Great development ideas – encourage more people to use our Airport. 	Noted.
PICKFORD, Keith	174	<ul style="list-style-type: none"> My only concern is that the suggested hangar sites are very scattered. There was a suggested plan several years ago that Commercial hangars should be in the area adjacent to the Kittyhawk hangar. The suggested Commercial area was for private hangars when the present area was at capacity. This plan should not be set in concrete. It needs to be flexible to allow for any other changes such as the the Stockcar track being moved off the Airfield and any expansion onto neighbouring property. 	Noted.
MID CANTERBURY AERO CLUB (Joe Brown)	156	<ul style="list-style-type: none"> I support the proposal of the recreational and commercial hangar precincts as well as hangar home precincts. Each precinct will have some operational/safety effect on the field therefore current airfield users and industry professionals must be consulted. Submitter supports the proposed expansion of the Ashburton Aviation Museum. Submitter believes the expansion will not adversely affect the operational aspects of the airfield. 	Noted.
NEALE, Graeme	168	<ul style="list-style-type: none"> Homes Road 	Noted.
ROBERTSON, Jordin	183	<ul style="list-style-type: none"> Submitters does not support any of the proposed precincts. 	Noted.
Ros	187	<ul style="list-style-type: none"> Encourage the flight school and other commercial opportunities, such as commercial and scenic helicopters. 	Noted.
		<ul style="list-style-type: none"> A plan for sealing some or all the runways would enable larger planes to land when diverted from Christchurch. This has spin-off economic benefit. 	See response to Jason Walton, p 17.
		<ul style="list-style-type: none"> Has Council considered a bus and taxi service and suitable parking for them? 	Noted.
RUSHTON, Gerard & Claire	191	<ul style="list-style-type: none"> Notes that recreational hangars are highly profitable and saleable growing trend. Ashburton Airport has always allowed commercial operations. This should not override the rights of 	Noted. Residents have been consulted on the Draft Development Plan and previously on the District Plan provisions for the Airport. Council has

Submitter name	Page	Summary	Staff comments
		<p>nearby residents and landowners to be consulted on the effects of the draft Plan.</p>	<p>signalled that other aspects of the District Plan may be reviewed. Any resulting proposed process to change the District plan would identify and consult any affected parties separately to the Development Plan consultation.</p> <p>Richard Mabon/Ian Hyde</p>
SAUNDERS, Ken	200	<ul style="list-style-type: none"> Move Runway 11/29 back to original location and move planned Commercial hangar precinct to the original Runway 11/29. This gives direct access to Murdoch Road and will have no impact on local residents looking at the back of hangars. 	<p>Officers note this proposal and consider it is a reasonable and practicable option for a new location of the Commercial Hangar precinct. It would be necessary to engage with the Airport Users Group regarding the relocation of runway 11/29.</p> <p>Zane Adam/Richard Mabon</p>
WILSON, Brian	231	<ul style="list-style-type: none"> This should help with future growth and the income will be a major factor in making this feasible into the future. 	<p>Noted.</p>
WALTON, Jason	224	<ul style="list-style-type: none"> Submitter wants a proper, tarsealed runway. 	<p>Noted. Officers have done a rough order of costs estimate for a sealed runway of 750 metres length, 10 metres wide. This is 7,500 m². At \$100 M2 this is \$750,000. Current commercial rates are in the order of \$70-\$90/per m2 and a rate of \$100/m2 takes into account cost increases and an allowance for work on the runway base. This estimate would require detailed work to be suitable for debate as an Annual Plan project. Even so, on these figures Council would require 75 years of current landing fee income from general aviation to recover the capital costs alone.</p> <p>Conversations with commercial air operators indicate no demand for a commercial air service based on an 8-9 seat commercial aircraft.</p> <p>Zane Adam/Richard Mabon</p>

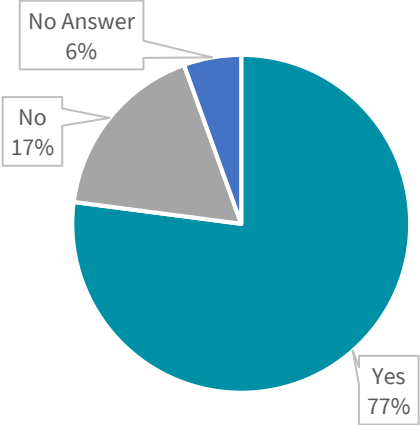
1.4.1 Recreational Hangar Precinct

Based on the questions: “Do you support providing more space for recreational hangars?” and “Do you support the proposed location of the new recreational hangar precinct?”

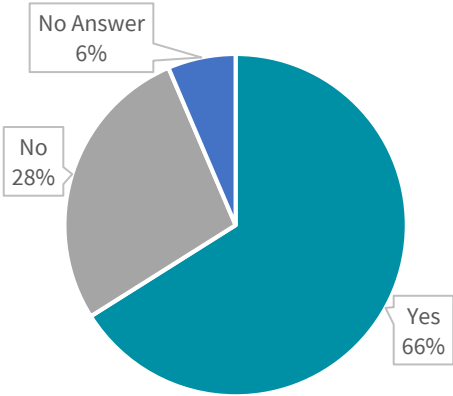
More space for recreational hangars	Number of submitters
Yes	84
No	19
No Answer	6
Total	109

Support location for recreational hangars	Number of submitters
Yes	72
No	30
No Answer	7
Total	109

Support for more space for recreational hangars



Support for proposed location of recreational hangars



1.4.2 Comments on Recreational Hangar Precinct

Submitter name	Page	Summary	Staff comments
RUSHTON, Gerard & Claire	191	<ul style="list-style-type: none"> Recognises the need for increased recreational hangars Notes that recreational hangars are highly profitable and saleable growing trend. 	Noted.
PROTHEROE, Warwick and Juliana	178	<ul style="list-style-type: none"> Recreational hangar area proposed at note 1 looks sensible, but also notes that this could be used for commercial as well 	Noted.
ASHBURTON CITIZENS' ASSOCIATION (Donna Favel)	51	<ul style="list-style-type: none"> Submitter notes that suggested new recreational hangars site will box in runways. Submitter encourages ADC to acquire neighbouring land and site recreational hangars on new land. 	<p>Noted. Draft Development plan maintains existing minimum separation distances which are ample for the volumes of air traffic experienced or forecast. There is not sufficient demand to warrant more land purchase at this time.</p> <p>Discussions with adjoining landowners indicate that the door is not completely closed to future land purchases if demand or other circumstances prompted a change of direction. In this case, Council would still need to reach agreement with the vendors.</p> <p>Zane Adam/Richard Mabon</p>

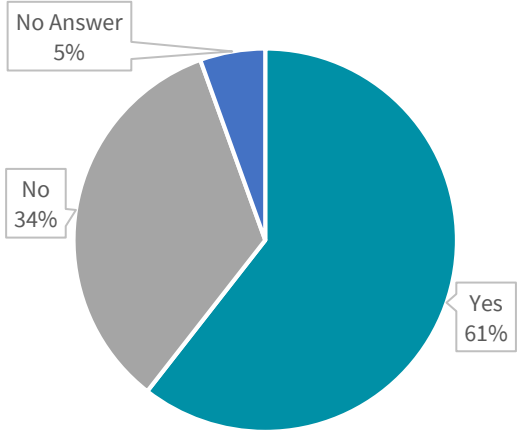
1.4.3 Commercial Hangar Precinct

Based on the questions: “Do you support providing a dedicated commercial hangar precinct?” and “Do you support the proposed location for the commercial hangar precinct?”

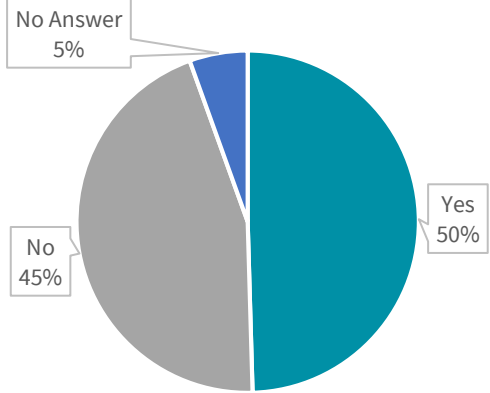
More space for commercial hangars	Number of submitters
Yes	66
No	37
No Answer	6
Total	109

Proposed location of commercial hangars	Number of submitters
Yes	54
No	49
No Answer	6
Total	109

Support for more space for commercial hangars



Support for proposed location of commercial hangars



1.4.4 Comments on Commercial Hangar Proposals

Submitter name	Page	Summary	Staff comments
MID CANTERBURY AERO CLUB (David Wright)	153	<ul style="list-style-type: none"> Supports commercial hangar proposal with the proviso that the businesses are aviation oriented. 	<p>Noted. The current District plan expects that activities and businesses on this site are aviation-related. This is also Council's expectation as Airport Authority.</p> <p>Richard Mabon/Ian Hyde</p>
KILGOUR, Catherine	116	<ul style="list-style-type: none"> Supports a dedicated commercial hangar precinct, however concerned about traffic on Seafield Road. 	Noted.
RUSHTON, Gerard & Claire	191	<ul style="list-style-type: none"> Believes the commercial hangar precinct would be better sited at the Murdoch's Rd/Milton Rd corner adjoining the recreational hangars to retain the current open green space. Would reduce costs of shared infrastructure and increase safety 	Noted.
		<ul style="list-style-type: none"> Believes proposal lacks planning, foresight and future growth, and does not recognise responses from airport neighbours 	Noted.
		<ul style="list-style-type: none"> Notes that there is no traffic management plan for commercial precinct. Public and neighbours need to have made available concept plans that include placement of access to and from this precinct, designated parking, plantings to soften visual impacts, proposed restriction to reduce light pollution before acceptance of this draft plan Believes the size of commercial hangar precinct to accommodate many things is ambitious 	<p>Draft Development Plan is not intended to establish this level of detail. The historic rate of uptake suggests this level of investment is not appropriate.</p> <p>Zane Adam/Richard Mabon</p> <p>Noted.</p>

Submitter name	Page	Summary	Staff comments
RUSHTON, Gerard & Claire	191	<ul style="list-style-type: none"> • Believes a very small amount of people were initially surveyed, and those that were indicated very little support for commercial precinct to be developed along Seafield Rd and listed a number of concerns. • The previous sky diving business operated out of the hangar area situated by the Aero club, not the hangar on Seafield Road. Believes the development plan is incorrect in stating that the skydiving had previously operated from Hangar on Seafield Road. • Believes that the timeline provided in the draft plan for commercial precinct doesn't allow for a fair consultation period and would suggest that the development is a fait accompli • Questions how many entrances to proposed Commercial Precinct Council is planning? • Questions how many parking spaces per commercial hangar? 	<p>Noted.</p> <p>The Development Plan makes no reference to the previous skydiving business operating out of Seafield Road.</p> <p>Timeline reflects earlier Council decision to extend infrastructure to Skydiving hangar on Seafield Road, which was decided before the consultation began.</p> <p>The hangar is connected to potable water and electricity and has a large holding tank for wastewater.</p> <p>There are four entrances to the Airport from Seafield road with the two westernmost entrances receiving minimal use and not considered a traffic hazard.</p> <p>Parking spaces are no longer able to be imposed under the Resource Management Act following recent legislative changes. However, Council as landowner may impose parking standards as part of lease arrangements if this part of the development plan is implemented.</p> <p>Richard Mabon/Zane Adam/Ian Hyde</p>
PROTHEROE, Warwick and Juliana	178	<ul style="list-style-type: none"> • Believes there are many options in the district for commercial operations without building more structures that do nothing for the visual aspect of the airport 	Noted.
ASHBURTON CITIZENS' ASSOCIATION (Donna Favel)	51	<ul style="list-style-type: none"> • Submitter notes that suggested commercial precinct site will obstruct roadside viewing. Submitter encourages ADC to acquire neighbouring land and site commercial hangars on new land. 	Noted.
SAUNDERS, Ken	200	<ul style="list-style-type: none"> • Submitter does not like the Commercial hangar precinct opposite his property. 	Noted.

