

**BEFORE THE HEARINGS PANEL  
FOR THE QUEENSTOWN LAKES PROPOSED DISTRICT PLAN**

**IN THE MATTER** of the Resource  
Management Act 1991

**AND**

**IN THE MATTER** of Hearing Stream 08  
– Business Zones

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**REPLY OF REBECCA DAWN HOLDEN  
ON BEHALF OF QUEENSTOWN LAKES DISTRICT COUNCIL**

**17 AIRPORT ZONE CHAPTER**

**13 December 2016**

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## 1. INTRODUCTION

- 1.1 My name is Rebecca Dawn Holden. I prepared the section 42A report for the Airport Zone Chapter 17 (Airport Zone Chapter) of the Proposed District Plan (PDP). My qualifications and experience are listed in that s42A report dated 2 November 2016.
- 1.2 I have reviewed the evidence filed by other expert witnesses on behalf of submitters, attended part of the hearing on the 28 November – 6 December 2016 and have been provided with information from submitters and counsel at the hearing, including reports of what has taken place at the hearing each day.
- 1.3 This reply evidence covers the following issues:
- (a) General drafting improvements;
  - (b) Definitions;
  - (c) Relationship between the underlying zones and designations;
  - (d) Building setback, height, design and glare;
  - (e) Non-notification of applications;
  - (f) Queenstown Airport Zone Noise Limits;
  - (g) Built form and urban design;
  - (h) Visitor Accommodation;
  - (i) Non-regulatory methods;
  - (j) Signs; and
  - (k) Wanaka Airport.
- 1.4 Where I am recommending changes to the provisions as a consequence of the Hearing evidence, I have appended these as **Appendix 1 (Revised Chapter)**. I have attached a section 32AA evaluation in **Appendix 2**. Where a change is considered to be of substance, a section 32AA evaluation is included within **Appendix 2**. Otherwise, an explanation and reasons for the changes are set out within the body of this report.
- 1.5 In this Reply:
- (a) if I refer to a provision number without any qualification, it is to the notified provision number and has not changed through my recommendations;

- (b) if I refer to a 'redraft' provision number, I am referring to the s 42A recommended provision number; and
- (c) if I refer to a 'reply' provision number, I am referring to the recommended provision number in **Appendix 1** to this Reply.

## 2. GENERAL DRAFTING IMPROVEMENTS

2.1 I have made the following general amendments to the Revised Chapter:

- (a) Deletion of “all of” when listing matters of control or discretion for legibility purposes and does not change the outcome or status of the activities listed;

*Queenstown Airport*

- (b) Deletion of the words “shall be a Permitted Activity” from Rule 17.4.1. I consider this change to be for efficiency and does not change the outcome or status of activities listed;

*Wanaka Airport*

- (c) The inclusion of Wanaka Airport into Policy 17.2.2.3 [Redrafted Policy 17.2.3.3] better aligns this policy and is consistent with Notified Objective 17.2.2 [Redrafted Objective 17.2.3]. In my view scope is provided by the submission received from Queenstown Airport Corporation Limited (**QAC**) (433);
- (d) The inclusion of Reply Rule 17.3.2.7 which recasts Standard 17.5.7 as a general rule to provide clarification. The result of the amendment is that the provision now clearly relates to Wanaka Airport. In my view scope is provided by QAC's (433) submission on Wanaka Airport;
- (e) Amendments to Redrafted Rule 17.4.14 [Reply Rule 17.4.23] in relation to instructional or directional signage at Wanaka Airport. Changes are made for clarification purposes and to better align with the rule applying to Queenstown Airport. In my view scope is provided by QAC's (433) submission on Wanaka Airport; and

- (f) In relation to the standard applying to glare, amendment to Redrafted Rule 17.5.12 [Reply Rule 17.5.9] to align better with the drafting approach used at Queenstown Airport and to provide clarification. Imposing this rule on airside facilities would be inappropriate given the requiring authority is likely to carry out works 'airside' under Designation #64. As such, the insertion of "within all landside areas" provides clarification. In my view scope is provided by QAC's (433) submission on Wanaka Airport;

