

**BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL HEARINGS PANEL**

**UNDER** the Resource Management Act 1991

**IN THE MATTER** of the review of parts of the Queenstown Lakes District Council's District Plan under the First Schedule of the Act

**AND**

**IN THE MATTER** of submissions and further submissions by **REMARKABLES PARK LIMITED** and **QUEENSTOWN PARK LIMITED**

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**SYNOPSIS OF SUBMISSIONS ON BEHALF OF QUEENSTOWN PARK LIMITED AND  
REMARKABLES PARK LIMITED**

**DESIGNATIONS – QUEENSTOWN AIRPORT**

**6 OCTOBER 2016**

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**MAY IT PLEASE THE PANEL:****1. INTRODUCTION**

- 1.1 These submissions are made on behalf of Remarkables Park Limited (**RPL**) and Queenstown Park Limited (**QPL**). They address the Queenstown Airport designation. The Queenstown Airport Corporation (**QAC**) is seeking to modify Designation 2 by increasing height, extending the range of activities that can be undertaken, reducing set backs and deleting the prohibited activity rule. It is also seeking to modify the description of the “Inner Edge” of the runway under Designation 4.
- 1.2 RPL and QPL do not oppose the proposed modifications to Designation 2 in relation to the land that is to the south and west of the existing terminal building and adjacent to Lucas Place (with the exception of the deletion of the prohibited activity rule). This land is currently zoned Airport Mixed Use (**AMU**) Zone under the Operative District Plan (as shown on planning map 31). There has always been an expectation that commercial development might occur in this location. While the AMU imposes a height limit of 9m as a zone standard, RPL and QPL do not oppose the increase in height, set back reduction or the extension of the range of activities that can be undertaken in this location under Designation 2.
- 1.3 RPL and QPL do oppose the proposed modifications in relation to the remaining land that is subject to Designation 2. It also opposes the modification the description of the “Inner Edge” of the runway under Designation 4.
- 1.4 The proposed modifications must be evaluated under section 171 of the Resource Management Act 1991, which is subject to Part 2 (section 171(1)). It is RPL and QPL’s case that there is no proper evidence to support the modifications sought.

**2. DESIGNATION 2*****Height, Set Backs and Activities***

- 2.1 There are a series of independent yet related issues that strongly militate against the proposed modifications to Designation 2. These are:
- (a) The proposed modifications enable a significant increase in the range of activities that might be undertaken as permitted activities under Designation 2. In particular, the QAC seeks to enable retail, food and beverage, commercial and industrial activities anywhere within Designation 2. The limitation that such activities are “connected with and ancillary to the use of the Airport” does little to limit the spread of these activities because of the significant

scale of the airport operation. The large numbers of passengers that pass through the airport could be used to justify substantial retail, food and beverage and other commercial activity<sup>1</sup>. It is noted that the definition of commercial activity is very broad;

- (b) The proposed modifications enable a significant increase to the density and scale of development. The proposed increase in height will enable much larger buildings and the set back reduction frees up additional land for development;
- (c) Given the above, it is difficult to see how the QAC reached the conclusion that the “work will not have a significant adverse effect on the environment” (section 171(1)(b)). That statement gives rise to numerous issues:
  - (i) What is the work? Is it a commercial/retail development and, if so, where is it to be located and what is the scale? Or is it an industrial development and, if so, where is it to be located and what is the scale? Is it both?;
  - (ii) The operative list of activities is very precise and clear. The new activities proposed to be introduced are very broad (noting that the uses to which land can be put should be clear and unambiguous). Oddly, the activities listed at item (f) are neither underlined as an addition in Appendix 2 nor discussed in any detail in the Notice of Requirement. As such, there is no supporting analysis for them and it is arguable that the public have not been put on notice of the proposed introduction of a wide range of activities new activities within the designation;
  - (iii) The QAC’s Notice of Requirement simply states that the amended list of activities reflects the current range of activities carried out on the designated land. However, that avoids a critical question being what is the appropriate scale, intensity and location of the various activities sought to now be expressly permitted?;
  - (iv) The designation will enable the listed activities as permitted activities. Other than height and setback requirements, there are no other conditions with which development must comply. By way of

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<sup>1</sup> As was the case in **McElroy v Auckland International Airport** [2009] NZCA 621.

comparison, the Environment Court's Final Decision<sup>2</sup> on the Lot 6 Notice of Requirement included a suite of conditions to address effects. That decision concerned a designation for general aviation operations. Annexure A to the decisions sets out the suite of conditions which address traffic and access, landscape and design (including a requirement for separation of building to retain views from the Remarkables Park Zone (condition C.[1](a)(i)), and buildings and signage;

- (v) Because there are no constraints on the location of the listed activities other than they be on designated land, significant development could occur on land to the south or north of the runway in very close proximity to land zoned for urban activities (Frankton Flats A and B zones and the Remarkables Park Zone) There is no assessment of the impact of possible development on these zones. In the Lot 6 NoR proceedings, adverse effects were a critical issue. The Court concluded; in its First Interim Decision<sup>3</sup>:

**“[194] We agree with Dr Read and Mr McKenzie that the lack of control in the designation conditions over the form, bulk, location and exterior appearance of buildings could, unmitigated, create a significant adverse effect on the visual amenity of those parts of the RPZ located adjacent to the aerodrome. This is particularly so given that Designation 2’s building height restriction of 9.0 m does not apply to hangars.** We agree also with Dr Read that a lineal pattern of development along the one km boundary with the balance of RPZ would be a new and notable pattern within the landscape and without mitigation this would be neither pleasant nor attractive.

[195] While development within the RPZ, including Activity Area 8, may obstruct views towards the north and, in the nature of any development, the remnant natural character of RPZ’s undeveloped land will be diminished; this does not detract from the relevance or significance of the views and the derived visual amenity for this zone. We find this to be the case even without assuming that any particular pattern of development will emerge in Activity Area 8 (such as a golf course and other recreational facilities as discussed by several witnesses).

[196] However, we are satisfied that if development of the precinct, its land and buildings, addresses the surrounding environment including the Airport and the adjacent RPZ Activity Areas, these effects can be satisfactorily managed and would serve to visually integrate the precinct within the surrounding urban area in a manner

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<sup>2</sup> Decision No. [2013] NzEnvC95.  
<sup>3</sup> [2012] NZEnvC 206.

which achieves the outcomes of the relevant objectives and policies of the District Plan.”

The conditions to which I have referred above were imposed to ensure delivery of the outcome envisaged at paragraph [196];

- (vi) The Frankton Flats B zone contains objectives and policies that seek to preserve views to The Remarkables, Cecil and Walter Peaks, Ferry Hill, K Number 2, Queenstown Hill and Peninsula Hill (see, for example, policy 2.5). These objectives and policies have a similar flavour to those that the Environment Court grappled with in the Lot 6 proceedings and which resulted in a comprehensive suite of conditions. In that case, the Environment Court had the benefit of detailed evidence from a range of experts, including landscape architects. No such analysis is evident in the NOR for Designation 2;
  - (vii) The NOR relies almost exclusively on the bald and inaccurate statement that a building height restriction of 15m is consistent with surrounding commercial zones. Not one of the surrounding commercial zones has a building height restriction of 15m as a permitted activity. Furthermore, the building heights Frankton Flats A and B zones and the Remarkables Park Zone are linked to various matters for control and assessment matters, not to mention detailed objectives and policies. A summary of the relevant building height restrictions is **attached** and marked “**A**”. The comparison with adjoining zones is not only inaccurate, it is also largely irrelevant given that the QAC is seeking development rights under a designation and not a zone.
- (d) The NOR refers to the “2037 Master Plan”. We have been advised by counsel for the QAC that that is a typographical error. There is no 2037 Master Plan. Counsel for the QAC has advised that “the Masterplan referred to in this NOR is the 2008/2011 Queenstown Airport Masterplan that was appended to the Lot 6 NOR.”<sup>4</sup> No such Master Plan(s) were appended to the Lot 6 NOR<sup>5</sup>. Counsel for the QAC has provided a 2008 Master Plan, which shows the general aviation precinct on the northern side of the runway

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<sup>4</sup> Email from R Wolt to M Breckman dated 5 October 2016.