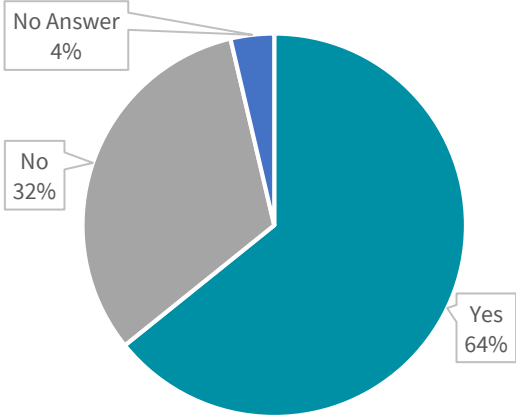
1.4.5 Hangar Homes Precinct

Based on the questions: “Do you support providing a hangar homes precinct?” and “Do you support the proposed location of the hangar homes precinct?”

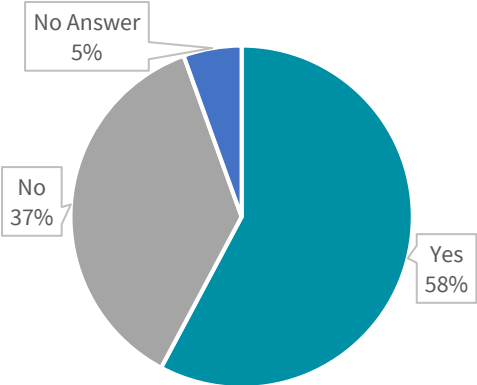
Providing a hangar home precinct	Number of submitters
Yes	70
No	35
No Answer	4
Total	109

Proposed location of hangar home precinct	Number of submitters
Yes	63
No	40
No Answer	6
Total	109

Support for providing a hangar home precinct



Support for proposed location of hangar home precinct



1.4.6 Comments on Hangar Homes Proposals

Submitter name	Page	Summary	Staff comments
MID CANTERBURY AERO CLUB (David Wright)	153	<ul style="list-style-type: none"> • Supports hangar house proposal given that some of their members may be potential buyers • Notes that the homes will create a further link between the airfield and the community and thereby promote aviation in the community • Envisages that the structures will be restricted to actual “Hangar Homes”, be sympathetic to a working airport, and will not encroach on airfield operations or constrain future airfield growth • Asks that the experienced airfield users be included in further development of the hangar house proposal 	Noted.
HARRISON, Ed	95	<ul style="list-style-type: none"> • Establish with the opportunity for growth to 20 if needed 	Noted.
KILGOUR, Catherine	116	<ul style="list-style-type: none"> • Supports a hangar home precinct, however concerned that the new buildings could create a tunnelling effect when landing or taking off. 	Noted.
LANGFORD, Kevin	126	<ul style="list-style-type: none"> • The hangar home precinct is a great idea but the sections allotted need to be freeholded to the hangar homeowners. Banks won’t loan money on leasehold projects, also owners would not be so vulnerable if Council has a change of heart. 	Noted.
RUSHTON, Gerard & Claire	191	<ul style="list-style-type: none"> • Recognises the need for airport enthusiasts to build and purchase hangar homes • Believes that before the acceptance of the draft plan, a concept plan as with the commercial precinct showing placement of traffic management and parking provisions for the proposed hangar homes is required. Notes that since Dec 2021 ECan have declined consents for the use of septic tanks in the area near the airport, and notes that hangar homes will require individual septic and wastewater solutions, as well as a potable water supply • Questions if ECan will be granting consents for sewage and wastewater in the north east of Ashburton? • Is Council going to contribute to the development of new infrastructure to accommodate the expansion? Or is he commercial and residential building expansion treated as a commercial proposition? Will Council include residents in the surrounding areas in the reticulated 	<p>Noted.</p> <p>There is extensive work to be done if Council wishes to advance the concept of hangar homes. This would require either a District Plan Change or a resource consent, and each would involve substantial documentation to enable informed consultation with affected parties and statutory agencies.</p> <p>This information could address design, landscaping, and many other issues noted by submitters.</p> <p>To date, Council has indicated that the funding of new infrastructure will rest on the people who benefit from that infrastructure. That would apply whether the beneficiaries were inside the airport, outside the airport, or both.</p> <p>Zane Adam/Ian Hyde/Richard Mabon</p>

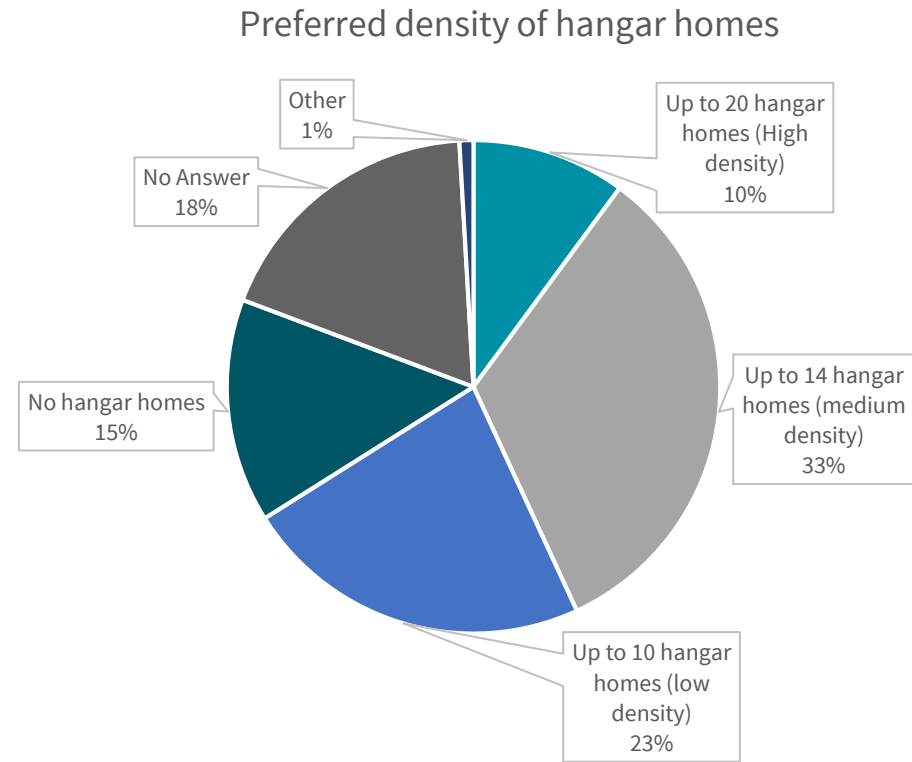
Submitter name	Page	Summary	Staff comments
		infrastructure who are currently responsible for their own water and sewage?	
JACOBS, Annie	110	<ul style="list-style-type: none"> • Would like to see hangar homes at Ashburton Airport. Believes it would be wonderful for the airport and for aviation enthusiasts to be living on site 	Noted.
YOUNG, Don	235	<ul style="list-style-type: none"> • Believes that apartment hangars will be subject to excessive noise from skydiving Cessnas and Skytractors • Believes the hangar homes should be way over on the north side 	Noted.
WILSON, Kevin and Carolyn	233	<ul style="list-style-type: none"> • Believes the Council want hangar homes where they would face the south which is not nice for owners and block the view of the airport for most people who live in Morris Road. Suggest rethinking Murdoch Rd close to muddy end, and suggests rethinking plans to make it fit hangar homes without using Sims land 	Noted.
PROTHEROE, Warwick and Juliana	178	<ul style="list-style-type: none"> • Suggests that hangar homes could be located near Murdochs Rd where the little used runway is at present 	Noted.
McQUARTERS, Peter	151	<ul style="list-style-type: none"> • In an ideal world I'd like to see nearby farm land purchased to enable freehold areas for the hangar homes and commercial operations, along with an extended runway up into opposite the business park. Submitter appreciates, that this concept is a totally different ball game. Plans outlined are a good compromise. For some though, a lease won't be seen as attractive as a freehold option. 	Noted.
PICKFORD, Keith	174	<ul style="list-style-type: none"> • The Hangar homes at Tauranga are very well designed and worth looking at for ideas. 	Noted.
BARLASS, Clark	241	<ul style="list-style-type: none"> • Up to 20 homes. Big and beautiful 	Noted.
BAIN, Steve	239	<ul style="list-style-type: none"> • Up to 20 homes. The more the better 	Noted.
HOWDEN, Keith	245	<ul style="list-style-type: none"> • Being a resident on Morris Rd I'm not that thrilled that they will be along there as they could spoil my outlook over the airfield and surrounding 	Noted.

Submitter name	Page	Summary	Staff comments
		country, but understand that it is probably the only area that they could go.	
Anonymous 10	25	<ul style="list-style-type: none"> I cannot see how the airport neighbours can possibly expect to see any enhancements at the airport. This would principally be due to the proposed hangar homes precinct planned for Morris Road Suggest no hangars at all on Morris Road. There is room for a hangar home precinct on the bottom end of Murdoch's Road for homes there. 	Noted.
ASHBURTON AVIATION MUSEUM SOCIETY TRUST (Owen Moore)	47	<ul style="list-style-type: none"> We accept that there is likely to be some current airfield neighbour resistance to establishing the hangar home precinct along the Morris Road boundary but feel with thoughtful planning these concerns can be mitigated at least. It is noted that the majority of Morris Road dwellings presently have plantings and other view limiting structures currently in place. 	<p>There is extensive work to be done if council wishes to advance the concept of hangar homes. This would require either a District Plan Change or a resource consent, and each would involve substantial documentation to enable informed consultation with affected parties and statutory agencies.</p> <p>This information could address design, landscaping, and many other issues noted by submitters.</p> <p>Zane Adam/Ian Hyde/Richard Mabon</p>
JACK, B	106	<ul style="list-style-type: none"> Does not support any hangar homes being built, airport needs to be relocated to be developed. 	Noted.
O'BRIEN, Brendan & Gail	170	<ul style="list-style-type: none"> We object to the hanger homes precinct location .We moved to Morris Road for the view of the airport and not to be built out. We think Murdochs Road is the better place. Noise and view will be a problem 	Noted.
Ros	187	<ul style="list-style-type: none"> Hangar homes do not fit well alongside rural residential on Morris Road and do not fit the current District plan. Hangar homes will restrict future access to runway space. 	Noted.

1.5 Density of hangar homes precinct

Based on the question: "What is your preferred density of hangar homes?"