### **Zone Purpose 17.1**

- 2.2** The Zone Purpose outlined within Section 17.1 of the Notified Chapter refers to Wanaka Airport having capacity for commercial passenger flights and flights through to 10pm at night. During the hearing, the Panel questioned where the 10pm limit was derived from. I can confirm that a condition recommended to be included as part of Designation #64 was to limit the aircraft operations, other than emergency aircraft operations, between 10pm and 7am. Designation #64 within the Operative District Plan (**ODP**) contains a similarly restrictive condition for aircraft operations during the hours of darkness.
- 2.3** I agree with Mr Kyle's evidence for QAC that the permitted hours of aircraft operations is a matter for the conditions of the designation, and may be subject to future Notice of Requirement processes.<sup>1</sup> Therefore, I have removed reference to commercial passenger flights and flights through until 10pm at night for Wanaka Airport from the Zone Purpose.

### **Objective 17.2.1**

- 2.4** The Panel raised the potential for Objective 17.2.1 to be rephrased to read as a desired outcome rather than a statement of fact. I agree that Objective 17.2.1 could benefit from further refining and have made some suggested changes in the Revised Chapter at **Appendix 1**.
- 2.5** The proposed changes are not considered substantive as they do not alter the effect of the objective. Therefore, I consider that these changes can be made under Clause 16(2) of Schedule 1 of the Resource Management Act 1991

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<sup>1</sup> Refer to page 3 of Appendix A – Statement of Evidence of John Clifford Kyle (Submitter 433 and Further Submitter 1340) – 18 November 2016

(RMA). I have included an evaluation of these changes pursuant to s32AA of the RMA at **Appendix 2**.

### **Policy 17.2.1.1**

2.6 Mr Kyle's evidence for QAC is that policy 17.2.1.1 should be refined.<sup>2</sup> I agree with Mr Kyle's recommended change as it improves drafting and is more directive, providing greater clarity of the outcome that this policy seeks to achieve. I also consider that the policy recommended by Mr Kyle gives better effect to Redrafted Objective 17.2.1. I have made the suggested changes in the Revised Chapter at **Appendix 1** and have included an evaluation of these changes pursuant to s32AA of the RMA at **Appendix 2**.

### **Policy 17.2.1.2**

2.7 Policy 17.2.1.2 reads as follows:

*Provide for a range of airport related service, business, industrial and commercial activity to support or complement the functioning of Queenstown Airport.*

2.8 Mr Kyle's evidence for QAC was that the words "service, business, industrial and commercial activities" should be replaced with the defined term "Airport Related Activities." I agree with Mr Kyle's recommendation.<sup>3</sup>

2.9 In my s 42A report, I recommended that the submission received from Z Energy Ltd, BP Oil NZ Ltd and Mobil Oil NZ Ltd (768) be accepted in relation to amending Policy 17.2.1.1 to refer to defined terms ('Airport Activities')<sup>4</sup>. I am of the opinion that this submission also provides scope to make changes to Policy 17.2.1.2 to similarly refer to the defined term 'Airport Related Activities' rather than 'service, business, industrial and commercial activities'. I have made the suggested changes in the Revised Chapter at **Appendix 1** and have included an evaluation of these changes pursuant to s32AA of the RMA at **Appendix 2**.

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<sup>2</sup> Refer to para 5.26 – Statement of Evidence of John Clifford Kyle (Submitter 433 and Further Submitter 1340) – 18 November 2016

<sup>3</sup> Refer to para 5.28 to 5.31 - Statement of Evidence of John Clifford Kyle (Submitter 433 and Further Submitter 1340) – 18 November 2016.

<sup>4</sup> Refer to para 7.25 to 7.26 - Section 42A Hearing Report – Chapter 17 – Airport Zone - 2 November 2016.

### Policy 17.2.1.3

2.10 Policy 17.2.1.3 read as follows:

*Zone sufficient land to meet the foreseeable future requirements of activities that support or complement the functioning of Queenstown Airport.*

2.11 In its submission, Remarkables Park Limited (**RPL**) (807) requested that this policy be deleted. This matter is addressed by Mr Serjeant on behalf of RPL in his evidence in chief.<sup>5</sup> I agree with Mr Serjeant in that an analysis of the land requirements to provide for Airport and Airport Related activities has not been established through the provision of evidence. I also consider that this policy serves a limited purpose given land is already zoned. I therefore recommend the deletion of Policy 17.2.1.3. I have included an evaluation of this change pursuant to s32AA of the RMA at **Appendix 2**.