<sup>5</sup> There was a 2005 Master Plan (providing for growth to 2023) and various general aviation precinct reports.

(extracts **attached** and marked “**B**”). It is understood that the QAC no longer support that master plan. The 2011 Master Plan was included in the evidence for the QAC for the first Lot 6 earring (extracts **attached** and marked “**C**”). It shows the general aviation precinct on the southern side of the runway. There is considerable uncertainty surrounding the proposed use of the designated land and, therefore, the master plans offer little in the way of insight into the extent and/or location of proposed development; and

- (e) Given the lack of detail in the designation in relation to the work, it is anticipated that the QAC will be required to submit an Outline Plan of works when undertaking development in accordance with the designation (section 176A of the Act). An Outline Plan must address the various matters listed at section 176A(3), including height. The Council may request changes to the Outline Plan, but there are no public rights of participation (section 176A(4)). A requiring authority can choose not to make the requested changes. If it does so, the Council may appeal to the Environment Court. In my submission, it would be very difficult for the Council resist an Outline Plan that complied with the height limit in the designation. This is a further example of why a comparison to adjoin zones is of little assistance to an evaluation of the merits of the proposed modifications.

- 2.2 It is also noted that the QAC opposed the increase to building height within Activity Area 8 under PC34. A copy of the QAC’s submission is **attached** to these submissions and marked “**D**”.
- 2.3 In my submission, there is no evidential basis upon which the Committee could make the modifications sought by the QAC (in relation to height, set backs and activities (with the exception of the existing AMU land). The Lot 6 First Interim Decision<sup>6</sup> confirms that a “lack of control in the designation conditions over the form, bulk, location and exterior appearance of buildings could, unmitigated, create a significant adverse effect on the visual amenity”. Given the potential for significant adverse effects, the QAC was obliged to consider alternatives (section 171(1)(b)(ii)). It has not done so and it has relied on an inaccurate and largely irrelevant summation of building height in surrounding zones to baldly assert there are no significant effects. In my submission, those errors are fatal.

### ***Prohibited Activities***

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<sup>6</sup> [2012] NZEnvC 206.

- 2.4 RPL and QPL agree with Ms Holden that the inclusion of “non airport related activities” is appropriate because it ensures that any activity that is not associated with the operation of the airport is required to comply with the underlying zone standards (section 176(2) of the RMA). An alternative clause could be:

“Any activity not expressly provided for in this designation is prohibited”

That wording would overcome the concerns of the QAC about the phrase “non airport related activities” being unclear.

- 2.5 It is noted that while the Operative Plan has a permissive presumption, in that any activity not listed that complies with site and zone standard is permitted, that presumption is removed in the Proposed Plan. In the Proposed Plan, if an activity is not listed, then it is non-complying. Including the prohibited activity condition is consistent with the overall scheme of the proposed District Plan.

### 3. DESIGNATION 4 - INNER EDGE

- 3.1 The proposed modification to the description of the inner edge would have the effect of creating a 300m wide runway strip. The modification is advanced on the basis that the current wording of Designation 4 is inconsistent with the Figure 1 in the District Plan. It is then asserted or inferred that the current wording in Designation 4 is incorrect. An equally plausible contention is that Figure 1 is incorrect. However, an examination of the airport’s master planning and the Lot 6 proceedings indicates that it is more likely that Figure 1 is incorrect.
- 3.2 In fact, the QAC’s aviation experts have confirmed in Master Plan reports that the runway operates with a 150m wide runway strip<sup>7</sup>. In the Lot 6 proceedings, the QAC sought a 300m wide strip to enable a precision approach runway (see paragraph 30 of the [2012] NZEnvC 206). The Court rejected this aspect of the NoR, stating:

“[138] Mr Kyle conceded no connection was made by QAC’s airport planner with an instrument precision runway. The provisioning is made because it was considered “sensible” to do so.<sup>113</sup> While acknowledging that it fell to him to say how these works fit with the objective, we can find no considered evaluation of this matter. Expressed in general terms he concludes that the designation is reasonably necessary to “enable QAC to meet its stated objective”.

...

[143] Finally, we find the proposal to extend the designation to accommodate an instrument precision approach runway and Code D parallel taxiway is inconsistent with objective 9.4.2 and policy 9.5.2 of the RPS which encourages development that

<sup>7</sup> Pages 16 and 18 of the 2023 Master Plan Report (dated July 2008) and pages 23 and 24 of the 2011 Master Plan Update (see attachments “B” and “C”).

maximizes the use of existing infrastructure while recognising the need for more appropriate technology. Furthermore, QAC has land within its existing designation which, undeveloped, could accommodate a instrument precision approach runway and Code D parallel taxiway.”

- 3.3 The object of the Lot 6 NOR and the purpose of Designation 2 are similar. In essence, they both seek to provide for or protect airport operations into the future. Having said that, it is acknowledged that the land within which the runway strip is located is owned by the QAC and, as the Environment Court noted, “could accommodate a instrument precision approach runway”. However, in my submission, the QAC has not demonstrated that the current words of the designation are wrong. To the contrary, previous master plan reports for the QAC and the Lot 6 proceedings indicate that the words are correct and the airport has been operating on the basis of a 150m strip width. Furthermore, there is no proper reason given for the proposed modification (such as the desire to have a precision approach runway as was the case in the Lot 6 proceedings). Given this, it is Figure 1 that should be amended not Designation 4.
- 3.4 It is important to note that Figure 1 places restrictions on neighbouring landowners that it appears may not be necessary. Furthermore, it would seem that the height restrictions currently imposed by Figure 1 conflict with the 15m height limit now sought by the QAC for its designated land.
- 3.5 The fundamental issue is that the QAC is seeking a material change to Designation 4 in the absence of any cogent or proper reasoning. The assertion or inference that the words in Designation 4 are wrong is not supported by any analysis or information. Available information indicates that the wording is in fact correct. It is for this reason that the modification is opposed.

#### **4. Specific Land Parcels**

- 4.1 RPL and QPL seek that Designation 2 is removed from Lot 1 DP472825. The plan **attached** and marked “**E**” shows the location of this land. This land is not owned by the QAC. In her section 42A Report Ms Holden correctly identifies the location of the site on her Figure 2 and records that this lot was the subject of boundary adjustment (RM130649). The boundary adjustment was lodged on behalf of Avimore Corporation Limited and the QAC, and it is my understanding that Ms Holden is correct at her paragraph 6.15 when she states that the resource consent application did not request that the designation be lifted.



- 4.2 Unfortunately the NOR for Designation 2 includes an outdated plan which shows the old alignment of the Eastern Arterial Road, and does not show the amended lot boundaries.
- 4.3 It is requested that the designation is removed from this lot. The QAC has recognised that it is no longer the owner of this site and it is unclear as to why this lot should remain within the Designation. It is my understanding that the QAC does not oppose the removal of the designation from this land.
- 4.4 For completeness, it is noted that it is not entirely clear whether lots 27, 29 and 31 on Lucas Place are proposed to be included within the Designation 2. These lots are not within the designation in the Operative Plan (see Planning Map 33). It is my understanding that these lots are not owned by the QAC.