Preferred density	Number of people
Up to 20 hangar homes (High density)	11
Up to 14 hangar homes (medium density)	36
Up to 10 hangar homes (low density)	25
No hangar homes	16
No Answer	20
Other	1
Total	109



1.5.1 Comments about density of hangar homes precinct

Submitter name	Page	Summary	Staff comments
Anonymous 6	17	<ul style="list-style-type: none"> This option relies on noise matters and other plan restrictions. The concept of hangar homes appears to be a sound one and as such could provide alternative use during a civil defence emergency. 	Noted.
ASHBURTON CITIZENS' ASSOCIATION (Donna Favel)	51	<ul style="list-style-type: none"> Submitter would like to see a tidy, consistent and high standard hangar home. 	Noted.

Submitter name	Page	Summary	Staff comments
BROWN, Danny	60	<ul style="list-style-type: none"> The idea of hangar homes is fine, just not down Morris Road or Seafield Road. The existing residents do not deserve disturbance from airplanes 5-20m from their boundary. There needs to be some kind of sacrifice from both parties...remove 1 or 2 of the existing six runways to achieve placing the planes away from existing residents. The existing residents shouldn't be forced to make all the sacrifice. 	Noted.
CLOSEY, Graham	65	<ul style="list-style-type: none"> Please ensure that hangar homes actually contain aircraft and it is a condition of owning one that owners must be aviation orientated. 	Noted.
HARRISON, Ed	95	<ul style="list-style-type: none"> Establish with the opportunity for growth to 20 if needed. 	Noted.
HARVEY, Susan	98	<ul style="list-style-type: none"> People travel along the perimeter roading by foot, cycle, vehicle and sometimes horses to view the airport activity. The plan to obscure this view with tin sheds sounds great for future income but disingenuous to those living opposite this precinct. 	Noted.
KILGOUR, Catherine	116	<ul style="list-style-type: none"> Having open space allows a good clear view of aircraft in the air near the airport and a good clear view of the sky before taking off is important. Would new buildings impact changing wind patterns, or would having people living at the airfield lead to future limits on hours of operation? 	Noted.
McQUARTERS, Peter	151	<ul style="list-style-type: none"> I think these should be of attractive design with good upstairs aspects facing Morris Road and the sun. I think a template should be employed so that the development appears orderly, of sufficient standard and attractive. Maybe in blocks of three or four with owners completing internals to suit. Set well back from the fence line with vehicular access road and parking, and attractively landscaped. 	Noted.
HOWDEN, Keith	245	<ul style="list-style-type: none"> The provision of sewer and water to Hangars Homes and properties close by the airfield should be a consideration in this development. 	Noted.
O'BRIEN, Brendan and Gail	170	<ul style="list-style-type: none"> Up to 10, as long is it is not on Morris Road 	Noted.
KING, Patsy	120	<ul style="list-style-type: none"> People's circumstances change quite quickly when they are involved with aircraft so a waiting list for the 10 would be appropriate. [Submitter favours low density – up to 10 homes - option] 	Noted.

Submitter name	Page	Summary	Staff comments
LOFTUS, Ian	136	<ul style="list-style-type: none"> If proved popular over time, 20 may be possible – but stay at 14 for a start. 	Noted.
WILSON, Brian	231	<ul style="list-style-type: none"> I agree with the commentary in Draft proposal. 	Noted.
Ros	187	<ul style="list-style-type: none"> Hangar homes not allowed in the District plan. 	Noted.
		<ul style="list-style-type: none"> Cost of infrastructure is prohibitive. Morris Road landowners provide water and wastewater at their own cost. Has Council considered that servicing Hangar homes might raise questions about equity and cost of infrastructure? 	<p>Noted.</p> <p>While Council has not been asked to approve funding for wastewater infrastructure at the Airport, it is well aware of the equity issues that this type of investment could raise.</p> <p>Zane Adam/Richard Mabon</p>
JACK, B	106	<ul style="list-style-type: none"> Before you develop the Airport you need to move it to a new location. 	Noted.
MATTHEWS, James	145	<ul style="list-style-type: none"> 14 to start 	Noted.
SAUNDERS, Ken	200	<ul style="list-style-type: none"> Presently does not affect this submitter 	Noted.

1.6 Other comments and feedback

Submitter name	Page	Summary	Staff comments
General comments			
Anonymous 4	13	<ul style="list-style-type: none"> Well overdue. Make the necessary decisions and get on with it. 	Noted.
Anonymous 6	17	<ul style="list-style-type: none"> The airport has a significant function as a CDEM operational hub should the need arise, by providing more comprehensive facilities and greater refuelling facilities the airport could play a major role in a future event. Additional Government funding may be available as emergency management becomes more and more part of routine response. 	<p>Council understands the potential strategic value of the Ashburton Airport in the event of, for example, a major seismic event.</p> <p>Jim Henderson/Richard Mabon</p>
Anonymous 9	23	<ul style="list-style-type: none"> Maybe different contractor for upkeep and mowing of airfield. Competition is good. Who benefits from the Lucerne? Hope it is the ratepayers not the airport user. 	Noted.
Anonymous 10	25	<ul style="list-style-type: none"> If more hangars are placed on Seafield Road this will worsen the number of potholes. 	Noted.
Anonymous 11	27	<ul style="list-style-type: none"> As a resident of the area, I don't want to have more planes flying low over my house at all hours. Other areas of the town need attention/services before peering about something that is operating just fine. 	Noted.
Anonymous 16	37	<ul style="list-style-type: none"> I have a private pilot's licence and am a member of the Mid-Canterbury Aero Club. I support the submission of the Mid Canterbury Aero Club on this draft plan concerning the Ashburton Airport. 	Noted.
ASHBURTON AVIATION PIONEERS (Ron McFarlane)	49	<ul style="list-style-type: none"> The Airport is a strategic asset for the Town. Should be part-funded from rates the same as all reserves in the District. 	Noted.
CORBETT, Robin	68	<ul style="list-style-type: none"> The development must be very carefully considered – a full round table discussion with knowledgeable aviation people 	Noted.

Submitter name	Page	Summary	Staff comments
		<p>and experts in the field, in order to optimise the potential of this airport.</p> <ul style="list-style-type: none"> • Unfortunately this has not been done in the past and as a result of the layout of the buildings are rather ragged. • Aviation will have an important part to play in the future and the wrong decision made for this plan will be detrimental to the ongoing viability of the airport. 	
CREQUER, Michael	70	<ul style="list-style-type: none"> • Have planes. 	Noted.
GLASSEY, Shane	85	<ul style="list-style-type: none"> • Consider future proofing the airfield with public vehicle recharging points (bicycle/car and aircraft) at various points around the field. • Would like to see an annual event established that opens up the airfield to the ratepayers and encourages them to come and see what their rates are being invested in. • Concerned that Council is putting perceived profits ahead of aviation safety and that Council is not aware of the significance of risk escalation that would arrive from a considerable increase in traffic. 	Noted.
GRANT, Andrew	91	<ul style="list-style-type: none"> • Need more supporting documents, noise contours, Council's legal authority, CAA requirements and authority. 	Noted.
HARVEY, Susan	98	<ul style="list-style-type: none"> • I like the idea of tidying up and developing the grass track of Murdochs Road and create access to the recreational or commercial hangar precinct at the back of the speedway. 	Noted.
JACK, B	106	<ul style="list-style-type: none"> • It is unbelievable to consider expanding the airport when it is so close to town, it needs a new location so that expansion in the future can proceed. 	Noted.
Jeff	111	<ul style="list-style-type: none"> • The Aviation Museum is such a wonderful exhibit at the airport it needs some priority for its future expansion and should not be boxed in by commercial activities. 	Noted.

Submitter name	Page	Summary	Staff comments
KELSEN, Steve	113	<ul style="list-style-type: none"> We chose Ashburton and MCAC as the best option for my daughter who is learning to fly, after investigating other options in Canterbury. The Ashburton aerodrome and Mid Canterbury Aero Club are taonga for Ashburton. Not suggesting that development shouldn't take place but development on the scale suggested in the draft plan will damage, rather than enhance, greater Ashburton. 	Noted.
KING, Patsy	120	<ul style="list-style-type: none"> It is a good plan as long as the expansion is kept under control. 	Noted.
McQUARTERS, Peter	151	<ul style="list-style-type: none"> Ashburton provides a wonderful aviation canvas close to the South Island's major population base, but clear of Christchurch air traffic. Done right, this project has enormous potential and benefits for resident aviators, their families and the community. 	Noted.
LIVINGSTONE, Peter	134	<ul style="list-style-type: none"> This is a great idea – well done 	Noted.
MATTHEWS, James	145	<ul style="list-style-type: none"> Make better use of the asset. Museum is one of the best I have seen. 	Noted.
MILLER, Cameron	164	<ul style="list-style-type: none"> Fully support the draft plan for future proofing the on-going development of the Ashburton Airfield. 	Noted.
NEALE, Graeme	168	<ul style="list-style-type: none"> Submitter thinks all contents are good. 	Noted.
ROBERTSON, Jordin	183	<ul style="list-style-type: none"> Submitter believes draft Plan is a waste of money. 	Noted.
SAUNDERS, Ken	200	<ul style="list-style-type: none"> Submitter asks how many local property owners living next to the Airfield support the draft Plan. There are many submissions by Users (non-local) who are not affected by this plan which will affect values. 	Noted.
WILSON, Brian	231	<ul style="list-style-type: none"> This is an asset that Ashburton needs and this proposal goes a long way to make it feasible into the future. 	Noted.
JACOBS, Annie	110	<ul style="list-style-type: none"> Airport is a fantastic asset 	Noted.

Submitter name	Page	Summary	Staff comments
		<ul style="list-style-type: none"> Due to work of Mid Canterbury Aero Club and others, learning to fly at Ashburton is more affordable than many other places and this needs to continue 	
TASKER, Hayden	216	<ul style="list-style-type: none"> Believes there is some good work being done here 	Noted.
SKEVINGTON, John and RUANE, Joanne	210	<ul style="list-style-type: none"> Notes that the airport is a very valuable asset with huge potential for further development, potentially bringing a much improved income stream for the district. Watching success of similar developments in other areas, it makes sense to proceed with the proposal Believes this is an amazing opportunity for the town and shouldn't be missed 	Noted.
Simon	208	<ul style="list-style-type: none"> Does not believe any of the proposals should go ahead. Thinks that Council has recently made it clear that they have no money to do projects that have already been promised and have pushed these back – e.g. Walnut Ave entrance to Domain, or finishing the many things that are wrong with the town development that haven't met standards. Believes the Council needs to stop for a few years at least, and do the projects they have promised. Stop wasting money and time on making new plans to spend money Council doesn't have 	Noted.
SCHOENFELD, Christian	202	<ul style="list-style-type: none"> Thinks the Ashburton Airport Development Plan is generally a very positive outcome. Believes making the airport more accessible for general aviation particularly with the increased hangar space will be a huge benefit to the aviation community 	Noted.
PROTHEROE, Warwick and Juliana	178	<ul style="list-style-type: none"> Supports development but not to the extent that it has adverse effects on surrounding properties and residents 	<p>Noted.</p> <p>Manned air traffic control is provided by Airways NZ, when air traffic thresholds are met. The level of air traffic set out in the</p>

Submitter name	Page	Summary	Staff comments
		<ul style="list-style-type: none"> • Questions whether council will provide an air traffic controller with a large increase in air movements at the airport • Believes that when making decisions as to future expansion of the airport, the Council will need to work to find an acceptable level of activity that does not destroy the unique qualities that the great facility has at present. 	<p>Draft AADP falls well short of the levels needed to trigger manned air traffic control services.</p> <p>Zane Adam/Richard Mabon</p>
Anonymous 12	29	<ul style="list-style-type: none"> • As a resident of the area, I don't want to have more planes flying low over my house at all hours. Other areas of the town need attention/services before peering about something that is operating just fine. 	Noted.
MARTIN, Greg	143	<p>I think there are three (3) key considerations to be taken on board:</p> <ul style="list-style-type: none"> • 1. Open space / views / vista. The airfield currently enjoys a very special & valuable open space view / visa. There are two views that should be preserved. From Seafield side, and from current hangars / club across towards the Alps. For this reason all development should be kept in the current hangar area. • 2. Services (mainly sewer) needs to be developed in the current hangar area; • 3. The issue of land titles needs to be considered. Fee simple / unit titles will allow for more private investment / borrowing. 	Noted.
O'BRIEN, Brendan & Gail	170	<ul style="list-style-type: none"> • There is no plan here to have more land. Land banking is important for growth. Not stopping progress here but there is no plan for infrastructure i.e. power, water, waste water. Will residents have these available to them as well? • We bought our place for the view of the airport even taking out trees in the front of our place to improve the view. The 	Noted.