### Objective 17.2.2 [Reply Objective 17.2.3]

2.12 Objective 17.2.2 [Redrafted 17.2.3] stated:

*Provision for the requirements of Queenstown and Wanaka Airports is balanced with achieving an acceptable level of amenity for those using the airports and for those residing on neighbouring land.*

2.13 Maintaining residential amenity needs to be balanced with protecting the Queenstown (and Wanaka) Airports from potential reverse sensitivity effects. This matter was also raised by the Panel in relation to the Low Density Residential Zone (**LDRZ**) surrounding the Airport during the hearing for Chapter 7 of the PDP. As a result, in the Council's Reply in the Residential Hearing Stream 06<sup>6</sup>, an additional Objective was recommended to address the concerns raised by QAC (433) in terms of reverse sensitivity effects. This recommended new Objective 7.2.7B reads:

*Queenstown Airport and the State Highway network are protected from the reverse sensitivity effects of Activities Sensitive to Aircraft Noise and Activities Sensitive to Road Noise.*

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<sup>5</sup> Refer to paragraphs 7.11 to 7.17 of Statement of Evidence of David Frederic Serjeant on behalf of Remarkables Park Limited and Queenstown Park Limited – Dated 18 November 2016.

<sup>6</sup> Refer to paragraph 4.6(c) of Reply of Amanda Jane Leith on behalf of Queenstown Lakes District Council - 7 Low Density Residential Zone Chapter – dated 11 November 2016.

- 2.14 I also note that the following objective contained within the Council's reply for the Chapter 7 – LDRZ reads:

*~~The zone Development provides for a low density residential living environment within the District's urban areas. with high amenity values for residents, adjoining sites and the street.~~*

- 2.15 Appended to the summary of evidence provided by Mr Serjeant (on behalf of RPL) (807)) are recommended changes to the Revised Chapter. Mr Serjeant has suggested changes to the wording of Objective 17.2.3 to differentiate between an acceptable level of amenity being maintained for those residing on neighbouring land in relation to noise (given the high noise environment), contrasted with a higher level of amenity being maintained in relation to other effects on amenity (such as urban design, visual connection to Outstanding Natural Landscapes, traffic safety and parking).
- 2.16 I consider that Mr Serjeant's recommended changes to Objective 17.2.2 [Reply Objective 17.2.3] are appropriate and are also consistent with Objective 7.2.7B recommended in the Council's Reply for Chapter 7. I also consider these recommended changes achieve consistency with Reply Objective 7.2.1 which provides for a "high level of amenity" in the LDRZ. These changes have been included within the Revised Chapter attached at **Appendix 1**. I have included an evaluation of this change pursuant to s32AA of the RMA at **Appendix 2**.
- 2.17 I consider that scope to make the recommended amendments comes from QAC's submission on the LDRZ and RPL's submission on the Airport Chapter in that RPL seek to retain the Objectives and Policies that are contained within the ODP. Objective 1 of Chapter 6 within the ODP seeks to provide for Airport Related Activities while maintaining the environmental quality of the area. Reply Objective 7.2.7B sets the environmental quality of the surrounding area at a "high level." Therefore I consider the recommended changes to Notified Objective 17.2.2 [Reply Objective 17.2.3] to be within scope of the submission received from RPL (807).

### **Policy 17.2.2.3 [Reply 17.2.3.3]**

**2.18** The evidence of Mr Kyle for QAC (433) is that Policy 17.2.2.3 [Reply 17.2.3.3] should be relocated to sit below Objective 17.2.1.

**2.19** At paragraph 16 of my summary of evidence, I recommend that this policy refer to Wanaka Airport as well as Queenstown Airport. As such, my view is that moving this policy to sit under Objective 17.2.1 is not appropriate given Objective 17.2.1 solely relates to Queenstown. I therefore do not agree with Mr John Kyle's (on behalf of QAC) evidence in chief that Notified Policy 17.2.3.2 should be moved.

## **3. DEFINITIONS**

### **'Airport Activity'**

**3.1** A Memorandum of Counsel providing additional information<sup>7</sup> (plans and consolidated provisions) was provided by QAC in response to a request made by the Panel at the hearing of QAC's submission on the Airport Chapter.

