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24 November 2016

Queenstown Lakes District Council
Private Bag 50072
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dphearings@qldc.govt.nz

Dear Sir/Madam,

RE: HEARING STATEMENT ON BEHALF OF THE OIL COMPANIES (SUBMITTER 768) ON CHAPTER 17 (QUEENSTOWN AIRPORT MIXED USE AND WANAKA AIRPORT ZONE) OF THE PROPOSED QUEENSTOWN LAKES DISTRICT PLAN

1. INTRODUCTION

We refer to the abovementioned matters set down for hearing commencing 28th November 2016. Z Energy Limited, BP Oil New Zealand Limited and Mobil Oil New Zealand Limited (***the Oil Companies***) were a submitter on these chapters (Submitter 768). The Oil Companies will not be attending the hearing as they are generally in agreement with the recommendations of the reporting planner and instead ask that this statement be tabled before the Hearings Committee.

The statement has been prepared on behalf of the Oil Companies and represents their views. The statement relates to the relevant submissions by the Oil Companies, including how they have been addressed in the Section 42A reports.

Annexure 1 to this statement sets out the Oil Companies' submissions and the corresponding recommendations of the reporting planner. All of the recommendations are supported and the Hearing Panel is urged to adopt them. One matter requires further consideration. In light of the amendments to provide for activities at Wanaka airport, it is considered that it would

be entirely appropriate to equally afford Wanaka Airport protection from reverse sensitivity effects. This is addressed below in relation to proposed Policy 17.2.3.3.

2. SUBMISSION POINT 768.24 – Policy 17.2.2.3 (redrafted as 17.2.3.3)

The Oil Companies sought amendments to Policy 17.2.2.3 as notified to recognise that intensification of existing activities has the potential to adversely impact on the functioning of Queenstown Airport. This change has been accepted by the reporting planner. In light of the amendments to the wider chapter to also address Wanaka Airport, it would seem sensible to similarly afford Wanaka Airport protection from the encroachment of activities that are incompatible with its ongoing operation and function. This could be achieved by making a consequential amendment to proposed policy 17.2.3.3 as follows:

Avoid the establishment or intensification of activities that are incompatible with the ongoing operation and functioning of Queenstown and Wanaka Airports.

It would be appreciated if you could table this statement before the Independent Hearings Panel. Please do not hesitate to contact the writer on (09) 917 4302 should you wish to clarify any matter addressed herein.

Yours sincerely

BURTON PLANNING CONSULTANTS LIMITED



Mark Laurensen
Senior Planner

Encl: Annexure 1 – S42A Recommendations

ANNEXURE 1 - QLDC PDP (BUSINESS ZONES) –S42A RECOMMENDATIONS

Submission Point Number	Submission (amendments sought through the Oil Companies submission are shown in underline or strikethrough)	Recommendation of Reporting Planner (amendments proposed through S42A report shown in underline or strikethrough)	Comment
Chapter 17 - Queenstown Airport Mixed Use Zone			
768.18	<p><i>17.1 Zone Purpose</i> The Oil Companies' submission sought that the description of the zone purpose be retained without modification.</p>	Accepted.	Support the recommendation.
768.19	<p><i>Objective 17.2.1 (redrafted as 17.3.1)</i> The Oil Companies' submission sought that the objective be amended as follows to recognise that Queenstown Airport is nationally significant infrastructure in its own right:</p> <p><i>Queenstown Airport is recognised as <u>being nationally significant infrastructure and a generator of nationally and regionally significant economic, social and cultural benefits.</u></i></p>	<p>Accepted in part. The following wording is proposed:</p> <p><i>Queenstown Airport is recognised as nationally significant infrastructure and a generator of nationally and regionally significant economic, social and cultural benefits.</i></p>	Support the recommendation which gives effect to the Oil Companies' submission.
768.20	<p><i>Policy 17.2.1.1 (redrafted as 17.3.1.1)</i> The Oil Companies' submission sought minor amendments to this policy to reduce potential ambiguity and so that it aligns with defined terms in the plan:</p> <p><i>Provide for those aviation activities <u>airport activity that is necessary to enable Queenstown Airport to operate in a safe and efficient manner.</u></i></p>	<p>Accepted in part. The following wording is proposed:</p> <p><i>Airport activities are enabled, provided Provide for those aviation activities <u>airport activity that is necessary to enable Queenstown Airport can</u> to operate in a safe and efficient manner.</i></p>	Support the recommendation which gives effect to the Oil Companies' submission.

ANNEXURE 1 - QLDC PDP (BUSINESS ZONES) –S42A RECOMMENDATIONS

768.21	<p><i>Objective 17.2.2 (redrafted as 17.2.3)</i> The Oil Companies sought retention of this objective as notified:</p> <p><i>Provision for the requirements of Queenstown Airport is balanced with achieving an acceptable level of amenity for those using the airport and for those residing on neighbouring land.</i></p>	<p>Accepted in part. This objective has been extended to also apply to Wanaka Airport:</p> <p><i>Provision for the requirements of Queenstown and Wanaka Airports is balanced with achieving an acceptable level of amenity for those using the airport and for those residing on neighbouring land.</i></p>	<p>Support the recommendation. The Oil Companies support the application of this objective to Wanaka airport.</p>
768.22	<p><i>Policy 17.2.2.2 (redrafted as 17.2.3.2)</i> The Oil Companies sought retention of this policy as notified:</p> <p><i>Manage adverse effects on amenity values arising from the on-going development, use and maintenance of Queenstown Airport.</i></p>	<p>Accepted in part. This policy has been extended to also apply to Wanaka Airport:</p> <p><i>Manage adverse effects on amenity values arising from the on-going development, use and maintenance of Queenstown and Wanaka Airports.</i></p>	<p>Support the recommendation. The Oil Companies support the application of this policy to Wanaka airport.</p>
768.23	<p><i>Policy 17.2.2.3 (redrafted as 17.2.3.3)</i></p> <p>The Oil Companies' submission sought that Policy 17.2.2.3 be amended to recognise that the intensification of existing activities has the potential to adversely impact on the functioning of Queenstown Airport:</p> <p><i>Avoid the establishment or intensification of activities that are incompatible with the ongoing operation and functioning of Queenstown Airport.</i></p>	Accepted.	<p>Support the recommendation but as a consequential amendment broaden the policy to also apply to Wanaka Airport. See attached hearing statement.</p>

ANNEXURE 1 - QLDC PDP (BUSINESS ZONES) –S42A RECOMMENDATIONS

768.24	<p><i>Rule 17.5.7 [Redrafted as 17.5.6] – Hazardous Substances</i></p> <p>The Oil Companies’ submission queried whether hazardous substances can be lawfully stored if non-compliant with HSNO and suggested this rule could be deleted.</p>	<p>Accepted in part. The Reporting Planner has recommended deletion of the reference to HSNO and the implication that non-compliance with HSNO triggers consent as a non-complying activity. A note has been retained to clarify that the hazardous substance provisions do not apply to this zone:</p> <p><i>Hazardous Substances</i> <i>Hazardous substances must be used, stored and transported in accordance with the HSNO regulations and any CAA requirements (NB Chapter 16 Hazardous Substances of the Operative District Plan does not apply to the Airport Mixed Use Zone).</i></p>	<p>Support the recommendation which gives effect to the Oil Companies’ submission.</p>
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