Submitter name	Page	Summary	Staff comments
		airport is going forwards all the time and asset to the community.	
PERKINS, Alistair	172	<ul style="list-style-type: none"> Keep the development in check with buildings that look appealing and not to clutter the aerodrome. 	Noted.
Anonymous 19	43	<ul style="list-style-type: none"> Notes that runway 16 is capable of being lit up at night but the direction is towards town and will impact the new subdivision at Trevors/Wakanui Road and more so if there is an increase in flight training at night Notes the draft plan says the benefits of allowing aviation activity allows for opportunities for residential development in other locations – questions where? ADC states that they have engaged with neighbours of the airport, believes ADC has not engaged with future residents of the new subdivision Trevors Rd/Wakanui Rd and other proposed development. Feels no consultation has been undertaken to people who are affected but not living on the airport boundary. Notes that submitter was not consulted with. 	<p>Noted.</p> <p>Council conducted a pre-engagement survey and meetings with immediate neighbours of the Airport – and with Airport users. The formal consultation has cast a wider net and attracted submissions such as this one.</p> <p>Richard Mabon</p>
PICKFORD, Keith	174	<ul style="list-style-type: none"> The airfield needs to be protected from subdivisions or building encroaching on the area. Runways 34 and 02 should be changed to Right hand circuits to move aircraft away from the NorWest housing when doing circuit training. Night flying circuits should stop at 10.00pm. I have concerns re the level of training school operations planned on the Safety, Noise and wear and tear on the present grass operational area. 	<p>Noted.</p> <p>This is a reasonably practicable option. Chief Flying Instructor Mid Canterbury Aero Club has been invited to comment. Next step would be to discuss with Airport Users Group. If the proposal is still favoured at that point, the next step is to seek CAA input. They may require the Airport Operator (Council) to undertake an aeronautical study..</p> <p>See response to Mid Canterbury Aero Club (David Wright) on p 42.</p> <p>Zane Adam/Richard Mabon</p>

Submitter name	Page	Summary	Staff comments
BARLASS, Clark	241	<ul style="list-style-type: none"> Get it right and think about what the future will need 	Noted.
HOWDEN, Keith	245	<ul style="list-style-type: none"> I can see the airfield needs to be developed further to help make it pay its way and what the plan is proposing will help to do this. I understand that it will result in an increase in aircraft activity which may be a deterrent in the future to people wanting to live close to the airfield. 	Noted.
RUSHTON, Gerard & Claire	191	<ul style="list-style-type: none"> Notes that the proposed and significant changes to make the Airport become independent and commercially viable will have an impact on Airport neighbours 	Noted.
		<ul style="list-style-type: none"> Was the hangar on Seafield Rd registered with the Council as an operating commercial building? If it was, how was it allowed to operate with potable water, sewage and traffic management and parking? 	<p>Hangar has a commercial lease. Skydiving operations are permitted under the District Plan. CAA approval must also be obtained before they commence operating. Hanger has potable water, electricity and a wastewater holding tank. Site was assessed for compliance with Building Act and district plan requirements prior to construction as part of the Building Act process.</p> <p>Zane Adam/Richard Mabon/Ian Hyde</p>
Access to and within the Airport			
KITTYHAWK HANGAR RESTORATION TRUST (Alistair Perkins)	124	<ul style="list-style-type: none"> Submitter asks that future development enable aircraft movement from the airfield proper to Kittyhawk Hangar. Ability to move aircraft to and from Kittyhawk Hangar will add value for restoration plans. 	Noted.
Ros	187	<ul style="list-style-type: none"> Murdoch Road and Milton Road are muddy tracks. Will they be sealed for access to the new recreational hangars and Speedway parking? 	<p>Noted. Access to these areas intended to be provided from Seafield Road eastern entrance adjacent to Speedway.</p> <p>Zane Adam/Richard Mabon</p>
		<ul style="list-style-type: none"> Is there a way to reduce aircraft traffic using the Seafield Road entrances/exits? 	Noted.

Submitter name	Page	Summary	Staff comments
Funding and Financial Aspects			
FALLOON, Shirley	74	<ul style="list-style-type: none"> Has ADC ever looked at other funding possibilities? For example, Ashburton Airport as a training airport. 	Noted.
STUART, Neil	212	<ul style="list-style-type: none"> Submitter notes that Council is looking to make the airport pay its own way and says this is fair enough. 	Noted.
		<ul style="list-style-type: none"> Submitter says it should never be divided up as people come to look at it on its own merit aside from its aviation activity. 	Noted.
		<ul style="list-style-type: none"> Submitter recommends Council sell the equity in all the Glasgow leases and reinvest that money in good assets, while viewing the airport as another domain. 	Noted.
		<ul style="list-style-type: none"> Submitter also recommends Council keeps the airport operating costs low. 	Noted.
Anonymous 19	43	<ul style="list-style-type: none"> Believes there is no monetary gain – the draft plan suggests income of \$100,860 but already running at a deficit of \$92,558. Questions if ADC will continue / increase contribution if proposed future activities do not eventuate? Questions if ADC (ratepayers) will pay for water services upgrade, power connections, wastewater services, road realignment, access to airport, fibre connections, area navigation (RNAV) GPS approach? Objects strongly to further costs that would increase rates. Questions how much money ADC will benefit from increased usage, notes the current contribution from ADC is considerable 	<p>Noted.</p> <p>Council expects that users of infrastructure will meet its costs.</p> <p>ADC money is public money, and we hope to reduce public input through rates to the Airport.</p> <p>Richard Mabon/Zane Adam</p>
Anonymous 6	17	<ul style="list-style-type: none"> Strongly recommends that ADC funds a comprehensive Business Plan for the development and purposing of the airport, museum and other facilities – now and in the future. Ensure the Business Plan provides trigger points where targeted investment by ADC, even acting a banker, can inject the appropriate funds to enable positive outcomes in a 	The ADDP is our first attempt to map out the long-term 30 year future development of the Ashburton Airport. It will inform long-term planning and budgeting, including the Commercial Property aspects of the Economic Development group of

Submitter name	Page	Summary	Staff comments
		timely manner, this could be cheaper to the ratepayer in the long run and less risky.	activities. This is how Airport activity is planned for and budgeted in more detail. Richard Mabon
RUSHTON, Gerard & Claire	191	<ul style="list-style-type: none"> Questions if Council can explain the justifications of the financial costings provided in draft plan from expected income and the expected number of flights from flight schools land fees and aircraft licences – have been budgeted at \$14,400 per year which calculates to \$1 per land fee, as opposed to recreational user at \$10 per landing fee. Surely this is contrary to the statement “to enable the airport to become more financially independent”? 	Noted. It is normal commercial practice for bulk users to be able to enter into a discounted rate arrangements. Recreational Aircraft owners also have an option to pay an annual fee of \$121.00 Incl. GST for annual unlimited landings. The proposed charges are consistent with charges at other small airports. Zane Adam/Richard Mabon
Governance and Relationships			
SIM, Bruce	206	<ul style="list-style-type: none"> Submitter is an adjacent neighbour and asks to be kept in the loop. 	Submitter is an adjoining land owner and Property staff intend to keep these stakeholders informed. Richard Mabon/Zane Adam
MID CANTERBURY AERO CLUB (David Wright)	153	<ul style="list-style-type: none"> If flight school proposal was accepted by ADC, Mid Canterbury Aero Club would like to take part in the proposals development. Notes that there would be a MOU and many policies and procedures that would need to be developed such as restricting movements when ground conditions are poor, and restricting night flying. 	Noted. Council already has good communications links with major airport operators through the regular forum of the Airport Users Group. There is often dialogue with Airport Users on safety and development issues as a matter of course, and on specific matters, Council will seek formal feedback from Users before taking a proposal to Council. Richard Mabon/Zane Adam
LANGFORD, Veronica	128	<ul style="list-style-type: none"> Please put some actual local pilots on this planning committee. 	As noted above, Council communicates regularly with Airport Users, including many pilots, on airport operational and development matters. Richard Mabon/Zane Adam
Heritage			
LOFTUS, Ian	138	<ul style="list-style-type: none"> As a member of the Aviation Museum, I would like to see this great facility used a lot more. Great for Ashburton! 	Noted.