**3.2** I have reviewed this information and while I agree in part with the suggested amendments to the definition of 'Airport Activity' provided by QAC, I propose that further consolidation can be achieved by providing for those activities that are specific to Queenstown or Wanaka Airports within Table 1 – Activities as permitted activities in each Airport Zone.

**3.3** My recommended definitions and rules proposed are included in the Revised Chapter attached at **Appendix 1**. I have included an evaluation of these changes pursuant to s32AA of the RMA at **Appendix 2**.

**3.4** I also consider the inclusion of the words "which include" after aircraft operations to be non-substantive in that they provide clarification and do not change the meaning of the text following.

**3.5** In his evidence in chief, Mr Kyle notes that "the grazing of animals and the keeping of livestock is an existing land use management purpose that occurs

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<sup>7</sup> Dated 6 December 2016.

within QAC's current landholding, albeit to a very minor extent."<sup>8</sup> My Kyle goes on to explain that this existing activity, on strict interpretation, does not meet the definition of 'farming activity.' However notes that the grazing activities on QAC land holdings are 'deemed to be commercial livestock and a Farming Activity' under the definition of 'Domestic Livestock'. I agree with Mr Kyle's interpretation that the grazing of livestock for land management purposes does fall under the definition of 'Farming Activity' via the interlinkage provided by the definition of 'Domestic Livestock'.

**3.6** I also agree with My Kyles recommendation that Farming Activities should be contained within the definition of 'Airport Related Activity' rather than providing for Farming Activities as a permitted activity (Notified Rule 17.4.1) in Activity Table 1, with the policy framework being provided by Reply Objective 17.2.3 and associated policies.

**3.7** I note that the change has some substantive effect in that "Farming Activities" that are not associated with Airport Activities will now be Restricted Discretionary in the Queenstown Airport Zone. However, in my view, RPL's (807) submission provides scope for this change as the submission requests retention of the operative provisions, and Farming is prohibited in the operative Queenstown Airport Mixed Use Zone (**QAMUZ**). Accordingly, including some restriction on farming activities is within the scope of RPL's submission.

**3.8** I note that the following elements were not included in the s42A report definition of 'Airport Activity – Wanaka', being solely contained within the definition of 'Airport Activity – Queenstown':

- (a) Freight facilities;
- (b) Private aircraft traffic and domestic and international aircraft traffic;
- (c) Airport and airport training facilities;
- (d) Border control and immigration facilities; and
- (e) Facilities for the handling and storage of hazardous substances.

**3.9** I have recommended an additional rule be inserted into Activity Table 1 for Queenstown Airport to provide for freight facilities as I do not consider it appropriate for this activity to be located at Wanaka Airport without some

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<sup>8</sup> Refer to para 5.49 to 5.52 – Statement of Evidence of John Clifford Kyle – 18 November 2016

control, as discussed on page 17 of Appendix 1 of my summary of evidence.<sup>9</sup> I do not consider this change to be substantive given freight facilities at Queenstown Airport are still being classified as a permitted activity.

**3.10** I have recommended that “and associated offices” is not included within the definition of ‘Airport Activity’, but rather is included in the definition of ‘Airport Related Activity’. Within the s42A report, ‘Administrative offices’ were included within the definition of ‘Airport Related Activity – Wanaka Airport’. I consider administrative offices to be an ancillary activity to the activities identified within the definition of ‘Airport Activity’. I do not consider this to be substantive<sup>10</sup> given both ‘Airport’ and ‘Airport Related’ activities are permitted.

**3.11** Additionally, I have recommended that ‘catering facilities’, ‘quarantine and incineration facilities’, and ‘border control and immigration facilities’ be removed from the definition of ‘Airport Activity’ and moved to the definition of ‘Airport Related Activity’. I consider this to be a non-substantive change<sup>11</sup> given activities that fall within both of these definitions are permitted. It is my view that they are more appropriately located under the definition of ‘Airport Related Activity’.

**3.12** Activities that were not included in the definition of ‘Airport Activity – Queenstown Airport’ but were contained within the definition of ‘Airport Activity – Wanaka Airport’ include:

- (a) Helicopter aprons, however this is captured by “aprons” within the consolidated definition;
- (b) Associated touch down and lift off areas. I consider this to be captured by “runways and other aircraft movement areas”;
- (c) Aviation schools, facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums and aero recreation. I have included these activities within Table 1 for Wanaka Airport (Reply Rules 17.4.18 and 17.4.19).

