

Page 1: Submission form

Q1

Your contact details (optional)

Name

Jeremy Ford

Organisation (if appropriate)

Canterbury Aero Club

Q2

No

Do you wish to speak in support of your submission at the hearing? The hearing will be held in the Council Chamber on 14 September 2022. Please note that hearings are publicly live-streamed.

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Q3

Respondent skipped this question

How you would like to present your submission at the hearing?

Q4

Yes

Do you support the goals in the Ashburton Airport Development Plan (as follows)?* Ashburton airport is enabled to become more financially independent* More people are attracted to Ashburton Airport for activities that support the vibrancy and viability of the facility* Ashburton Airport is sustainably managed to support increased use of the facility over the next 30 years* Ashburton Airport remains an appealing, thriving hub for the local community and visiting aviation enthusiasts for the next thirty years

Q5

I support the current level of rates funding (60%)

In 2021/22, the total budget for Ashburton Airport was \$152,023, of which 60.9% (\$92,558) was funded from rates. Which level of rates funding would you support us working towards?

Q6

Referring to the map below, please select which of the following you agree with:(you can click on the image to make it bigger)

- Providing more space for recreational hangars,**
The location proposed for the new recreational hangars precinct
,
 - Providing a dedicated commercial hangar precinct,**
The location proposed for the commercial hangar precinct
,
 - Providing a hangar homes precinct,**
The location of the hangar homes precinct
-

Q7

Up to 14 hangar homes (medium density)

Referring to the hangar homes proposal on page 8 of the consultation document (click here to view), what is your preferred density of hangar homes?

Q8

Do you have any other comments or feedback about this draft plan?

The CAC 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. Current and future commercial terms need to be applied to support the ongoing viability of the airfield.

The CAC is supportive of the skydiving operations that have operated there in the past due to their willingness to engage in safety and their professional operation.