Submitter name	Page	Summary	Staff comments
STUART, Neil	212	<ul style="list-style-type: none"> Submitter notes a continued need for an airport and the significant heritage values of the site. 	Noted.
New Amenities and Services			
ANDREW VIALOUX AVIATION (Andrew Vialoux)	4	<ul style="list-style-type: none"> Associated costs with expansion of regional airports are often much higher than initially anticipated. Other upgrades that would make the airport a destination for out of town users would include lighting upgrades to make the airfield lighting in line with ICAO requirements, and potentially RNAV IFR approaches for training aircraft. A significant amount of the upgrade costs here should be fronted by those who would be looking to make regular use and then ongoing costs recouped by user fees. 	<p>Noted.</p> <p>Any proposed new amenities, or upgrades to existing amenities, can be referred into the Annual Plan/LTP process if Council chooses. In each case, officers will prepare a business case on the proposal.</p> <p>Richard Mabon/Zane Adam</p>
GLASSEY, Shane	85	<ul style="list-style-type: none"> Perhaps some thought to future proofing the airfield with public vehicle recharging points (Bicycle/car and aircraft) at various points around the field. 	<p>See response to Andrew Vialoux Aviation, p 39.</p> <p>Richard Mabon/Zane Adam</p>
		<ul style="list-style-type: none"> I would also like to see an annual event established that opens up the airfield to the ratepayers and encourages them to see what their rates are being invested in. 	Noted.
		<ul style="list-style-type: none"> Would like to see an area set aside for itinerant aircraft and perhaps camping sites with power, toilet/shower to encourage people to stay overnight and spend money in town. 	<p>A space has been reserved which is used for events and to accommodate visiting aircraft. Short-term campervan stays have been allowed on site and are normally associated with major events. An ongoing camp site is not appropriate for the site.</p> <p>Richard Mabon/Zane Adam</p>
BURKE, Jason	243	<ul style="list-style-type: none"> I would like to see the installation of a public toilet facility at the Aerodrome. 	<p>See response to Andrew Vialoux Aviation, p 39.</p> <p>Richard Mabon/Zane Adam</p>
Anonymous 6	17	<ul style="list-style-type: none"> The airport has a significant function as a CDEM operational hub should the need arise, by providing more comprehensive facilities and greater refuelling facilities the airport could play a major role in a future event. Additional Government funding may be available as emergency 	<p>Council understands the potential strategic value of the Ashburton Airport in the event of, for example, a major seismic event.</p> <p>Jim Henderson/Richard Mabon</p>

Submitter name	Page	Summary	Staff comments
HILL, Charlotte	102 ○	<p>management becomes more and more part of routine response.</p> <ul style="list-style-type: none"> Please add a cycle/walking track along Seafield from Bridge Street to the Airport. This will be well used by local residents and by visiting people in hangar homes. 	<p>The Walking and Cycling Strategy contains a proposal for a shared network cycleway running north along Bridge Street, Glassworks Road and Tait's road. This will form part of a programme of cycleway improvements and requires investigations and a business case to be developed. This route reaches the western end of Seafield Road and there is no proposal in the Walking and Cycling Strategy to build a cycleway along Seafield Road to the Airport.</p> <p>Martin Lo/Richard Mabon</p>
Sky Diving			
RUSHTON, Gerard & Claire	191	<ul style="list-style-type: none"> Does not support sky diving operations from Ashburton Airport due to disregard for safety they have witnessed on numerous occasions Notes that skydiving operations and its noise were the main cause of complaints by surrounding residents and raised many safety concerns. Notes that residents have rescued parachutists from nearby farmland and roads, and users have rescued them from hangars and structures within the airport. Thinks that the increase in air traffic has not been well thought out and needs further planning and consultation with neighbours Submission details reasons why the operation is not safe, referencing information supplied to CAA and discusses an example from Masterton Questions what restrictions will be placed on hours of operation for the skydiving commercial operation given the previous operation had considerable impact on nearby residents? 	<p>There is a legacy of concerns arising from the previous skydiving operator. The new operator, Inflight, is a leading aviation tourism operator with over 60 years' experience in New Zealand. Inflight operates successfully out of multiple sites around New Zealand including Skydiving operations at Mt Cook, Franz Josef and Abel Tasman.</p> <p>Skydiving operations are regulated by CAA and Inflight must prepare and work to an operational safety plan approved by CAA.</p> <p>The new Sky Diving operator lease was approved by Council after consultation from other aviators at Ashburton Airport.</p> <p>Other submitters have referenced the risk from the combination of Sky Diving operations and a proposed flight training school. This matter is something to take into account in a separate decision regarding a lease for the flight training school.</p> <p>Zane Adam/Richard Mabon</p>

Submitter name	Page	Summary	Staff comments
		<ul style="list-style-type: none"> Believes it is misleading for ADC to state in the draft plan that there were little complaints about the noise of skydiving, as the Council was powerless to act on complaints 	
TASKER, Hayden	216	<ul style="list-style-type: none"> Agrees with skydiving business going ahead 	See response to Gerard and Claire Rushton, p 40. Zane Adam/Richard Mabon
PROTHEROE, Warwick and Juliana	178	<ul style="list-style-type: none"> Believes skydiving at an airport with the proposed level of activity would seem to be a very risky mix 	See response to Gerard and Claire Rushton, p 40. Zane Adam/Richard Mabon
BRODIE, Ross	58	<ul style="list-style-type: none"> Adding to the safety issues will be the skydiving business who will be operating from the field in the near future. Skydiving and flight school operations are a real safety issue 	See response to Gerard and Claire Rushton, p 40. Zane Adam/Richard Mabon
CANTERBURY AERO CLUB (Jeremy Ford)	63	<ul style="list-style-type: none"> The CAC is support of the skydiving operations that have operated there in the past due to their willingness to engage in safety and their professional operation. 	See response to Gerard and Claire Rushton, p 40. Zane Adam/Richard Mabon
JACKSON, Jonathon	108	<ul style="list-style-type: none"> The skydiving business who will be operating from the field in the near future will also add to the safety issues. Skydiving and fresh solo pilots are a real safety issue. 	See response to Gerard and Claire Rushton, p 40. Zane Adam/Richard Mabon
LANGFORD, Kevin	126	<ul style="list-style-type: none"> Allowing parachuting and a flight school at the same airport introduces a significant risk, to both groups and also existing users. 	See response to Gerard and Claire Rushton, p 40. Zane Adam/Richard Mabon
MID CANTERBURY AERO CLUB (David Wright)	153 ○	<ul style="list-style-type: none"> Requests that a memorandum of understanding be developed between commercial skydiving company (starting operations later this year), and other airport users before their operations commence 	This work is already underway. Zane Adam/Richard Mabon
Anonymous 17	39 ○	<ul style="list-style-type: none"> The skydiving business who will be operating from the field in the near future will also add to the safety issues. Skydiving and fresh solo pilots are a real safety issue. 	See response to Gerard and Claire Rushton, p 40. Zane Adam/Richard Mabon

Submitter name	Page	Summary	Staff comments
Taxiways and Runways			
MID CANTERBURY AERO CLUB (David Wright)	153	<ul style="list-style-type: none"> Notes that there are grass runways and taxiways. Has a contract to maintain runways and believes they are some of the best of their type in the country but there are many times of the year they are struggling to maintain to the standard they would like If movements on the airfield were to increase to the numbers Council is predicting and primarily with trainees, it is believed that runways would deteriorate rapidly and require regular closing for repairs Sealing would be incredibly expensive 	<p>Runway maintenance and wear and tear is an issue from time-to-time, and overall can fairly be described as manageable. On occasions it is managed by advising aviators to use the left side of the runways (taking advantage of the width of two widest runways) or by shifting the displaced threshold markers to avoid landing on damaged runway areas.</p> <p>Under the flight school proposal, air movements will more than double and how this will be managed is a major concern with no clear answers at present.</p> <p>For comments on the cost of tarsealing a runway, see the response to Jason Walton, p 17.</p> <p>Zane Adam/Richard Mabon</p>
LEE, Janine MID CANTERBURY AERO CLUB, (Matthew Croft) REDMAN, Jason ROBINSON, Hamish Scott TAPLEY, Mark WAKELIN, Adam WATHERSTON, John	130 160 181 185 204 214 222 226	<ul style="list-style-type: none"> The Airport is very well maintained by the Mid Canterbury Aero Club and is one of the best of its type in the country, but notes that there are limits to the amount of use an all grass airfield can sustain. Believes the number of flights proposed will lead to deterioration of the runways and taxiways. 	<p>See response to Mid Canterbury Aero Club (David Wright) on p 42.</p> <p>Zane Adam/Richard Mabon</p>
WALTON, Jason	224	<ul style="list-style-type: none"> Submitter wants a tarsealed runway. 	<p>See the response to Jason Walton, p 17.</p> <p>Zane Adam/Richard Mabon</p>
VINCENT, Les	220	<ul style="list-style-type: none"> Notes the level of damage and degradation of the taxiways and runways due to previous skydiving activity of up to 35 movements on a day, submitter contends that the new skydiving operator plus the anticipated 84 movements of a flight school plus any additional movements brought about 	<p>See response to Mid Canterbury Aero Club (David Wright) on p 42.</p> <p>Zane Adam/Richard Mabon</p>

Submitter name	Page	Summary	Staff comments
		<p>by the development plan initiatives are unsustainable form a runway/taxiway durability, serviceability and safety point of view.</p> <ul style="list-style-type: none"> Notes that the Airfield soil type is ideal for purposes and level of current use. The soil type is very similar to Rangiora, and remedial work to restore Rangiora’s runway has been seriously problematic. 	
RUSHTON, Gerard & Claire	191	<ul style="list-style-type: none"> Concerns over runway ability to sustain high levels of traffic Concerns over runway congestion Considerable wear and tear from continual use of sky diving operation on a limited part of the runway caused major damage to the runway Notes the draft plan mentions users will be responsible for the upkeep and maintenance of runways. Questions how Council perceive that the airport users will have substantial reserves within a short time frame to cover wear and tear that will be created by increased flights 	<p>See response to Mid Canterbury Aero Club (David Wright) on p 42.</p> <p>Zane Adam/Richard Mabon</p>
ANDREW VIALOUX AVIATION (Andrew Vialoux)	4	<ul style="list-style-type: none"> An increase in ground movements will potentially disrupt and wear out the existing grass runways and taxiways and either require a significant increase in maintenance or upgrade to seal portions (talk to Waimakariri District Council about the extensive grass runway maintenance undertaken at Rangiora airfield) 	<p>See response to Mid Canterbury Aero Club (David Wright) on p 42.</p> <p>Zane Adam/Richard Mabon</p>
BRODIE, Ross	58	<ul style="list-style-type: none"> I believe that the number of flights proposed will lead to deterioration of the runways and taxiways. 	<p>See response to Mid Canterbury Aero Club (David Wright) on p 42.</p> <p>Zane Adam/Richard Mabon</p>
JACKSON, Jonathon	108	<ul style="list-style-type: none"> The Ashburton Airport is very well maintained by the Mid Canterbury Aero Club. I believe that the number of flights proposed will lead to deterioration of the runways and taxiways. 	<p>See response to Mid Canterbury Aero Club (David Wright) on p 42.</p> <p>Zane Adam/Richard Mabon</p>

Submitter name	Page	Summary	Staff comments
LANGFORD, Kevin	126	<ul style="list-style-type: none"> The runways in their present form won't stand up to the increased traffic. 	<p>See response to Mid Canterbury Aero Club (David Wright) on p 42.</p> <p>Zane Adam/Richard Mabon</p>
Anonymous 17	39 ○ 39	<ul style="list-style-type: none"> The Ashburton Airport is very well maintained by the Mid Canterbury Aero Club. I believe that the number of flights proposed will lead to deterioration of the runways and taxiways. 	<p>See response to Mid Canterbury Aero Club (David Wright) on p 42.</p> <p>Zane Adam/Richard Mabon</p>
LANGFORD, Veronica	128 ○	<ul style="list-style-type: none"> The plan would require more taxiways to get people safely to the one fuel bowser. 	<p>The draft Plan does include more taxiways.</p> <p>Zane Adam/Richard Mabon</p>
FINCH, Paul	78	<ul style="list-style-type: none"> Submitter has concerns in regard to a flight training school coming to the field. With the extra traffic this training school will bring it will be very difficult and expensive to keep the runways up to the current standard. We have runways drying up in the summer and the landing area turning to mud in the wet weather, making it more difficult to manage. It is only the work of a few Aero Club members that has kept the runways in good working condition. 	<p>See response to Mid Canterbury Aero Club (David Wright) on p 42.</p> <p>Zane Adam/Richard Mabon</p>