**3.13** Further, I do not consider it necessary to separate ‘Airport’ and ‘Airport Related’ activities within Activity Table 1 as proposed by Mr Kyle and consider

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<sup>9</sup> Refer to Rebecca Holden for QLDC – Summary of Evidence, 25 November 2016, Airport Zone Chapter – Hearing Stream 08.

<sup>10</sup> In respect of Queenstown Airport.

<sup>11</sup> In respect of Queenstown Airport.

that these activities can be regarded as one within Reply Rules 17.4.1 and 17.4.16.

- 3.14** Additional changes that I recommend to the definition of 'Airport Activity' to be applied to both Wanaka and Queenstown Airports are discussed in more detail at Part [4] below.

### **'Airport Related Activities'**

- 3.15** Within the Memorandum of Counsel provided by QAC, a consolidated definition of 'Airport Related Activities' was recommended. Similarly, I have reviewed this information and, while I agree in part, I propose further consolidation can be achieved as detailed in the Revised Chapter attached at **Appendix 1**. I have included an evaluation of this change pursuant to s32AA of the RMA at **Appendix 2**.

- 3.16** I have recommended the removal of the statement "including but not limited to" within the definition of 'Airport Related Activity'. I consider this change to be non-substantive, providing clarity and certainty around the nature and scale of activities that fall within this definition.

- 3.17** As discussed above, I have included 'administrative offices' within the definition of 'Airport Related Activity' in accordance with the definition of 'Airport Related Activity – Wanaka' within the s 42A report's Revised Chapter.

- 3.18** Activities specific to Wanaka Airport which I have taken from the definition of 'Airport Related Activity - Wanaka Airport' to include as permitted activities within Activity Table 1 at Wanaka Airport include:

- (a) Scientific Aviation and Space Research Activities;
- (b) Aviation Schools;
- (c) Facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums and aero recreation;
- (d) Air Shows; and
- (e) Military Training Operations.

- 3.19** I did not include temporary activities associated with conferences and meetings, as identified within the additional information provided by QAC and outlined in the s 42A report version of the definition of 'Airport Related Activity-

Wanaka Airport' as, on reflection, I consider that the provisions within the Temporary Activity Chapter (Chapter 35)<sup>12</sup> should apply to these activities. Specifically I note that the definition of 'Temporary Events' means the use of land, buildings, tents and marquees, vehicles and structures' for activities which include 'meetings' and 'uses similar in character' to the other activities listed. Although 'conferences' are not specifically listed as being a temporary event, I consider them to be 'similar in character' to activities such as 'meetings', 'exhibitions' or 'rallies' which are listed. Therefore I consider that conferences fall under the definition of Temporary Event. The nature and scale of temporary events is managed through the standards listed within Reply Rule 35.4.6 .

- 3.20** I do not consider it appropriate to have no control around the nature and scale of these temporary activities (conferences and meetings). Therefore, I consider the rules within Chapter 35 should apply.
- 3.21** I have not included 'Visitor Accommodation' within the definition of "Airport Related Activity" as it relates only to Queenstown Airport, which is discussed in detail below at Part [11].
- 3.22** During the hearing, the Panel requested that an earlier iteration of the Draft Airport Mixed Use Chapter be provided, in which the activities included within the notified definitions for 'Airport and 'Airport Related' were separated into individual activities outlined in Table 1. To assist the Panel I have attached this as **Appendix 4** to this reply. I confirm that this draft chapter does not reflect my view on the appropriate provisions for the Airport Zone and is provided for informational purposes only.

#### **'Air Noise Boundary (ANB)' and 'Outer Control Boundary (OCB)'**

- 3.23** During the hearing, the Panel questioned the reasoning for two separate definitions of Outer Control Boundary (**OCB**) to apply to Wanaka and Queenstown. I note that submitter 836 (Arcadian Triangle Limited) requested that the definition for OCB at Wanaka and Queenstown be merged to form one definition.
- 3.24** As discussed at paragraphs 9.14.1 and 9.14.2 of my s42A report, the difference between the two definitions is based on the modelling approach

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<sup>12</sup> Council's Right of Reply prepared by Ms Kim Banks dated 22 September 2016.

taken for the predicted airport operations, being until 2037 for Queenstown and 2036 for Wanaka. The predicted day/night sound level of 55 dB Ldn applies to both airports (as identified in the definition).