**DATED** the 7<sup>th</sup> day of October 2016

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J D Young

Counsel for Remarkables Park Limited and Queenstown Park Limited

“A”

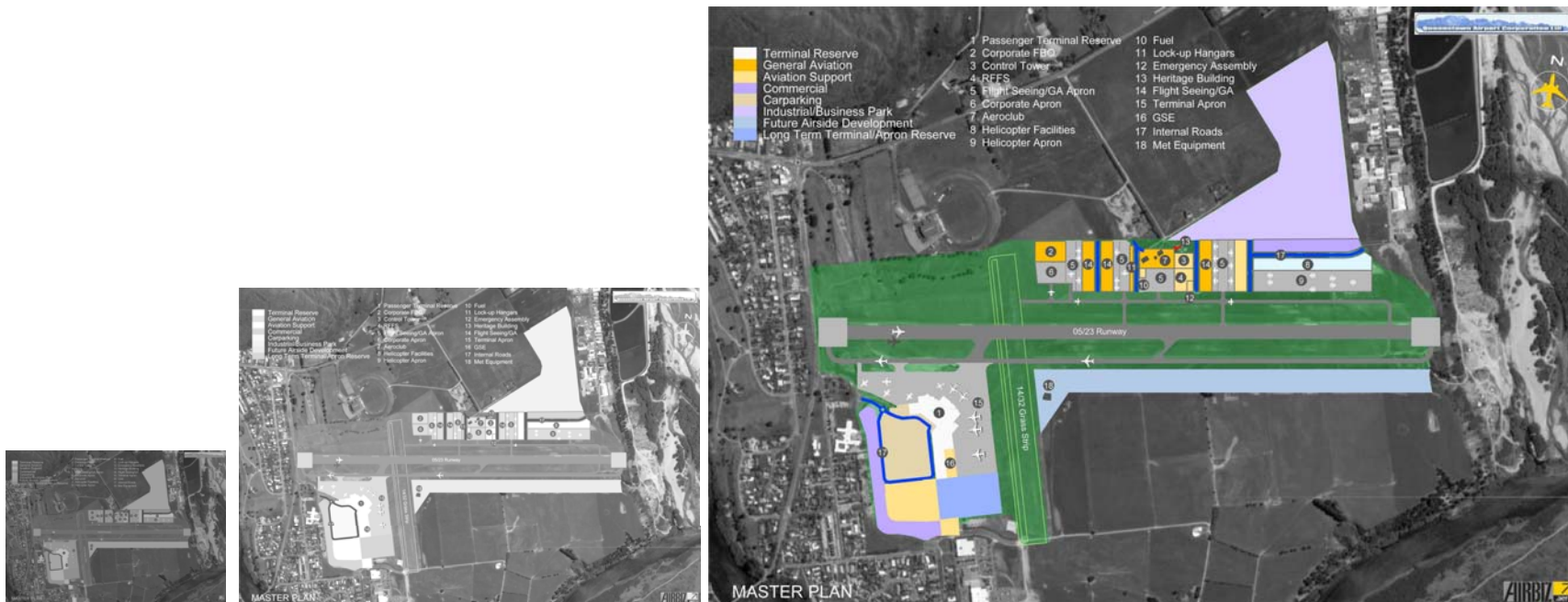
<b>Zone</b>	<b>Location</b>	<b>Height</b>	<b>Setbacks</b>
Remarkables Park Activity Area 8	South of Airport	9m to 18m Above 18m non complying	No setback, all buildings controlled activity
Rural Building line restriction Designation 49	East of Airport	8m height All buildings discretionary	20m setback
Rural Zone	Adjacent to Airport at its north east corner	8m height All buildings discretionary	20m setback
Industrial Zone	North east of Airport	6m height All buildings controlled	No setback
Frankton Flats B Activity Area D and E1	North of airport	10m height All buildings controlled	Setback from rural 5m Landscaping required on road boundary
Frankton Flats A	North of Airport	Maximum building height shall be 9m (up to 5% of the area of the site have a maximum height of 12m more than 100m from the state Highway)	
Designation 29 Queenstown Events Centre, Aquatic Centre Underlying zone Rural	North of airport	8m pursuant to underlying rural zone  10m for temporary buildings	20m setback in underlying rural zone.
Low Density Residential	West of airport	8m height	4.5m setback (from Road)
Airport Mixed Use Zone	South of Airport (The AMU south of Lucas Place is outside the designation)	Proposed 5m from residential 3m from all other zones	Proposed 15m
		Operative ii Building Setback (a) Setback from the Zone boundary shall be 10 m. (b) Setback from any road shall be 6 m.	Operative 6.2.5.2 Zone Standards i Building Height Maximum building height - 9 m

# Queenstown Airport

## MASTER PLAN 2023

JULY 2008

# “B”



# 1 Introduction

Queenstown Airport Corporation Limited (QAC) appointed Airbiz in October 2003 to prepare a Master Plan for Queenstown Airport. The primary goal of the Master Plan was to provide the airport company with a framework that will allow orderly development of the airport for the next 20 years.

Three main outputs were identified at the commencement of the study, as follows:

- Traffic growth projections
- Terminal Area Development Plan
- Airport Master Plan

As required by the study brief, the methodology adopted for the preparation of the Master Plan was interactive, with preliminary outputs discussed with the airport management and key stakeholders at appropriate stages, allowing feedback to be incorporated as the study proceeded.

The methodology adopted to undertake the above three key components of the study is illustrated in Figure 1.1.

## 1.1. 2007 Master Plan Update

Since the development and finalisation of the 2003 Queenstown Airport Master Plan, further airport planning has been conducted, including;

- Updated aircraft movement forecasts
- Airport noise planning
- Redevelopment of the Terminal Building
- Helicopter and General Aviation planning
- Further land use planning

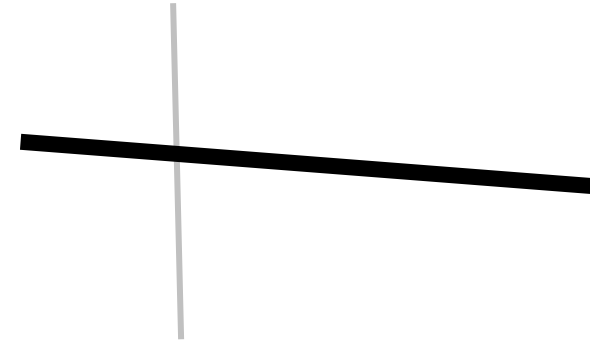
This 2008 version of the Queenstown Airport Master Plan incorporates the relevant aspects of these additional planning.

# 5 Airfield

## 5.1. Runways

Queenstown Airport has two runways with the following characteristics:

### Main Runway 05/23



- Code 4C runway
- Length 1921m sealed (displaced threshold )
- 30m wide (central portion)
- Extensions each end 45m wide
- Strip width 150m
- Non instrument, non-precision approach runway intended for visual approach
- No runway end safety areas (as at 2008)

#### Issues:

- The 30m width of the central portion of the runway is less than the recommended runway width for Code C aircraft (B737 and ATR72) that use this Code 4 runway (due to being longer than 1800m). However, the 30m width does apply for Code 3C runways/operations (Code C aircraft on runways between 1200m and 1800m length) and a dispensation has been granted by New Zealand Civil Aviation Authority (NZCAA) to certain air operators for operations on to a 30m wide runway at Queenstown.
- NZCAA now requires airports with regular international air transport services to provide runway end safety areas (RESA) of no less than

## 5.2. Design Aircraft

The largest aircraft that regularly operate at Queenstown Airport are the A320-200 (Air New Zealand) and the B737-800 (Qantas) which are classified as Code 4C aircraft.

The critical planning dimensions for current and future aircraft types expected to operate at Queenstown Airport are:

Aircraft	Length (m)	Wingspan (m)
A320-200	37.57	33.91
B737-300	33.40	28.88
B737-400	36.40	28.88
B737-700	33.64	35.80
B737-800	39.48	35.80
ATR 72	27.17	27.05

TABLE 5-1 DESIGN AIRCRAFT DIMENSIONS

From the above aircraft types, the B737-800 has the largest wingspan of 35.8m with an overall length of 39.48m and has been adopted as the design aircraft for Queenstown Airport Master Plan.

## 5.3. Navigational Procedures

Currently Air New Zealand and Qantas B737 and A320 operations on Runway 05/23 have approvals for RNAV (area navigation) approaches to varying levels of RNP (required navigational performance). This allows these aircraft to operate with a lower decision height. Turboprops and non-RNAV/RNP jets are limited to operate to a cloud base of 3,078 feet above Airport ground level and with 5km horizontal visibility.