Submitter name	Page	Summary	Staff comments
Safety			
GLASSEY, Shane	85	<ul style="list-style-type: none"> • Submitter is concerned that the Council may put profits ahead of aviation safety and also safety of the wider community when considering allowing new commercial operations onto the airfield. Submitter is also concerned that the Council is not aware of the risk escalation that would follow a considerable increase in air traffic. • Submitter notes that the airfield operator is required to have a working Safety Management System in place that complies to NZCAR 100 (Safety Management Systems) and as such should be carrying out risk assessments prior to approving new operators to set up at the airfield. • Submitter suggests that Council consult NZCAA which has a team available to help you become aware of the significance of NZCAR 100 and Council's obligations as the airfield operator. • Submitter considers that Council should be familiar with the CAA Act, NZCAR 100 and NZCAR 139 (Aerodrome Certification and Operation) specificity 139.75 and the associated Advisory circulars before accepting any new commercial operators on to the airfield. • Safety is the primary concern for all aircraft operations and, as Airport Operator, Council should be aware that decisions as the airfield operator can also affect flight safety. • Globally 70% of all mid-air collisions occur within 5 nautical miles (approximately 10km) of an airfield. The risk increases dramatically on an uncontrolled airfield with multiple runways. 	<p>Safety is a paramount concern in aviation matters, and Council understands that the success of the airport relies on it being a safe place to fly.</p> <p>Council has a good relationship with CAA to ensure that Airport safety practices are appropriate and up-to-date.</p> <p>We understand the linkage between a safe airfield and a safe airspace. We note that all new operators will come under rigorous examination before gaining CAA approval.</p> <p>As part of our airport management role, Council is engaged in regular meetings with the Airport Users Group, and safety issues form a significant part of those regular discussions.</p> <p>Officers also note that many of the safety concerns raised are specifically linked to the flight school, and the lease of a site for the flight school will be the subject of a separate future report and a separate decision.</p> <p>Zane Adam/Richard Mabon</p>
MID CANTERBURY AERO CLUB (David Wright)	153	<ul style="list-style-type: none"> • Notes that having a skydiving operation and flight training school added to airfield will substantially increase safety risks, and required thorough safety management as well as 	<p>See response to Glassey, p 45</p> <p>Zane Adam/Richard Mabon</p>

Submitter name	Page	Summary	Staff comments
		an excellent operational relationship and rapport to exist between all operators	
VINCENT, Les	220	<ul style="list-style-type: none"> Very concerned about safety implications of the increase in activity 	See response to Glassey, p 45 Zane Adam/Richard Mabon
RUSHTON, Gerard & Claire	191	<ul style="list-style-type: none"> Believes there is a major concern for the safety of local residents. Notes they have witnessed on numerous occasions a disregard for safety 	See response to Glassey, p 45 Safe operations are a paramount concern Under CAA rules, there are obligations on aviators to report accidents, serious incidents, immediate hazards to aircraft operations, and other (not serious) incidents. Any person witnessing an incident can report it. The event as described in the submission from the Rushtons appears to be a serious incident. Zane Adam/Richard Mabon
LEE, Janine REDMAN, Jason ROBINSON, Hamish Scott TAPLEY, Mark WAKELIN, Adam WATHERSTON, John	130 181 185 204 214 222 226	<ul style="list-style-type: none"> Concerned with increased use of facility – needs to be well managed not to impact on safety of pilots using airfield 	See response to Glassey, p 45 Zane Adam/Richard Mabon
LUXTON, Frank	138	<ul style="list-style-type: none"> In five years' time when the training school and the parachutist's have become established then we will be having 100 aircraft movements per day (36,000 per year). This is around ten times the current level of movements. The guideline to establish a control tower is 50,000 per year. Two of the new aeroplanes are expected to be jet turbines to get parachutist's up there quickly, last time they were operating at the airfield there were a lot of people complaining about them I think the residents of Ashburton should be made fully aware of this dramatic increase in traffic now to avoid complaints later. Almost everyone I have spoken to does not realise the extent of change proposed 	See response to Glassey, p 45 Zane Adam/Richard Mabon The new Sky Diving operator, Inflight, has confirmed that the aircraft used in their operation will be turbine aircraft. Inflight point out that most of the noise from an aircraft comes from the propeller, and the turbine aircraft deployed is actually quieter than a piston-engined aircraft. The lease of a site for a flight school will be the subject of a future separate report to council and a separate decision.

Submitter name	Page	Summary	Staff comments
Anonymous 19	43	<ul style="list-style-type: none"> Questions if there are permitted hours of flying and if ADC has control of these hours and night flying? 	<p>Ashburton Airport is an uncontrolled airfield and Council does not control the hours of flying. There is an informal agreement in place with the Mid Canterbury Aero Club and other local aviators that flying after 10 pm is discouraged.</p> <p>Zane Adam/Richard Mabon</p>
VINCENT, Les	220 ○ 22	<ul style="list-style-type: none"> Consider the RNAV issue as one requiring further serious discussion and appraisal 	<p>At the Airport Users' Group meeting held on 8 September, the following motion was put to the meeting and carried:</p> <ol style="list-style-type: none"> <i>This meeting requests that the notion of establishing RNAV¹ at NZAS² be parked until after a determination is made regarding the presence of a Commercial Flight School on this field; and</i> <i>Following such determination, the RNAV initiative should only be reintroduced with full and meaningful consultation with aeronautically conversant members of the local aviation fraternity.</i> <p>Officers support this request.</p>
Speedway			
MID CANTERBURY AERO CLUB (David Wright)	153	<ul style="list-style-type: none"> Supports commitment to improve the access to the speedway and would also like to see better demarcation between speedway and airfield 	Noted.
LANGFORD, Veronica	128 ○	<ul style="list-style-type: none"> Do not put speedway parking next to recreational hangars, you will have kids/animals wandering around hangers and aircraft. Potential for accidents, vandalism and theft. 	<p>Speedway parking is fenced off from hangar areas.</p> <p>Zane Adam/Richard Mabon</p>
Anonymous 15	35 ○	<ul style="list-style-type: none"> I am concerned about the location of the speedway parking to the approach and departure area on Runway 06/24. 	<p>Speedway parking is fenced off from hangar areas.</p> <p>Zane Adam/Richard Mabon</p>

¹ RNAV stands for area navigation which was originally known as Random Navigation. RNAV is a method of instrument flight rules navigation that allows an aircraft to choose any course within a network of navigation beacons. While RNAV was first established in the 1960s, GPS and satellite-based navigation have seen a resurgence of interest in RNAV systems. It allows landing in poor visibility conditions.

² NZAS is the International Civil Aviation Organisation (ICAO) code for Ashburton Airport. ICAO codes are used world-wide in air traffic control and flight planning.

Submitter name	Page	Summary	Staff comments
KING, Patsy	120 ○	<ul style="list-style-type: none"> Why is speedway parking on the plan? 	<p>Speedway has a long-term lease to operate from the Airport and their events are well attended.</p> <p>Zane Adam/Richard Mabon</p>
Noise			
Anonymous 19	43	<ul style="list-style-type: none"> Has concerns about the noise generated by the aircraft. Spoke to a councillor about a year ago and voiced concerns Believes the increase in activity will make life in Braebrook, Hampstead and further East unbearable. Notes their right to a peaceful summer including recreation outside without constant droning Notes that increased activity will be detrimental to peace and enjoyment of Ashburton as a place to live Lives in Hampstead - has noticed an increase in noise and questions if this is due to planes carrying out parachute difficulties Notes noise causes it to be difficult to enjoy the outside in summer to an extent that submitter goes inside to avoid noise Notes that the District plan does not control noise of flying aircraft. Believes it will be extremely questionable if Council were to allow extensive changes to airport and have no control over noise that will increase Believes that by allowing increased activity and therefore noise, it will restrict where development will occur 	<p>Ashburton Airport has operated from this site for around 90 years. Airport noise is primarily managed through the Resource Management Act 1991, the District Plan and the Noise Control Act, and primarily relates to activities on the ground. CAA and the Minister of Transport also have powers in relation to aircraft noise.</p> <p>The submitter is correct to note that noise from airborne aircraft is largely outside the control of the airport operator. This is Council's understanding of the Resource Management Act 1991, case law, and the provisions of our District Plan.</p> <p>The adverse reaction from people living in new residential developments around Airports is recognised in New Zealand as an issue of reverse sensitivity.</p> <p>Chapter 11 of the Ashburton District Plan (Noise chapter) states:</p> <p>"11.8.9 Noise from Aircraft</p> <p>a) Noise from Aircraft shall comply with <i>NZS6805:1992 Airport Noise Management and Land Use Planning.</i>"</p> <p>Review of suitability of current noise standards and contours may form part of any subsequent plan change.</p> <p>Ian Hyde/Zane Adam/Richard Mabon</p>
RUSHTON, Gerard & Claire	191	<ul style="list-style-type: none"> Believes it is misleading to state in plan that ADC has plans to review the noise contours and adapt a performance plan for the airport as aircraft are governed by CAA rules and regulations once an aircraft is mobile including in the air. Notes that ADC has no governable control over the operating noise of an aircraft once it is movement – questions how 	<p>See response to Anonymous 19, p 48.</p> <p>In regard to public participation in noise matters, any change to the District Plan noise provisions will be subject to a separate process which will also involve a public notification process. Affected parties are provided with full rights to submit on the</p>

Submitter name	Page	Summary	Staff comments
		<p>ADC's proposed revision of noise contours and performance standards to reduce impact on nearby residents is going to be achieved?</p> <ul style="list-style-type: none"> • Questions how the public and affected neighbours are able to submit questions or objections? • Questions what the purpose and outcome of the revision of noise contours is? What assurances can the Council give neighbours that these levels can be enforced? 	<p>Change and to appeal under the Resource Management Act 1991.</p> <p>Ian Hyde/Zane Adam/Richard Mabon</p> <p>Performance standards are clauses to be inserted into leases that will provide Council with some tools to address lessee behaviour. For example, these may address hours of operation.</p> <p>Zane Adam/Richard Mabon</p>
PROTHEROE, Warwick and Juliana	178	<ul style="list-style-type: none"> • Notes that they enjoy living close to the airport at current levels with the exception of one or two very noisy aircraft • Notes that when the skydiving company was operating it was good to watch parachutists descending, but the noise of their aircraft for long periods was unacceptable. • Thinks there would need to be strictly enforced low noise levels in place, as it effects the whole area, not just neighbours of the airport 	<p>See response to Anonymous 19, p 48.</p> <p>Ian Hyde/Zane Adam/Richard Mabon</p>
Helen	100	<ul style="list-style-type: none"> • Serious consideration needs to be given to the aircraft noise for people living by the airport and further away. • Previous issues from individual aircrafts showed that there is limited means of being able to stop the noise. • Council have the authority to ground these planes until a satisfactory solution is achieved for the complainants. I would be interested to hear from Council before this development is signed off. 	<p>See response to Anonymous 19, p 48.</p> <p>Council does not understand that it has the legal authority to ground planes as stated by the Submitter.</p> <p>Ian Hyde/Zane Adam/Richard Mabon</p>
SAUNDERS, Ken	200	<ul style="list-style-type: none"> • Should Council proceed submitter requests a planted sound bund and a sealed service road to mitigate noise and dust. Also request one access point to prevent through traffic. • Bund wall can be built from base removed for road foundation. Bund to be planted with a timber sound wall. 	<p>See response to Anonymous 19, p 48.</p> <p>Ian Hyde/Zane Adam/Richard Mabon</p>