**3.25** It was suggested by the Panel that an appropriate place to include the basis for the predicted noise measurements was potentially within the standard for compliance with the OCB. However, given the controls relating to aircraft noise within the designations (Conditions 5 to 9 of Designation #2, and the conditions within E1 for Designation #64 which are not numbered), I am of the view that the basis of these predicted noise measures is immaterial to the boundary noted on Planning Maps. The conditions of the designation place obligations on the requiring authority for each airport to mitigate adverse noise effects from aircraft if these noise limits are exceeded prior to 2036 or 2037. Therefore, I recommend that the submission received from Arcadian Triangle Limited (836) be accepted and that the two definitions for 'Outer Control Boundary' applying to Queenstown and Wanaka Airports are consolidated, as outlined in **Appendix 1** attached. I have included an evaluation of these changes pursuant to s32AA of the RMA at **Appendix 2**.

#### **'Activity Sensitive to Aircraft Noise (ASAN)'**

**3.26** During the hearing it was noted by the Panel that the definition for 'Activity Sensitive to Aircraft Noise (**ASAN**)' was revised during the hearing of the LDRZ Chapter to include road noise.<sup>13</sup> For consistency, I have included the changes to this definition recommended by the reporting officer within the reply for Chapter 7 of the PDP.

#### **'Wholesaling (Three Parks and Industrial B)'**

**3.27** Within the Revised Chapter appended to my s42A report, I recommended that the above definition be renamed 'Wholesaling (Three Parks, and Industrial B and Airport Zones)'. At the hearing it was raised that Three Parks and Industrial B are to be considered in Stage 2 of the PDP. I recommend that this issue be addressed at the hearing for Chapter 2 – Definitions to allow it to be addressed in the context of the whole plan.

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<sup>13</sup> Reply of Amanda Jane Leith on behalf of Queenstown Lakes District Council - 7 Low Density Residential Zone Chapter – dated 11 November 2016.

#### 4. RELATIONSHIP BETWEEN UNDERLYING ZONE AND DESIGNATION

- 4.1 As outlined at paragraph [1.1] of my s 42A report for Designations (Queenstown and Wanaka Airports),<sup>14</sup> designations provide a ‘spot zoning’ over a site or area that authorises the requiring authority’s work and activities without the need to comply with the underlying zone rules or obtain land use consent. The conditions of a designation set parameters around which the activity or works can occur, if in accordance with the purpose of that designation.
- 4.2 During the hearing of evidence on the Airport Zone the Panel raised concerns as to whether the land use provisions applying to the zone should include the conditions of the designation. The Panel raised a second issue being that if the zone provisions and designation conditions directly correlate, then what is the purpose of the designation, and what is stopping the requiring authority from uplifting the designation (which they are entitled to do and which Council must action immediately). Both Designation #2 (Queenstown) and Designation #64 (Wanaka) are for Aerodrome Purposes and have conditions pertaining to noise. The land use provisions within Notified Chapter 36 of the PDP provide an exemption to the noise limits as they apply to sound from aircraft operations at Queenstown Airport given this noise source is controlled by the conditions of the designation.
- 4.3 To address this concern, QAC has suggested the inclusion of an exemption for Aircraft Operations for Reply Rules 17.4.1 and 17.4.16.<sup>15</sup> I support this change and have included this within the Revised Chapter attached at **Appendix 1**. This approach is consistent with that taken within the Auckland Unitary Plan, as detailed in the Supplementary Statement of Evidence provided by Mr Serjeant.<sup>16</sup> Paragraph 2.5 of this supplementary evidence identifies that within the Auckland Airport precinct activity table, additional definitions are included for permitted activities, which excludes “aircraft operations, runways and the testing of situ aircraft engines.”
- 4.4 I note that this change would also ensure consistency with Redrafted Objective 4.2.5 and associated policies, contained within Part Two – Strategy of the PDP

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<sup>14</sup> Dated 23 September 2016

<sup>15</sup> Memorandum of counsel of Queenstown Airport Corporation Limited 6 December 2016.

