

BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL

IN THE MATTER OF of the Resource Management Act 1991

AND

IN THE MATTER OF the Queenstown Lakes Proposed District Plan Designation
64 (Aerodrome Purposes Designation – Queenstown
Airport)
Designation 65 (Airport Approach and Land Use Controls
Designation – Queenstown Airport)

SUMMARY EVIDENCE OF JOHN CLIFFORD KYLE

(REQUIRING AUTHORITY FOR DESIGNATIONS 64 AND 65)

21 OCTOBER 2016

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1. INTRODUCTION

- 1.1 My name is John Kyle. I am a founding director of the firm Mitchell-Daysh Limited.
- 1.2 I filed evidence with respect to Designations 64 and 65 on Friday 7th October 2016.
- 1.3 This statement of evidence summarises what I consider to be the key matters arising from my evidence in chief (EIC) dated Friday 7th October 2016.
- 1.4 I confirm that I have read and reviewed the legal submissions of Counsel for the Queenstown Lakes District Council (QLDC) and the Queenstown Airport Corporation (QAC) prior to preparing this summary.

2. DESIGNATION 64 AERODROME PURPOSES – SUMMARY OF KEY ISSUES

- 2.1 Proposed permitted activities (a) to (g) in the notice of requirement (NOR) relating to Designation 64 set out the range of activities sought to be provided for by the designation. The proposed additions and/or amendments to the list of permitted activities are summarised at paragraph 4.4.1 of my EIC.
- 2.2 As you have previously heard with respect to Queenstown Airport, in recent decades, the use of aerodromes or airports has evolved well beyond the provision of traditional ‘runways and terminals’. Modern airports are highly sophisticated and dynamic land uses which legitimately encompass a broad range of activities in order to provide for the needs and demands of aircraft passengers, crew, ground staff, airport workers and those that meet and greet travelers.
- 2.3 Airports also often provide for a range of industrial or logistical land uses as such uses either provide direct servicing to the aviation industry, or feed directly off it. Moreover, it is important for airport operators to retain

sufficient flexibility to properly enable forward planning and development necessary to respond to changing demands that arise at a modern airport. It is therefore my view that the purpose of airport designations should be sufficiently broad in order to meet these imperatives over time. The alterations made by the QLDC with respect to Designation 64 are, in my opinion, consistent with this approach.

- 2.4 Furthermore, in my experience, it is not uncommon for rurally located airports to provide for a diverse range of activities in recognition of the of the distance to the nearest commercial centre. Dunedin and Invercargill Airports both provide nearby examples of rurally located airports operating without giving rise to fragmentation of their respective urban town centres.

3. DESIGNATION 65 AIRPORT APPROACH AND LAND USE CONTROLS

- 3.1 Designation 65 currently provides for take-off climb and approach surfaces and transitional surfaces (together the “obstacle limitation surfaces” or “OLS”) at Wanaka Airport.
- 3.2 The OLS impose height and obstacle clearance restrictions around the Airport which are important for the safe and efficient functioning of aircraft using the Airport, and, in particular the safety of aircraft operations.
- 3.3 QLDC has sought modifications to this designation, specifically seeking to make typographical amendments to the designation text and also to remove reference to the RESA and the location of the runway strip.
- 3.4 I consider that the proposed amendments are sensible and assist with clarifying the application of the designation.

J C Kyle

21 October 2016