The approach procedures are classified as “circling” and are hence considered to be visual approaches as the current navigation aids (VOR/DME) located on Slope Hill are not aligned to allow for a straight-in approach. Under the definitions outlined in AC139-6 and ICAO Annex 14, Runway 05/23 cannot be considered as an instrument runway.

NZCAA has approved RNP procedures for Queenstown operations which will ultimately allow aircraft to operate down to a decision height of 300 feet above Airport ground level.

## 5.4. Runway Strip Width

Runway 05/23 currently operates with a 150m wide strip. The strip extends 75m laterally on each side of the runway centreline and 60m longitudinally from the runway thresholds.

## 5.5. Runway End Safety Areas (RESA)

Runway End Safety Areas (RESA) are cleared and graded areas extending from the end of a runway strip to reduce the risk of damage to an aeroplane in the event of a runway undershoot or overrun.

NZCAA has invoked a rule change making it mandatory for airports operating runways for regular air transport services to provide a minimum 90 meter long RESA.

The requirement to provide a RESA in Queenstown’s case is 5 years from the date of the new rule, approximately 2011. The NZCAA requirements are detailed below:

- A length of between 90m and 240m
- A width of at least twice the width of the runway
- Required for instrument runways
- Required for any new runway extension or upgrade
- Required for international airports

As it is impractical to provide for a 240m RESA at Queenstown Airport, planning work has commenced to provide 90m RESAs conforming to the NZCAA legislation. This may be implemented by filling some of the Shotover Delta at the Runway 23 end and by removing bunds from the Runway 05 end. This will be completed within the 5 year timeframe stipulated.

There are no requirements for RESA’s on Runway 14/32.

Figures 5.2 and 5.3 outline the proposed RESA’s for each runway end.



FIGURE 8-1 MASTER PLAN 2023

# Queenstown Airport

## 2011 Master Plan Update

### Final Report

19 October 2011

“C”





# 4 Airfield

## 4.1. Design aircraft

The largest aircraft types that currently operate regularly at Queenstown are the Code C A320-200 (Air New Zealand and Jetstar) and B737-800 (Qantas and Pacific Blue).

Because of the constraints of terrain and the runway length, Code C aircraft such as these are the largest practical sized aircraft that can be operated at Queenstown for the foreseeable future.

Aircraft	Code	Length (m)	Wingspan (m)
A320-200	C	37.57	33.91
B737-800	C	39.48	35.80

TABLE 4-1 CODE C DESIGN AIRCRAFT DIMENSIONS

## 4.2. Airfield Geometry and Main Runway Status

Standards and recommended practices for airfield geometry are defined in two key documents:

- International standards are contained in the International Civil Aviation Organisation (ICAO) document Annex 14 Volume 1 Aerodrome Design and Operation, and
- New Zealand standards are defined in the NZCAA Rule Part 139 and Advisory Circular (AC) 139-6.

While the New Zealand standards are based on the international standards there are variations between these two documents.

The runway strip and its associated Obstacle Limitation Surfaces (OLS) serve to protect the manoeuvring areas required by aircraft whilst operating on and over an aerodrome's runway(s). The two are linked in that the Transitional Side Surface, the OLS surfaces which typically limits the allowable obstacle heights (i.e. the terminal, parked aircraft, floodlighting etc.) adjacent to the runway alignment, originates from the edge of the runway strip.

The main runway strip width at Queenstown Airport is currently 150m. Under current NZCAA rules and ICAO Annex 14, the classification of the runway is a Non-instrument Approach Runway. This requires 150m wide runway strip.

At the time of the 2005 and 2008 master planning QAC held the view that the on-going provision of a 150m wide runway strip was satisfactory and sufficient as there was no contemplation at that time that the runway category could be changed to be an instrument approach runway (either precision or non-precision) by virtue of the installation of an instrument landing system and visual aids enabling a straight-in approach and approach decision heights to be significantly reduced.

However, there have been rapid technological and operational developments in recent years in respect of aircraft navigation. Relevant to this situation at Queenstown is the design, adoption and operational approval of Required Navigation Performance (RNP) capabilities for Queenstown. RNP is a statement of the navigation performance standards necessary for operation within a defined airspace, in the context of Area Navigation (RNAV). RNAV is a method of Instrument Flight Rules (IFR) navigation which permits aircraft navigation along any desired flight path within the coverage of either station-referenced navigation aids or within the limits of the capability of self-contained aids, or a combination of both methods.

Currently, except for Pacific Blue, all other jet operations at Queenstown Airport operate to RNP standards, achieving very precise flight paths and enabling significant reductions in operational minima for visibility and thereby approach decision heights.

The effects of these developments are that these airlines are experiencing much reduced disruptions to services due to poor weather conditions because operations can proceed even in low cloud base conditions.

RNP operations are not “straight-in” ILS approaches and therefore are not (yet) formally considered precision approaches. However, the resulting effect is similar to that of an ILS approach and RNP approaches could be considered to be “near-precision” approaches, even when on a curved path.

For this reason, it is now recommended that airports that have, or are likely to have RNP operations and which do not have an ILS, should adopt planning standards equivalent to those for a precision approach runway. This has been agreed by QAC for Queenstown and all recent and future planning should be on this basis, where practicable.

The fundamental implication for the Queenstown airfield and movement area is the recommendation that Queenstown should plan for and

progressively move to having a 300m wide runway strip (rather than the current 150m strip) and should progressively adopt other separation and clearance requirements associated with a precision approach runway (rather than a non-instrument approach runway) and a 300m wide runway strip.

#### **4.3. Future Parallel Taxiway**

The 2008 Master Plan (Figure 1-1) depicts an alignment for a future parallel taxiway at a separation of 93m from the runway centreline, appropriate for Code C aircraft operations for a non-instrument approach runway, as was the case at the time of the 2008 Master Plan work.

However, on the basis of the recent recommendation that QAC should, in future, progressively adopt planning parameters for a precision approach runway, a recent consideration was made to provisionally revise the location for the future parallel taxiway to be at precision runway separation, which is 168m from the runway centreline for Code C aircraft.

This greater separation (additional 75m) would position the taxiway significantly closer to the airport boundary at the southern side, consuming all of the land potentially available for development south of the runway.

However, history has shown that aircraft dimensions for various types have increased from the time of first design and manufacture. Aircraft types are often “stretched” to increase seating capacity as evidenced by the common Boeing 737 which started as the B737-100 at 29m length and which over time has grown to become the B737-900 at 42m length. In that same timeframe the wingspan of the type has increased from 28m (B737-100) to a little over 34m (B737-800/900), to now be just under the maximum dimension for a Code C aircraft.

The Code D B767 type (wingspan 47.6m) is being replaced by the Code E B787 type (wingspan 60m for most types), a phenomenon referred to as “code creep”.

It is considered quite possible that some future types that develop from the current Code C B737 and A320 families may be well suited to operate on the relatively short Queenstown runway but will have wider wingspans to improve lift and fuel efficiency, “creeping” beyond the Code C dimensions into the next category, Code D.

