

**Rebecca Holden for QLDC – Summary of evidence, 20 October 2016
Designations Chapter 37 – Hearing Stream 07 – Airport Designations**

1. Designations #2 (Aerodrome Purposes) and #4 (Airport Approach and Land Use Controls (transitional slopes and surfaces)) relate to the operation of Queenstown Airport. The requiring authority is Queenstown Airport Corporation Limited (**QAC**).
2. Designations #64 (Aerodrome Purposes) and #65 (Airport Approach and Land Use Controls) relate to the operation of Wanaka Airport. The requiring authority is Queenstown Lakes District Council (**Council**). QAC manages this airport (but does not have financial responsibility).
3. These designations were rolled over (with modification) from the Operative District Plan (**ODP**) to the Proposed District Plan (**PDP**).

QUEENSTOWN AIRPORT

Designation #2 (Aerodrome Purposes)

4. The Environment Court confirmed Designation #2 as part of the Plan Change 35 (**PC35**) proceedings. PC35 related to the management and mitigation of aircraft noise with a Notice of Requirement (**NOR**) for Designation #2 being lodged concurrently with PC35. There are still unresolved appeals before the Environment Court relating to PC35. However, the modifications to Designation #2 are not at issue. As such the PC35 version of the designation was included in the PDP.
5. The following modifications to the designation were included in the PDP:
 - (a) expanded list of permitted activities to include retail activities, restaurants and other food and beverage facilities, signage, industrial and commercial activities, provided they are connected with and ancillary to the use of the airport;
 - (b) removal of details which are no longer required;
 - (c) changes to conditions relating to building height (9m to 15m), setbacks (10m to 5m or 3m) in relation to all areas of the designation;
 - (d) removal of a condition prohibiting “non-airport related activities”; and
 - (e) inclusion of additional land owned by QAC.
6. Having reviewed the evidence provided by Mr John Kyle on behalf of QAC, I consider that it would be appropriate to clarify that all activities identified in

subparagraphs (a) to (f) of Condition 1 are permitted provided they are ancillary to the use of the airport.

7. Remarkables Park Limited (RPL)¹ opposes a number of the proposed modifications. These include amending the conditions to increase the maximum building height, extending the range of activities that can be undertaken under the designation, reducing setbacks and removing a condition that prohibits all “non-airport related activities.”
8. In my s 42A report, I recommended that the submission of RPL be rejected on most accounts, and that QAC's proposed modifications to the designation be confirmed (with minor amendments sought by submitters). However, on reflection I note that the NOR does not assess whether it is appropriate to provide for retail activities, restaurants and other food and beverage facilities, or industrial and commercial activities by way of the designation. Based on the legal submissions of RPL, I consider that QAC should provide further information to justify the inclusion of retail, food and beverage, and other commercial activities in this designation and to demonstrate that limits on the nature and scale of such activities are not necessary.

Designations #4 (Airport Approach and Land Use Controls)

9. Designation #4 provides for take-off climb and approach surfaces and transitional surfaces in relation to the runways at Queenstown Airport by setting height and obstacle clearance restrictions to safeguard the efficient functioning of the airport and protect people’s safety.
10. In the ODP, Designation #4 refers to a 75m strip to be applied for the purpose of setting the location of take-off climb and approach surfaces. QAC seeks to modify Designation #4, by replacing the reference to "75 metres" with a reference to "150 metres." I note that this modification was not underlined in the NOR. QAC's position is that there is a contradiction in the ODP, between the text within Conditions D.3 describing where the take-off climb and approach surfaces originate and Figure 1 Queenstown Airport: Airport Approach and Protection Measures.
11. The conditions in the ODP make no reference to the width of the transitional surfaces. QAC further seeks to include a reference to the width of the

¹ Submitter 807.

transitional surfaces being '150 metres,' which QAC's NOR states is consistent with Figure 1.

12. RPL opposes the modifications to the text proposed by QAC and submits that there is no evidence or analysis to support that it is the text rather than the figure that is incorrect.
13. As noted in my s 42A report, I do not have the expertise to decipher whether the amendments to the designation conditions correctly reflect the diagram. I note that QAC has not yet demonstrated that Figure 1 is correct. I consider that it would be useful for QAC to provide information which confirms this.

WANAKA AIRPORT

Designation #64 (Aerodrome) – Wanaka Airport

14. The purpose of Designation #64 (Aerodrome) is to protect the operational capability of Wanaka Airport, while at the same time minimising adverse environmental effects from aircraft noise.
15. The Council, as requiring authority proposes a number of modifications to the designation, including an expanded list of permitted activities.
16. Evidence has been provided by Mr John Kyle in relation to Wanaka Airport. I agree with the conclusions reached by Mr Kyle in relation to “modern and sophisticated aerodromes now demanding a diverse mix of commercial, industrial and retail land uses that serve the needs of passengers, crew, ground staff, airport workers and those that meet and greet travellers.” However, I do not change my view regarding the nature and scale of permitted activities listed in the NOR for Designation #64 being too broad.

Designation #65 (Airport Approach and Land Use Controls) – Wanaka Airport

17. Designation #65 provides for take-off climb and approach surfaces and transitional surfaces in relation to the runways at Wanaka Airport. I have recommended to the Panel that this designation be confirmed as modified subject to minor amendments sought by QAC.²

² Submitter 433.