

BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL

IN THE MATTER OF the Resource Management Act 1991

AND

IN THE MATTER OF the Queenstown Lakes Proposed
District Plan

Chapter 21 (Rural), Chapter 22 (Rural Residential and Rural Lifestyle), Chapter 23 (Gibbston Character Zone), Chapter 33 (Indigenous Vegetation), Chapter 34 (Wilding Exotic Trees)

**SUMMARY EVIDENCE OF KIRSTY O'SULLIVAN
(Submitter 433 and Further Submitter 1340)**

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1. SUMMARY EVIDENCE OF KIRSTY O'SULLIVAN

1.1 My name is Kirsty O'Sullivan. I am a Senior Resource Management Consultant with the firm Mitchell Partnerships Limited.

1.2 I have read and agree to comply with the Environment Court's Code of Conduct for Expert Witnesses contained in the Practice Note 2014. I confirm that the issues addressed in this brief of evidence are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

2. PLAN CHANGE 26 (PC26) AND PLAN CHANGE 35 (PC35)

2.1 PC26 and PC35 established a resource management framework within the Rural Zone that would protect Queenstown and Wanaka Airports from the potential reverse sensitivity effects arising from activities sensitive to aircraft noise (ASAN) locating within close proximity to the Airports.

2.2 The associated notices of requirement introduced noise management and monitoring requirements for the respective requiring authorities. They also imposed noise mitigation obligations on the requiring authority for Queenstown Airport.

2.3 The overall framework was established following a robust public submission and hearing process. Both PC26 and PC35 were evaluated against section 32 and Part 2 of the Resource Management Act 1991 (the Act or the RMA).

2.4 The framework is also generally consistent with the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805:1992).

2.5 I therefore consider the proposed inclusion of the Rural Zone PC26 and PC35 provisions into the PDP, without substantive amendment, is efficient and is the most appropriate way to achieve the purpose of the Act.

3. REGIONALLY SIGNIFICANT INFRASTRUCTURE

3.1 The functional, technical, operational and/or safety related requirements of regionally significant infrastructure may necessitate their location in Outstanding Natural Landscapes (ONL) or Outstanding Natural Features (ONF). As currently

drafted, the assessment matters for these landscape areas may inappropriately constrain such activity.

- 3.2 In my opinion, the assessment matters for ONLs, ONFs and RCLs should recognise that the provision of regionally significant infrastructure may be appropriate, in some circumstances, within sensitive landscapes. I have therefore recommended changes to the assessment matters which I consider achieve this.

4 WANAKA AIRPORT BESPOKE PLANNING FRAMEWORK

- 4.1 In accordance with section 176 of the Act, only QLDC as the requiring authority for Wanaka Airport benefits from the Aerodrome Purposes designation. Other Airport users must comply with the provisions of the underlying Rural Zone.

- 4.1 The Rural Zone provisions do not currently provide for any airport or airport related activities at Wanaka Airport. Such activities would require resource consent for a non-complying activity. I consider that this approach is inefficient and unnecessary provided the activities being proposed are consistent with the Aerodrome Purposes designation.

- 4.2 I have therefore provided an alternative planning framework for Wanaka Airport which provides explicitly for activities undertaken by other airport users. I have also identified alternative methods that could achieve the same outcome, including:

- 4.2.1 A Wanaka Airport Overlay;
- 4.2.2 A Wanaka Airport Sub Zone; or
- 4.2.3 A Wanaka Airport Mixed Use Zone

5 RUNWAY END PROTECTION AREA (REPA)

- 5.1 A REPA is an area defined at each end of a runway where land use controls are established to protect the public from the risk of an incident of an aircraft undershooting or overshooting a runway.

- 5.2 In my opinion, it is appropriate to prohibit land use activities that could exacerbate the damage caused by a runway overshoot or undershoot in these areas.