Therefore, QAC has decided to adopt Code D precision runway separation and clearance distances for the proposed parallel taxiway, being:

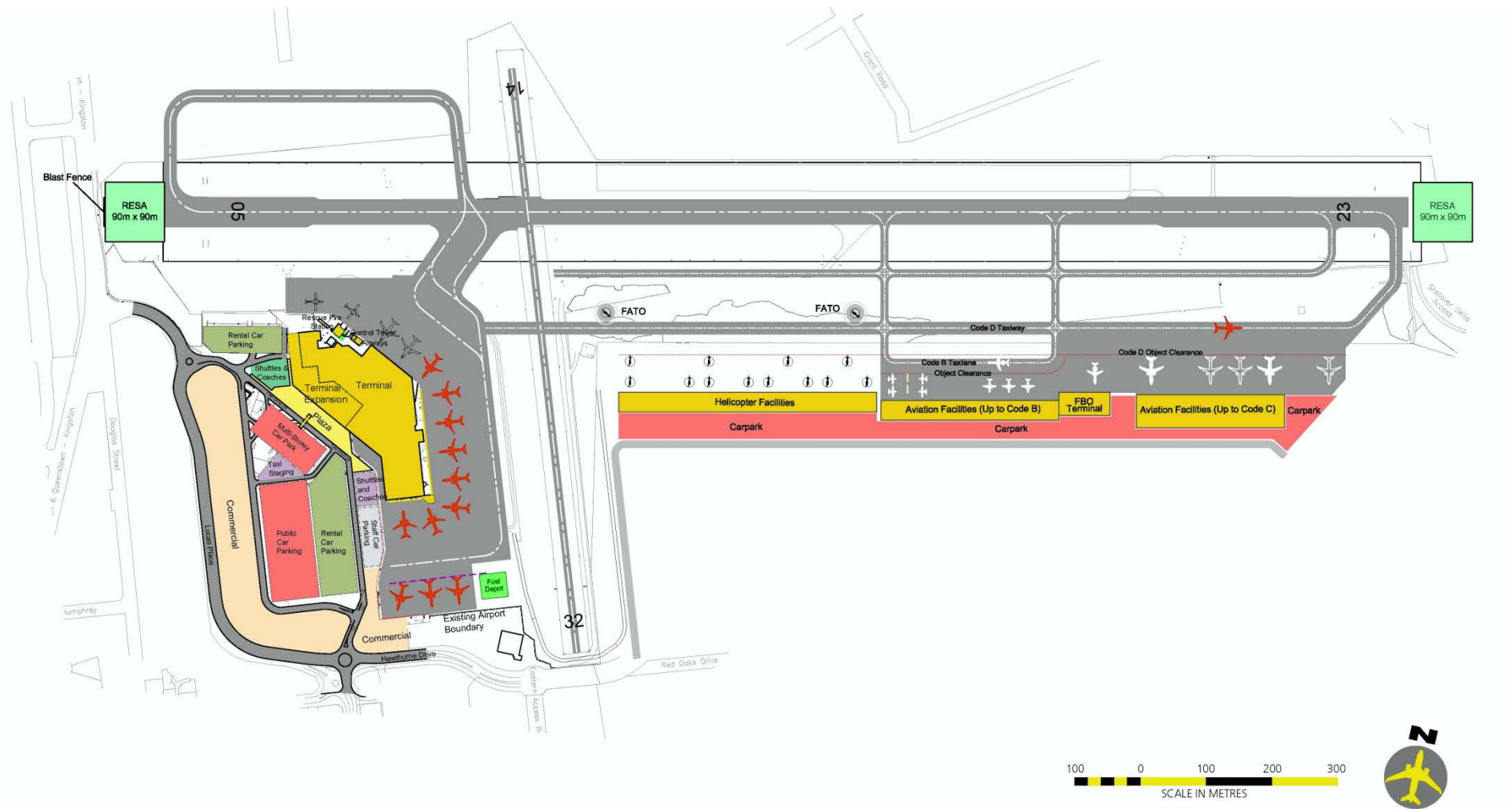


FIGURE 7-1 UPDATED QUEENSTOWN AIRPORT MASTER PLAN

**Environmental Consultants**

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New Zealand  
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Fax: +64 3 477 7691

27 May 2011

Our Ref: 6626

Queenstown Lakes District Council  
Policy and Planning  
Private Bag 50072  
**QUEENSTOWN**

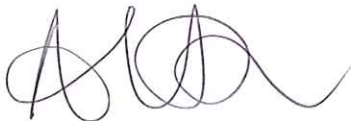
**Attention:** Alyson Hutton

Dear Alyson

**RE: PLAN CHANGE 34**

Please find enclosed submissions on behalf of Queenstown Airport Corporation relating to the above Plan Change.

Yours sincerely,  
**MITCHELL PARTNERSHIPS LIMITED**



**A NOBLE**

Email: [alison.noble@mitchellpartnerships.co.nz](mailto:alison.noble@mitchellpartnerships.co.nz)

Enc

cc: S Sanderson  
A Dewar

QAC  
Lane Neave

**FORM 5**

**SUBMISSION ON THE PUBLICLY NOTIFIED PLAN CHANGE 34 TO THE OPERATIVE  
QUEENSTOWN LAKES DISTRICT PLAN IN ACCORDANCE WITH THE FIRST  
SCHEDULE OF THE RESOURCE MANAGEMENT ACT 1991**

**To:** Chief Executive  
Queenstown Lakes District Council  
PO Box 50072  
**QUEENSTOWN 9348**

**Name:** Queenstown Airport Corporation (QAC)

**Address:** Queenstown Airport Corporation  
PO Box 64  
**QUEENSTOWN**  
(Note different address for service at end of document)

**This is a submission on the following proposed plan change to the Operative  
Queenstown Lakes District Plan (District Plan):**

**Proposed Private Plan Change 34: Remarkables Park Zone**

- 1. This submission relates to the whole of Plan Change 34 (PC34).**
- 2. Overall Issues that have Determined the Approach of QAC in Preparing  
Submissions with Respect to PC34**
  - 2.1 QAC operates Queenstown Airport, which is located immediately to the north of the Remarkables Park Zone (RPZ) and is legally described as Lot 2 DP 304345.
  - 2.2 Queenstown Airport is an international and domestic airport and is currently the fastest growing Australasia. In 2010 a total of 812,000 passengers passed through Queenstown Airport and this is anticipated to grow to 1,224,000 by 2016. Already in the 12 months to March 2011, passengers are exceeding the previous year by 132,646.
  - 2.3 As well as being a key transportation hub, Queenstown Airport is a significant contributor to the economy. A report prepared by Market Economics for the year ending 2009 identified that Queenstown Airport's operations generated \$2.7m in gross output. This translates into a direct impact on the Otago Region economy of \$1.3m in value added and total value added of \$2.6m once the indirect and induced effects are accounted for.

*Providing for Growth at Queenstown Airport*

- 2.4 QAC is continually reviewing the Airports infrastructural and planning requirements to ensure the Airport can operate effectively and can accommodate growth. Two major planning projects have been progressed in the last couple of years and are of relevance to Plan Change 34; Plan Change 35 (together with an associated Notice of Requirement) and a Notice of Requirement to extend the Aerodrome over part of Lot 6 DP304345 (Lot 6 NOR)
- 2.5 Plan Change 35 (PC35) seeks to amend the noise boundaries around Queenstown Airport to provide for anticipated growth to 2036. The Plan Change also seeks to amend existing and introduce new provisions relating to Queenstown Airport and aircraft noise. An accompanying NOR sought to alter the hours of operation of the Airport to enable arrivals until midnight as well as imposing conditions on QAC relating to the management of noise and engine testing at the Airport.
- 2.6 Following a hearing in June and September 2010, QLDC released a decision on PC35 and the NOR on the 1<sup>st</sup> November 2010. With the exception of flights arrivals between 10pm and 12 midnight the decision generally accepted (with a number of amendments) the revised noise boundaries, revised plan provisions and alterations to the NOR.
- 2.7 Both the Plan Change and NOR are currently under appeal.
- 2.8 PC35 is of particular relevance to PC34 given the revised noise boundaries extend over a greater area of the RPZ than the presently adopted boundaries and restrictions apply to certain aircraft noise sensitive development within the boundaries. The revised noise boundaries are attached as **Attachment 1**.
- 2.9 The NOR to extend the aerodrome proposes to designate an additional 19 hectares (approximately) of land to the south of the main runway for Aerodrome Purposes (over Part of Lot 6 DP 304345). **Attachment 2** shows the proposed extension, which covers part of the RPZ subject to PC34 (Activity Area 8). The NOR will also have an effect on the RPZ in terms of the final Airport noise contours.
- 2.10 The Lot 6 NOR was lodged with the Environmental Protection Agency (EPA) in December 2010 and after being accepted as a Proposal of National Significance was called-in by the Minister and publicly notified on the 12<sup>th</sup> March 2011. The NOR will be heard by the Environment Court and a Notice of Motion and affidavit were filed on the 29<sup>th</sup> April to start the proceedings.