Submitter name	Page	Summary	Staff comments
BROWN, Danny	60 ○	<ul style="list-style-type: none"> Along with existing noise for shift workers of existing landowners, we have two 24hr facilities that utilise this area to reside. Health and safety protocols around sleep deprivation must be adhered to. Remember this will be a non-manned airport and good faith agreements don't always work. 	See response to Anonymous 19, p 48. Ian Hyde/Zane Adam/Richard Mabon
Flight School			
ZEALANDIA SYSTEMS (Liam Beale)	237	<ul style="list-style-type: none"> Believes the flight school at Ashburton is direct competition to the aero club Thinks the flight school is a bad idea as it increases traffic and reduces the ability of NORDO/historical aircraft to operate in the area which is in direct contrast to the existing goals 	<p>The approach from a Flight School to lease land at Ashburton Airport is a separate matter requiring a separate report and a separate Council decision. Council wishes to address the Airport Development Plan first.</p> <p>Competition with existing airport operators is not, by itself, a sufficient reason to decline a request to lease public land.</p> <p>Council recognises the genuine concerns of submitters regarding aviation safety issues posed by a flight school operation, and will take these into account when making a decision regarding a flight school lease.</p> <p>Zane Adam/Richard Mabon</p>
MID CANTERBURY AERO CLUB (David Wright)	153	<ul style="list-style-type: none"> Has concerns about the flight school Airfield is currently has a friendly, calm and safe culture outside of controlled airspace. Regularly hosts nationally significant events Concerned that a commercial operation with many aircraft movements per day will destroy the inviting aviation environment and could lead to less use by pilots and training organisations from outside Ashburton Have reasons to believe that a potentially insular commercial operation may not have respect for other 	See response to Zealandia Systems, p 50 Zane Adams/Richard Mabon

Submitter name	Page	Summary	Staff comments
		<p>organisations and individuals on the airfield or their operations</p> <ul style="list-style-type: none"> • Flight school will lead to more night flying which may not be appreciated by Ashburton residents. Notes that there is only one lit runway • Requests that due consideration be made to the type of operators and type of operations that will be conducted, and the effect on the Ashburton community • Notes that they have already seen some consequences of unfamiliar organisation using the airfield for night training 	
THOMAS, Michael B	219	<ul style="list-style-type: none"> • Believes that having another very busy commercial business could have a detrimental effect on the safety of the pilots. Would be caused by hugely increased take-offs and landings. • Notes that the proposed extra 42 landings would also have detrimental impact on grass runways and taxiways • Notes there is also potential complaints from local ratepayers from greatly increased engine noise • Notes that submitter sees no advantage in having a commercial flying school here and that if it is allowed to happen it will destroy a very successful and friendly local aviation community. 	<p>See response to Zealandia Systems, p 50</p> <p>Zane Adams/Richard Mabon</p>
ASHBURTON AVIATION MUSEUM	47	<ul style="list-style-type: none"> • Sees flight school as being problematic • With two current flight trainers in place they see that bringing further flight training is contrary to overview 2 “Council recognises that growth and development must be balanced with the needs and interests of those that use the facility as well as the Airport’s heritage and recreational values” • Notes that the structural damage to taxiway and runway surfaces needs to be a serious consideration with regard to the flight school (notes it was evident when skydiving kiwis were operating) 	<p>See response to Zealandia Systems, p 50</p> <p>Zane Adams/Richard Mabon</p>

Submitter name	Page	Summary	Staff comments
		<ul style="list-style-type: none"> Notes that those within the museum are familiar with the risks and difficulties involved with combining parachute operations and general aviation activities and see any increase in local flight traffic brought about by Flight School as being unacceptable operational and safety risk. Notes that with the increase in revenue from the three hangar initiatives the income to the airfield operator will come close to achieving an appropriate level of income. 	
RUSHTON, Gerard & Claire	191	<ul style="list-style-type: none"> Supports the establishment of a flight school due to financial benefit Suggests a change to the current circuit direction to reduce increased noise. Notes that the benefits to residents would outweigh any resistance from current users who should be promoting safe flying practices Believes it imperative that the airport authority implement a caveat limitation on night flying activities, that night flying ceases at midnight and a restriction on the number of aircraft operating circuits per hour at night. Suggests two aircraft at any one time in the circuit be permitted for night training, and additional one off flights to facilitate an arrival or departure may operate if they are not part of the circuit training Suggests imposing a maximum noise decibel limitation measured over the whole operation from take-off to landing Questions what provisions have been made for fuel storage and refuelling areas for the flight school 	<p>See response to Zealandia Systems, p 50</p> <p>Zane Adam/Richard Mabon</p> <p>Change in circuit direction would reduce exposure to noise for some neighbours. This is a reasonable and practicable option that should be discussed with the Airport users group as a first step.</p> <p>Zane Adam/Richard Mabon</p> <p>See response to Anonymous 19, p 48.</p> <p>Ian Hyde/Zane Adam/Richard Mabon</p>
JACOBS, Annie	110	<ul style="list-style-type: none"> Would be very concerned if Flying School from Oamaru were to transfer to Ashburton. Ashburton airport is known to be a very safe airspace. Mid Canterbury Aero Club very active club that strongly supports kiwis of all ages and backgrounds to learn to fly 	<p>See response to Zealandia Systems, p 50</p> <p>Zane Adam/Richard Mabon</p>

Submitter name	Page	Summary	Staff comments
		<ul style="list-style-type: none"> • Understands that Oamaru had a number of incidents/accidents due to an offshore flying school coming to the area • A number of other NZ pilots no longer feel confident flying through their airspace due to the Flying School Students' lack of English language understanding and legibility, to be able to conduct their radio safety calls to a clearly comprehensible level. Safety is paramount • Concerned that many years ago Canterbury Aero Club (based at Chch International Airport) started their International Aviation Academy to help raise funds for their club and it eventually got to the point where kiwis were not easily able to apply because international students paid more and kiwis missed out • Believes having a flight school based here is not conducive to the bright future of the airport 	
WILLIAMS, Ryan	228	<ul style="list-style-type: none"> • Believes the airport is a fantastic asset and has great potential to grow. Thinks everything proposed looks great but is not sure about the flight school. • Notes that the airport is excellent for recreational and casual commercial uses that is all the airfield can handle. Notes that some runways/taxiways have been worn under the current traffic, and isn't sure how it could handle having an additional a flying school. • Questions if Council has talked to operators, users and Council of the Oamaru airport and asked how it worked out for them, notes it wasn't positive. • Notes that it looks good financially but that the long term damage may not be worth it • As a commercial pilot it is always a dreaded experience flying into Oamaru knowing students are flying around not 	See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon

Submitter name	Page	Summary	Staff comments
		<p>always knowing exactly where they are as they are still learning</p> <ul style="list-style-type: none"> • Suggests Council look outside of the box for revenue such as allowing a café based at the airfield. Notes it could be a neat facility for people to sit at in the weekends and watch planes coming in to land. 	
TASKER, Hayden	216	<ul style="list-style-type: none"> • Has concerns about flying school, due to amount of movements in a day. Concerned about grass runways and proposed traffic loadings. • Believes that the cost of developing sealed runways would have a detrimental effect on Council's plan to make it financially self-sustaining. 	<p>See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon</p>
SCHOENFELD, Christian	202	<ul style="list-style-type: none"> • Concerned about the flight school proposal, submitter does not support. • Notes that Ashburton s ideal for a mix of aviation and commercial activity and the proposed plan allows for an increase in movements without a negative impact to local residents. Thinks the airport can easily allow for a significant increase in activity, however training and private operators may not mix well. • Believes training aircraft will want to fly standard circuit patterns for the largest runway which is going to lead to significant noise pollution as this will take them over the main Ashburton Township. Notes they will likely want to cover extensive night flying which will have to be handled carefully if curfews and noise complaints are to be avoided. • Notes that the increased movements will lead to significant wear on runways unless they are sealed. • Concerned that Ashburton residents may not be aware of just how much additional traffic a flight school will bring, despite a relatively small financial upside. 	<p>See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon</p>

Submitter name	Page	Summary	Staff comments
		<ul style="list-style-type: none"> • Would rather see the aviation community expanded with hangars, hangar homes and commercial operations. This would allow the airport to remain the centre of events such as the NZ Aerobatic Nationals and Flying NZ competitions – events that would likely move elsewhere if Ashburton becomes too challenging to operate at. 	
LEE, Janine REDMAN, Jason ROBINSON, Hamish Scott TAPLEY, Mark WAKELIN, Adam WATHERSTON, John	130 181 185 204 214 222 226	<ul style="list-style-type: none"> • Objects to the proposal to welcome a commercial flight school to the airfield • Believes the number of extra flights per day by trainee pilots will be unsafe and unsustainable due to the airfield already being busy and uncontrolled. Notes it has the potential to cause accidents both on the ground and in the air due to the number of flights and little experience • Notes that there will also be a skydiving business operating from the airfield in the near future. Suggests that skydiving and fresh solo pilots are a real safety issue 	See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon
MARSHALL, Murray	141	<ul style="list-style-type: none"> • I do not favour as a pilot having a flight training school and sky diving enterprise due to safety concerns. I also believe the inclusion of RNAV instrument landing of up to 30 flights will add more risk to Ashburton airfield. Submitter suggests Council provide an off-field landing zone at a site away from the airport. • It seem a money driven plan at the expense of safety and wear and tear of a grass airstrips. Very careful steps are needed in what are huge changes to Ashburton airport. 	See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon
PREBBLE, Daryl	176	<ul style="list-style-type: none"> • My main concern with the proposed plan is the significant increase in flights in and around our area. The proposed commercial development would build to up to 42 additional flights per day from the training school without the additional flights from the other proposed businesses. These additional flights would significantly increase the noise 	See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon

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		<p>pollution and have a significant impact on the local residents. Currently there are significant flights from either 1 or 2 training aircraft doing circuits all day and the thought of up to 8 training aircraft concerns us greatly.</p> <ul style="list-style-type: none"> • Submitter is concerned at increase in possible air accidents due to no controlled tower operating. Additionally the current night flying is not controlled and a significant increase in this activity could cause possible risk to life. This would also have a significant impact on the local residents with additional noise and disruption during the evenings. • The area that we live in is now is full of residential houses on small life style blocks. Our property was the only house on this block 6 years ago. Today there is now 8 blocks with 6 new houses on the same land and 2 more houses being built soon. Above our block there was a small bare land block which has recently been divided into 4 blocks (all sold) with the first house done. • The council has permitted and consented to this growth and this area has develop to a busy residential community. Massive increase in aircraft activity on our back door will have a significant impact on our quality of life. 	
Anonymous 7	19	<ul style="list-style-type: none"> • Consider wisely allowing Oamaru. I have no reason to add my information to this report as I very rarely come to Ashburton, however I have seen how Oamaru operate, it is with danger and reckless behaviour. • The Christchurch Flight School actually banned their own aircraft operating there due to serious safety concerns of the airport and their operations. • Allowing a new flight school into Ashburton is a disaster. The particular flight school (from Oamaru) is going to cause serious issues for Ashburton, take this from an actual flight 	<p>See response to Zealandia Systems, p 50</p> <p>Zane Adam/Richard Mabon</p>