**3. Specific Submissions to Plan Change 34 Of The Operative District Plan**

**3.1 Change in Status for Activities Sensitive to Aircraft Noise      Oppose**

- 3.1.1 A number of RPZ Activity Areas fall within the noise boundaries promoted through PC35. These are; Activity Areas 4, 5, 6, 7 and 8. The rules for the Zone currently restrict the development of residential activity, visitor

accommodation and community activity so that none of these activities occur within a 60dBA Ldn contour (and 55dBA Ldn contour in Activity Area 8); only short stay with sound insulation residential activity, visitor accommodation or community activity occurs within a 58dBA Ldn contour; and residential, visitor accommodation and community activities only occur with sound insulation within the 55dBA Ldn contour. The inclusion of these rules in the Zone provisions recognises the fact that the RPZ is located adjacent to an international airport and aircraft noise may have an effect on activity sensitive to aircraft noise within the Zone. The rules seek to avoid and mitigate these effects.

- 3.1.2 The noise contours in the RPZ (as shown on Figure 2 – Airport Measures and Activity Areas) are based on the existing Airport noise boundaries in the District Plan. The noise boundaries promoted through PC35 will extend the noise contours in the RPZ.
- 3.1.3 QAC submits that Figure 2 of the RPZ should be amended to be consistent with the noise boundaries promoted through PC35. If this does not occur activities sensitive to aircraft noise such as residential activity, educational or community activities may occur without any mitigation against the effects of aircraft noise. This could adversely affect future operation of the airport as well as the health, wellbeing and amenity of those residing in or using buildings housing activities sensitive to aircraft noise.
- 3.1.4 QAC also opposes the proposed change to activity area 4 to make health and/or day care facilities a controlled activity rather than a discretionary activity. Activity Area 4 is within the OCB promoted through PC35. Day care and health care facilities located in close proximity to an airport have the potential to give rise to issues of reverse sensitivity. QAC considers QLDC should retain the ability to refuse such activities if an assessment determines they could adversely affect future airport operations.

### RELIEF SOUGHT

- 3.1.5 QAC seeks that Figure 2 – Airport Measures be amended so the contours promoted through the Plan Change 35 decision apply and the grey hatched and grey shaded areas on Figure 2 – Airport Measures are amended accordingly. **Attachment 3** shows a 58dBA contour.
- 3.1.6 QAC seeks that health and/or day care facilities remain a discretionary activity in Activity Area 4.
- 3.1.7 In the alternative, QAC seeks that the Plan Change be rejected.

## 3.2 Amendments to Activity Area 8 Oppose

- 3.2.1 PC34 proposes to increase the maximum building height in Activity Area 8 from 8m to 18m and to provide for car parking areas.

- 3.2.2 Activity Area 8 extends over Lot 6 DP304345, part of which is the subject of the QAC Lot 6 NOR to extend the Aerodrome Purposes designation. The QAC NOR was lodged in December 2010, well in advance of PC34 being accepted by the Council and proceeding to notification.
- 3.2.3 Section 178 of the Resource Management Act 1991 (RMA) sets out the provisions for the interim effect of requirements for designations. Section 178(2) and (3) prescribe that a designation has interim effect on the day on which the requiring authority gives notice and from that date no person may do anything that would prevent or hinder the public work, project or work to which the designation relates unless the person has the prior written approval of the requiring authority.
- 3.2.4 RPL has not sought written approval (or undertaken any consultation as to the effect of PC34) pursuant to Section 178(2) of the Act despite being fully aware of the Lot 6 NOR.

#### **RELIEF SOUGHT**

- 3.2.5 QAC submits any changes to Activity Area 8 are rejected.
- 3.2.6 In the alternative, QAC submits that the entire plan change is rejected.

### **3.3 Rezoning Airport Mixed Use Zone as RPZ Oppose**

- 3.3.1 Plan Change 34 proposes to rezone Lots 1 and 33 DP304345 (Lots 1 and 33) from Airport Mixed Use Zone to RPZ Activity Area 5. This would allow general commercial development to occur on the land.
- 3.3.2 Lots 1 and 33 are located on the northern side of Hawthorne Drive and are surrounded by QAC operational land. The land was formerly owned by QAC and is subject to a restrictive covenant on the land (that RPL is obliged to register) that restricts the use of the land to recreational, rural or utilities. QAC has written to RPL to request that the restrictive covenant be registered on the title.
- 3.3.3 QAC considers it is not in accordance with sound resource management practice to rezone Lots 1 and 33 for activities that cannot occur on the land.

#### **RELIEF SOUGHT**

- 3.3.4 QAC seeks that Lots 1 and 33 be excluded from the Plan Change.
- 3.3.5 In the alternative QAC seeks that the entire Plan Change is rejected.



### **3.4 Airport Related Controls Oppose**

- 3.4.1 The Plan Change proposes to amend provisions relating to airport-related controls. Specifically PC34 seeks to amend height provisions in Zone Standard 12.11.5.2(ii). Section 3.8 of the 'Application' states that RPL and QAC have agreed to these changes. This is not the case.

#### **RELIEF SOUGHT**

- 3.4.2 QAC seeks that the entire Plan Change is rejected.

### **3.5 Consultation - General Oppose**

- 3.5.1 QAC is an immediate neighbour of the Plan Change and is an affected party. RPL has failed to undertake adequate consultation with QAC.

#### **RELIEF SOUGHT**

- 3.5.2 QAC requests that the Plan Change be placed on hold to allow adequate consultation to be undertaken with QAC and/or further information to be obtained from the Plan Change proponent in relation to the issues raised in this submission.
- 3.5.3 In the alternative QAC requests that the entire Plan Change be rejected.

### **3.6 Overall Plan Change Oppose**

- 3.6.1 In general, QAC considers the Plan Change does not accord with Part 2 of the Act and is not the most appropriate, effective and efficient way of achieving the purpose of the RMA or the relevant objectives of the Plan.

#### **RELIEF SOUGHT**

- 3.6.2 Without prejudicing the relief sought in submission points 3.1 to 3.5, QAC seeks that the entire Plan Change be rejected.
- 3.6.3 Any consequential relief as a result of meeting the concerns discussed above.

**4. QAC does wish to be heard in support of its submission.**

**5. If others make a similar submission, QAC would be prepared to consider presenting a joint case with them at any hearing.**



**Signed by**

...

Dated at Dunedin this 27<sup>th</sup> day of May 2011.

**Address for service of person making submission**

Queenstown Airport Corporation

C/- Mitchell Partnerships

P O Box 489

**DUNEDIN**

Attention: Alison Noble

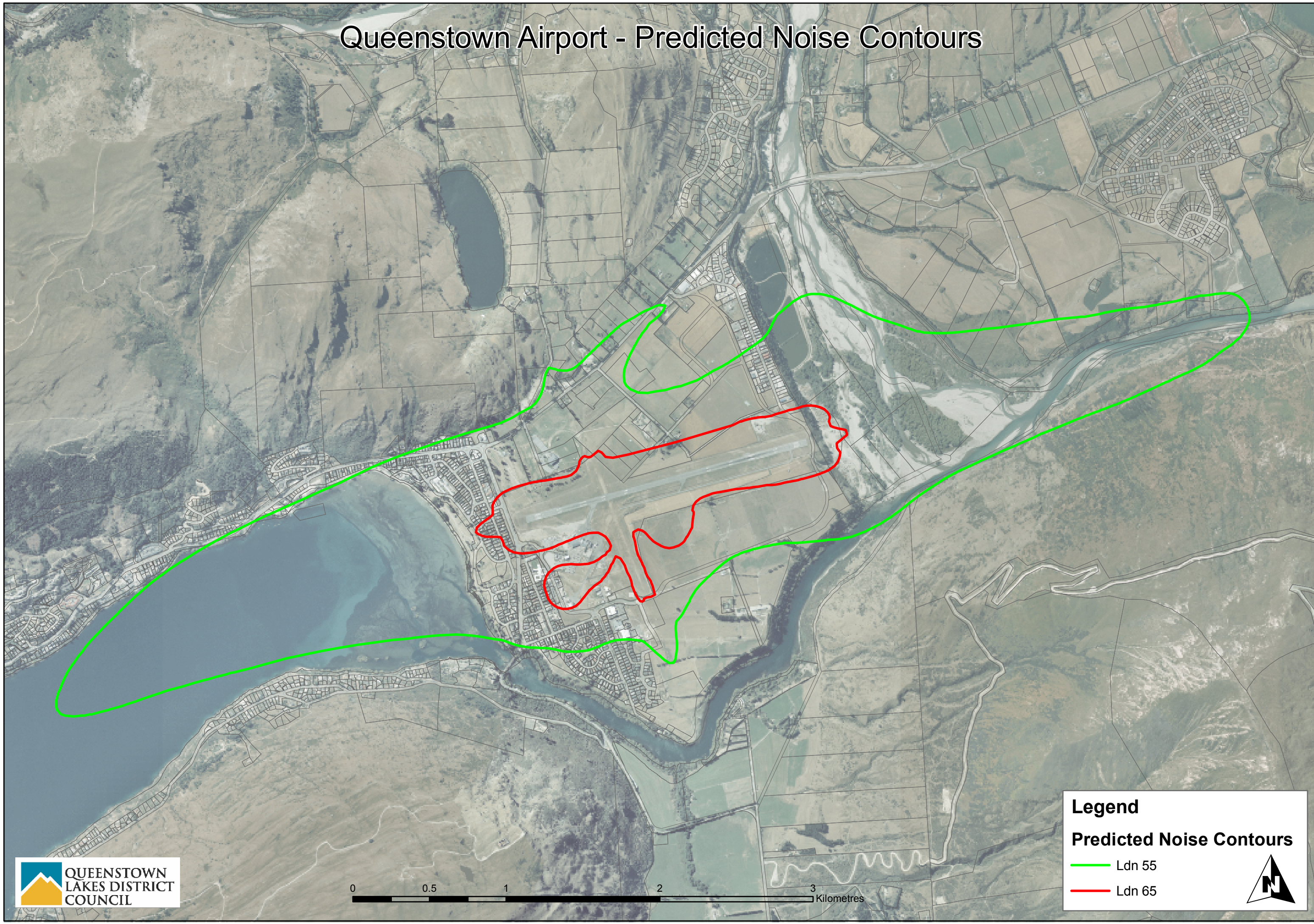
Telephone: 03 477 7884

Fax: 03 477 7691

E-mail: [alison.noble@mitchellpartnerships.co.nz](mailto:alison.noble@mitchellpartnerships.co.nz)


# ATTACHMENT 1

# Queenstown Airport - Predicted Noise Contours

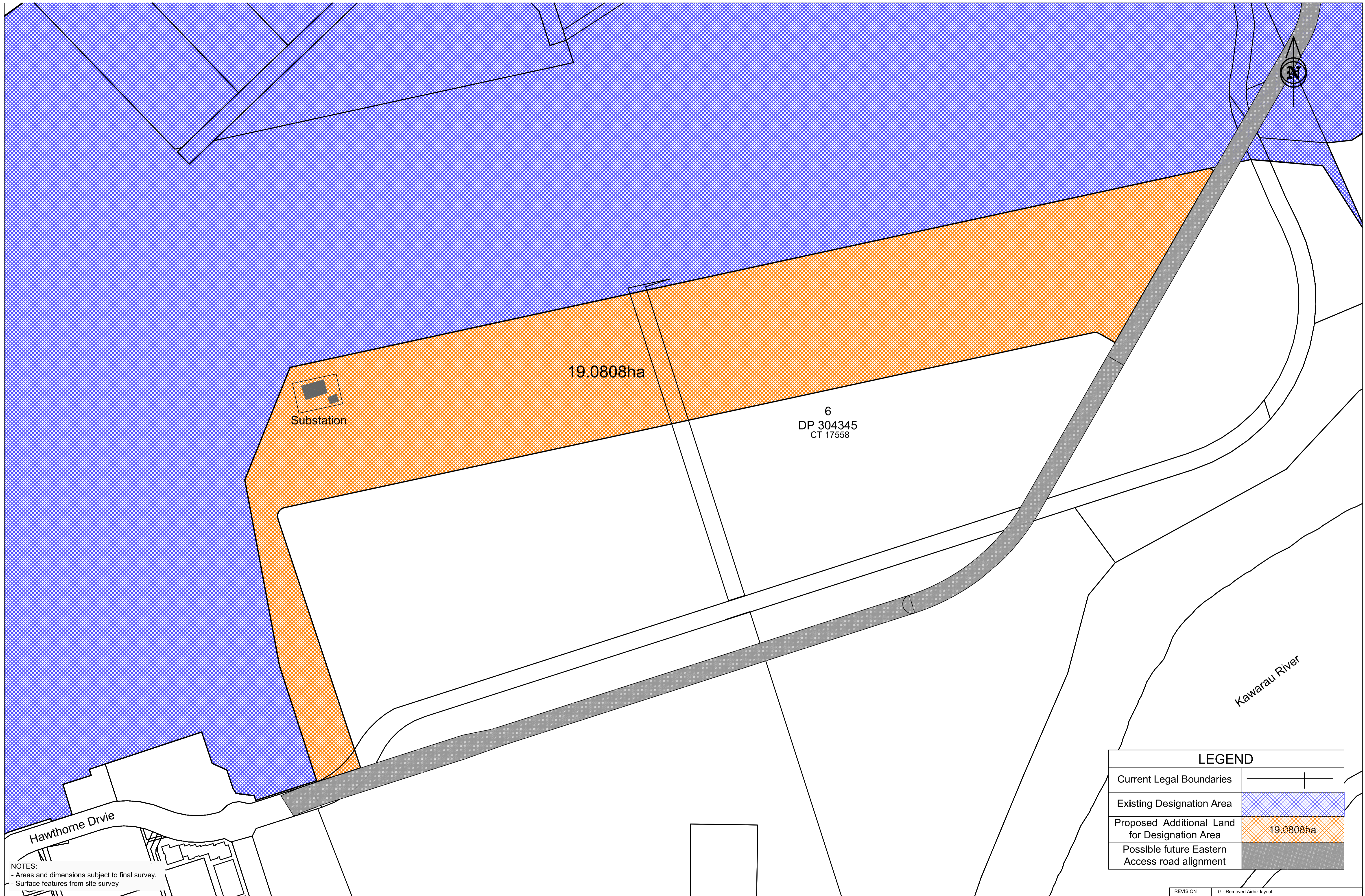


**Legend**  
**Predicted Noise Contours**

- Ldn 55
- Ldn 65



# ATTACHMENT 2



NOTES:  
 - Areas and dimensions subject to final survey.  
 - Surface features from site survey

LEGEND	
Current Legal Boundaries	
Existing Designation Area	
Proposed Additional Land for Designation Area	19.0808ha
Possible future Eastern Access road alignment	