Submitter name	Page	Summary	Staff comments
		<p>instruction who has thousands of hours operating around the Canterbury Plains.</p>	
Anonymous 15	35	<ul style="list-style-type: none"> • I have grave concerns and do not support any commercial flight school operating from Ashburton (obviously the Mid Canterbury Aero Club does not come under this). • With the figures presented it would end up being approximately 240 movements a day just from the flight school, which makes the airfield very busy and difficult for other recreational activities to take place on or in the immediate vicinity of the airfield for the purposes of its users and owners. • 100 students is a similar number that the Canterbury Aero Club have, however they operate from 3 bases. This number of movements compressed into our airfield will cause safety concerns and an increased chance of an accident at our airfield. • At present the airfield is always in good order. The increase wear and tear on the grass runways will be catastrophic and I do not support the construction of any sealed runways. • The increase in traffic volume will bring to the attention of CAA. If it was deemed that a Mandatory Broadcast Zone was needed around Ashburton then this would also destroy the enjoyment of this airfield for the local and visiting pilots of vintage aircraft that don't have or can't fit a radio to their aircraft. • I believe allowing a flight school as proposed in the draft plan would be a foolish move by the ADC and not appreciated by its existing ratepayers and airfield tenants. 	<p>See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon</p>
Anonymous 17	39	<ul style="list-style-type: none"> • As a pilot who regularly uses the Ashburton Airport I object to the proposal to welcome a commercial flight school to the airfield. • The expectation of an average of 42 extra flights per day by trainee pilots will be unsafe and unsustainable and has the 	<p>See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon</p>

Submitter name	Page	Summary	Staff comments
		<p>potential to cause accidents both on the ground and in the air at an already busy, uncontrolled airfield</p>	
<p>AWL AIR SERVICES (Andrew William Love)</p>	<p>54</p>	<ul style="list-style-type: none"> • I strongly oppose the establishment of this overseas airline pilot training business at the Ashburton Airfield. • The daily movements being proposed as a goal by 2025 of 40 is not only unsustainable but dangerous at this particular airfield. • Their current home base supports and suits the nature of their operations, a move to Ashburton does not and nor does it compliment the current absolutely fantastic culture of aviators, enthusiasts, operators and professional organisations currently at the airfield. 	<p>See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon</p>
<p>BAILEY, Neville</p>	<p>56</p>	<ul style="list-style-type: none"> • If introducing hangar homes, they may not be compatible with larger volume training organisations due to the increased road noise. • Having a larger training organisation would typically mean a significantly larger volume of low hour pilots, possible language issues and an increase in the number of incidents. 	<p>See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon</p>
<p>BRODIE, Ross</p>	<p>58</p>	<ul style="list-style-type: none"> • I am a pilot that flies out of Ashburton often and I would like to object to the proposition of a flight school being based at Ashburton. • Ashburton is becoming a hub for aerobatics and vintage aircraft. Operation of vintage aircraft and aerobatic aircraft are not compatible with flight schools, with this many proposed movements. As we often have poor visibility, fly tighter circuits and may have poor to no radio communications, I believe it will create an unsafe environment for us to be operating in and if the flight school were to come to Ashburton I believe many other pilots in my community would find another airfield to fly from. 	<p>See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon</p>

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CANTERBURY AERO CLUB (Jeremy Ford)	63	<ul style="list-style-type: none"> The Canterbury Aero Club will support the recreational development of the aerodrome but not commercial development, including a flight school – unless Council engages with industry and airfield users. There is no infrastructure currently in place to support a large increase in commercial use, in particular a flight school. 	<p>See response to Zealandia Systems, p 50</p> <p>Zane Adam/Richard Mabon</p>
CLOSEY, Graham	65	<ul style="list-style-type: none"> The Mid Canterbury Aero Club has always been community focused and has a general feeling of we do what is best for the community. I have major concerns that the introduction of a new flight school will undo all the hard work that the club has done over many years. Any problems the new school brings to the community, other airport users will be tarred with the same brush. Concerns that Ashburton will be bypassed as a suitable venue for aviation events in the not to distant future if this flight school is given the go ahead, as they are a commercial operation. 42 extra flights per day will negatively affect the whole of the town with the addition of extra noise, particularly during the night. Implore you to really recognise what we have at the airport and really make sure we work to make it vibrant not just fill the airspace up with whatever aircraft you can find without thinking about the consequences. 	<p>See response to Zealandia Systems, p 50</p> <p>Zane Adam/Richard Mabon</p>
FIDDYMONT, Heath	76	<ul style="list-style-type: none"> As a pilot who regularly uses the Ashburton Airport I object to the proposal to welcome a commercial flight school to the airfield. The expectation of an average of 42 extra flights per day by trainee pilots will be unsafe and unsustainable and has the 	<p>See response to Zealandia Systems, p 50</p> <p>Zane Adam/Richard Mabon</p>

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		<p>potential to cause accidents both on the ground and in the air at an already busy, uncontrolled airfield</p> <ul style="list-style-type: none"> • The skydiving business who will be operating from the field in the near future will also add to the safety issues. Skydiving and fresh solo pilots are a real safety issue. • The Ashburton Airport is very well maintained by the Mid Canterbury Aero Club. I believe that the number of flights proposed will lead to deterioration of the runways and taxiways. 	
FINCH, Paul	78	<ul style="list-style-type: none"> • Has concerns in regard to a flight training school. 	<p>See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon</p>
FRANKLYN, Darryn	80	<ul style="list-style-type: none"> • Submitter feels that the suggested flight school is a hazard and risk to the general public, existing users of the airport and the community. • The increase in operations creates a hazard around the airfield. • Adding 40+ additional daily movements would wreck the airfield, so additional investment from Council or the flight school to have seal the taxi way and runways would be required. • The poor layout of the land by hangars with dips and rises causes issues taxiing currently, expanding this to main taxi ways could result in aircraft damage, for which ADC could potentially be liable. • Submitter suggests that Council have a good hard look at the negative impact this new flight school will introduce vs the extra landing fees. 	<p>See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon</p>

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HANRAHAN, Andrew	93	<ul style="list-style-type: none"> As a pilot who regularly uses the Ashburton Airport I object to the proposal to welcome a commercial flight school to the airfield. The expectation of an average of 42 extra flights per day by trainee pilots will be unsafe and unsustainable and has the potential to cause accidents both on the ground and in the air at an already busy, uncontrolled airfield The skydiving business who will be operating from the field in the near future will also add to the safety issues. Skydiving and fresh solo pilots are a real safety issue. The Ashburton Airport is very well maintained by the Mid Canterbury Aero Club. I believe that the number of flights proposed will lead to deterioration of the runways and taxiways. 	<p>See response to Zealandia Systems, p 50</p> <p>Zane Adam/Richard Mabon</p>
HARRISON, Ed	95	<ul style="list-style-type: none"> Has an issue with the proposed commercial flying school wishing to come to Ashburton. This needs to be consulted on a lot more with the current airport users and public as it has a greater impact than all the other proposals together. Fully supports development of the Ashburton Airport but has serious concerns about adding a commercial flight school with a sky dive operation and the current users. It will be a safety concern, possibly within the town boundary. 	<p>See response to Zealandia Systems, p 50</p> <p>Zane Adam/Richard Mabon</p>
JACKSON, Jonathon	108	<ul style="list-style-type: none"> As a pilot who regularly uses the Ashburton Airport I object to the proposal to welcome a commercial flight school to the airfield. The expectation of an average of 42 extra flights per day by trainee pilots will be unsafe and unsustainable and has the potential to cause accidents both on the ground and in the air at an already busy, uncontrolled airfield 	<p>See response to Zealandia Systems, p 50</p> <p>Zane Adam/Richard Mabon</p>

Submitter name	Page	Summary	Staff comments
LANGFORD, Kevin	126	<ul style="list-style-type: none"> Allowing parachuting and a flight school at the same airport introduces a significant risk, to both groups and also existing users. 	<p>See response to Zealandia Systems, p 50</p> <p>Zane Adam/Richard Mabon</p>
MID CANTERBURY AERO CLUB (Matthew Croft)	160	<ul style="list-style-type: none"> As a pilot, I object to the Ashburton District Councils proposal to welcome a commercial flight school to the airfield. The expectation of an average of 42 extra flights per day by trainee pilots will be unsafe and unsustainable. This number of extra movements on an already busy, uncontrolled, airfield has the potential to cause accidents both on the ground and in the air. This is because the sheer number of flights and that many of the extra flights will be piloted by fresh solo pilots with very little experience compared to the good mix of experienced and fresh pilots on the field now. In my personal experience flying around these students, they are often unsafe due to their lack of situational awareness. I have had one of these students fly directly at me simply because the older aircraft I was flying did not appear on their modern ADS-B. As Ashburton is a hub for warbirds and many older aircraft, this would only result in a serious increase in risk for all operators. The FTO in question has also surrounded their current home Aerodrome with training zones from ground level to 4500ft AMSL. This makes accessing the aerodrome in question very difficult and dangerous as it requires pilots to fly through training zones with student pilots performing all manner of manoeuvres. If this approach was used at Ashburton, it would kill the atmosphere of the field and reduce usage of the aerodrome and its facilities down to just the FTO. 	<p>See response to Zealandia Systems, p 50</p> <p>Zane Adam/Richard Mabon</p>

Submitter name	Page	Summary	Staff comments
		<ul style="list-style-type: none"> Adding to the safety issues will be the skydiving business who will be operating from the field in the near future. Skydiving and fresh solo pilots are a real safety issue. 	
MID CANTERBURY AERO CLUB (Mike Moynihan)	162	<ul style="list-style-type: none"> This great country airfield can't accommodate a large flying school with large amounts of aircraft movements day and night. The surface of the airfield will never be able to handle the traffic before drying up then turning to mud in poor weather. The other biggest issue will be the large amount of noise day and night . Properties/ developments being built closer and closer to the airfield are only going to create on going noise complaints. As we all well know people will build in close proximity to airports then complain about aircraft noise. I'm all for more development and improvements around the Airfield but in a reasonable controlled manner. Ashburton is an awesome airfield but hey please don't ruin it with crazy busy noisy flying schools, then unhappy residential areas constantly complaining to Council. As a pilot aircraft owner let's think smart on these improvements. Big flying schools with large aircraft movements involving bigger twin engine noisy aircraft belong at air traffic controlled airports not in close proximity to Ashburton. 	See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon
BAIN, Steve	239	<ul style="list-style-type: none"> Overall I support the plan with the exception of letting a commercial aviation training organisation to relocate from Oamaru to Ashburton. The airfield cannot support this increase in training activity. It will not be safe and the complaints the council will receive regarding the increase of flights will be deafening. The Canterbury aero club forbids its pilots from landing at Oamaru airfield because of safety concerns. Oamaru airfield is a perfect spot for the NZ airline academy because it is 	See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon

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		20km north of the township. When operating at Ashburton airfield we overfly housing areas. The residents will not put up with a marked increase in the number of flights.	
Anonymous 19	43 ○	<ul style="list-style-type: none"> The submitter does not support an increase of flying time including for a flying school or recreation. 	See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon
KILGOUR, Catherine	116 ○	<ul style="list-style-type: none"> Concerns of student's inability to communicate clearly over the radio due to English being their second language. 	See response to Zealandia Systems, p 50 Zane Adam/Richard Mabon