If this plan is used as the basis for any sale and purchase agreement, then it is done so on the basis that the areas and dimensions are preliminary, and may vary upon completion of the final survey.  
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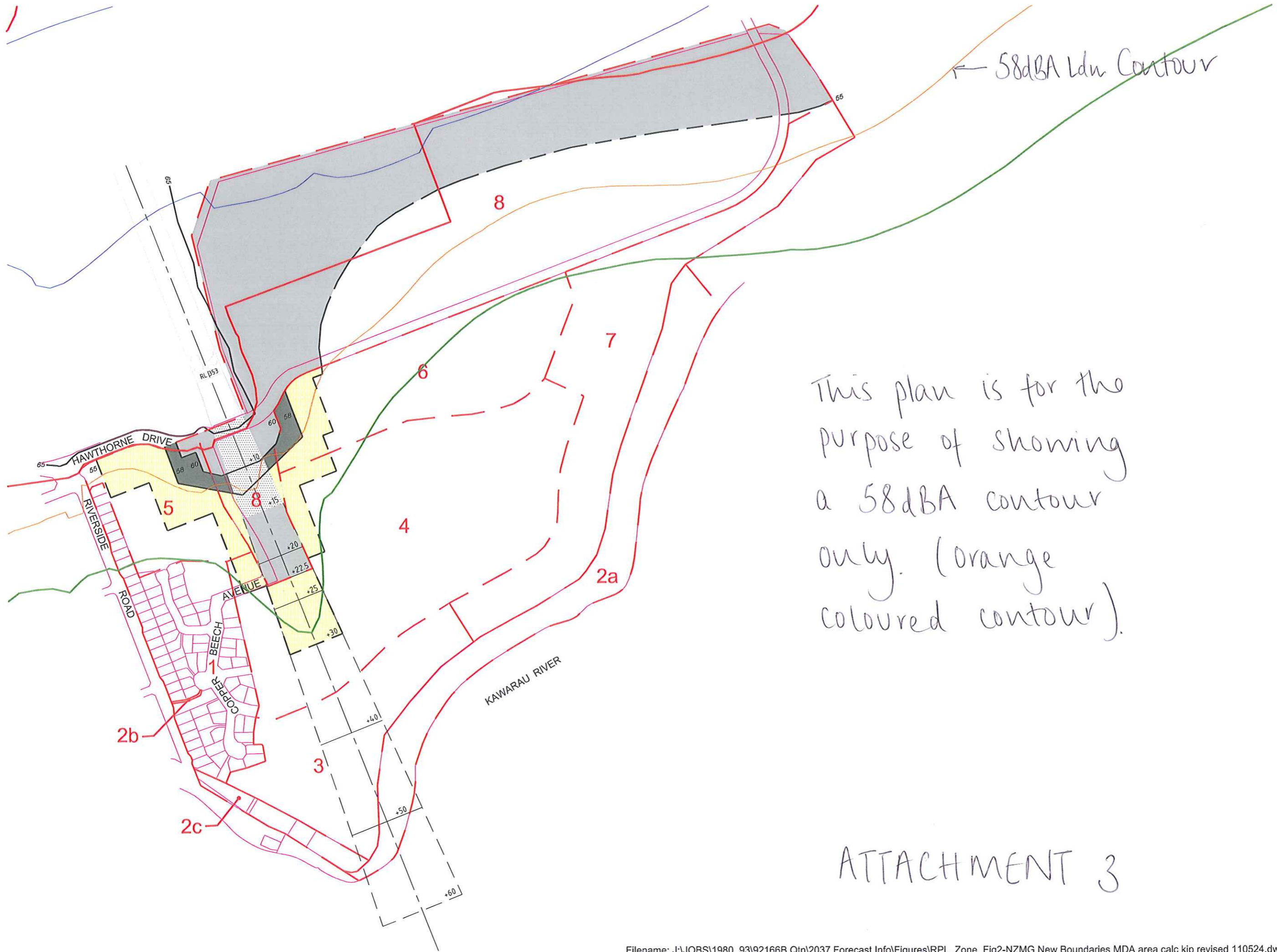
65 Glenda Drive, P.O. Box 1425, Queenstown  
 Phone: 03 4423889 Fax: 03 4423890

QAC

Proposed Land for new Airport Designation  
 Boundary overlaid onto District Plan 31a

REVISION	G - Removed Airbiz layout	DATE	17 February 2011
SURVEYED	—		
DESIGNED	M J Crowe	Scale	1:2000
DRAWN	M J Crowe		Original Plan A1
CHECKED	—		DRAWING & ISSUE No.
APPROVED	—		1466.PD1.02G

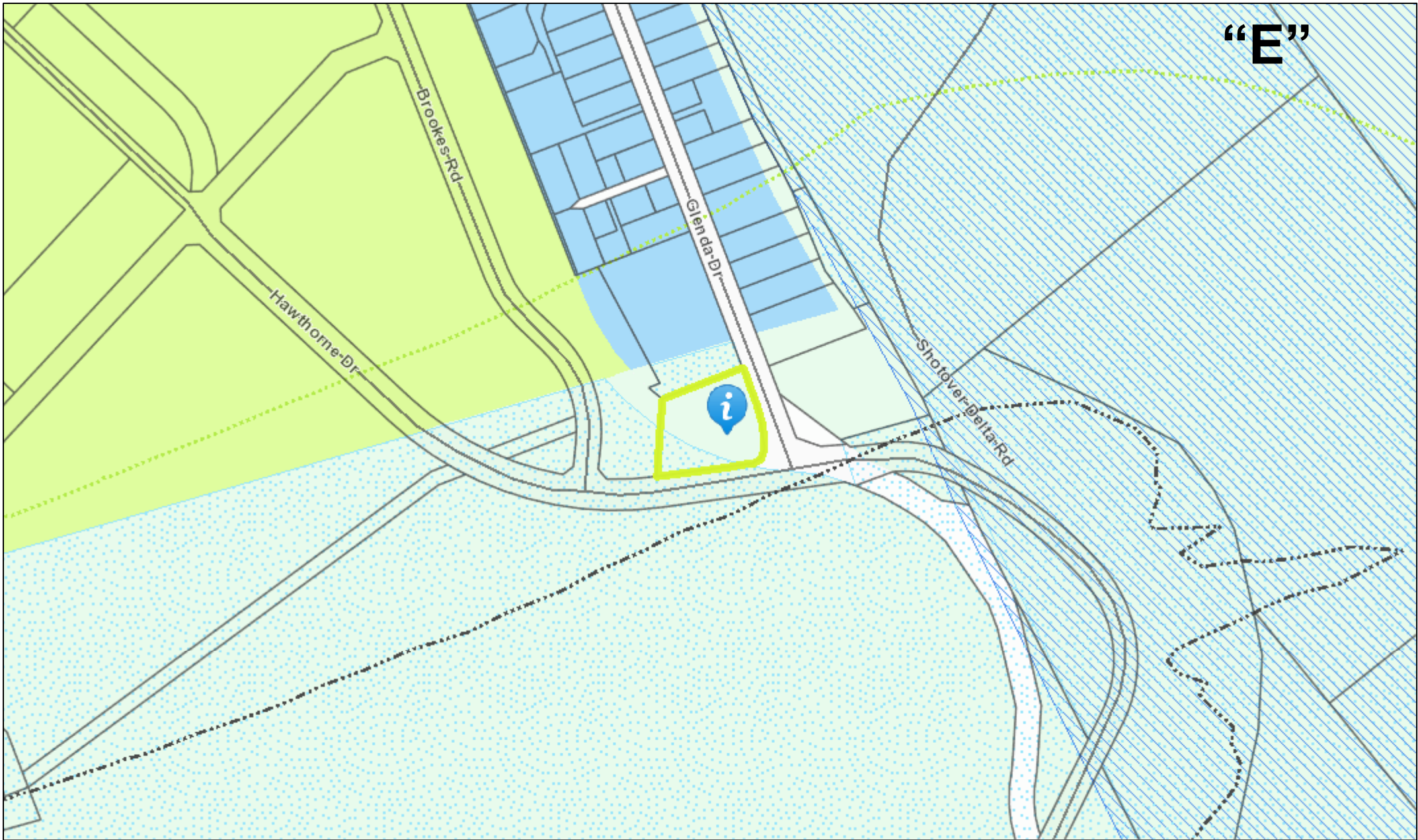
# ATTACHMENT 3



This plan is for the purpose of showing a 58dBA contour only. (orange coloured contour).

### ATTACHMENT 3





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