<sup>16</sup> Refer to Supplementary Statement of Evidence of David Frederick Serjeant on behalf of Remarkables Park Limited and Queenstown Park Limited, dated 6 December 2016.

relating to Urban Development<sup>17</sup>. Objective 4.2.5 states (further changes shown in red underlined text for additions recommended to chapter in Reply):

“Maintain and promote the efficient operation of Queenstown Airport and set appropriate noise limits in order to protect airport operations and to manage the adverse effects of aircraft noise on any Activity Sensitive to Aircraft Noise”.

## 5. BUILDING SETBACK, HEIGHT, DESIGN AND GLARE

- 5.1** Rule 17.5.2 reduces the required minimum setback for buildings at Queenstown Airport from 10m (as required by the ODP) to 5m (as notified within the PDP) where the site adjoins a residential zone or public road and 3m from all other zone boundaries. Further, Rule 17.5.3 increases the maximum building height of 9m within the ODP to 15m in the PDP. Non-compliance with these standards would result in the need to acquire resource consent as a restricted discretionary activity.
- 5.2** As noted by the Panel during the hearing, the notified matters of discretion do not include the effects on adjoining neighbours. I do not consider that the matters of discretion contained within Notified Rules 17.5.2 and 17.5.3 are appropriate given the scale of potential adverse effects that could result from a 15m high building being located 3m from the boundary of the zone.
- 5.3** As such, I have recommended additional matters of discretion to Reply Rules 17.5.2 and 17.5.3 to better align with the ODP provisions contained within Part 6 (Queenstown Airport Mixed Use Zone) in **Appendix 1**. These include the following matters:
- (a) The external appearance and visual dominance of the building as viewed from the street and adjacent properties;
  - (b) Amenity and character of the streetscape;
  - (c) Access to sunlight, shading and privacy of adjoining properties; and
  - (d) Views to and from Outstanding Natural Features and Landscapes.
- 5.4** Scope to make these changes is provided by the submission from RPL (807) which seeks that the ODP standards for building height and setback remain. Specifically, within the ODP, Rule 6.2.3.3i – Discretionary Activities specifies that the exercise of Council’s discretion is confined to (a) the matter(s)

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<sup>17</sup> Refer to the Reply of Matthew David Paetz on behalf of Queenstown Lakes District Council – Strategic Direction and Urban Development Chapters – 7 April 2016.

specified in the standard(s) not complied with; and (b) the extent to which the activity is dependent on an airport location. The Assessment Matters contained within Part 6.2.6.1iii – Setback from Zone Boundaries of the ODP give direction on matters to consider such as (but not limited to) the extent the intrusion into the setback is necessary to allow more efficient or practical use of the remainder of the site, whether practical alternative locations are available and whether the degree of amenity experienced on adjoining sites is affected. These assessment matters are consistent with the additional matters of discretion that I have recommended in **Appendix 1**. I have included an evaluation of these changes pursuant to s32AA of the RMA at **Appendix 2**.

**5.5** Further, I note that Rule 17.5.5 restricts the design of buildings and glare (reflectivity of exterior roof and wall colours) as well as limiting exterior lighting. I have also included additional matters of discretion for Reply Rule 17.5.5 as outlined in the Revised Chapter attached as **Appendix 1**. These relate to the effects on urban design outcomes, visual effects, the purpose of the building, and the operational requirements of the activity it contains. I consider these additional matters of discretion to be appropriate in order to assess the effects on the wider environment. These additional matters of discretion align with Policy 1.3 contained within Part 6.1.3 of the ODP.

**5.6** I consider that RPL's (807) submission requesting retention of the operative QAMUZ provides scope for this amendment. Operative Zone Standard 6.2.5.2ii restricts glare and exterior lighting and Operative Rule 6.2.3.4iii identifies any activity that does not comply with a Zone Standard as a non-complying activity. These operative provisions are more restrictive than the recommended matters of discretion, and as noted above, Policy 1.3 seeks to apply standards to protect the environment from unacceptable noise, glare and traffic generated by airport related activities. Therefore, in my view the recommended changes fall within the scope of the submission.

## **6. NON NOTIFICATION OF APPLICATIONS**

**6.1** Rule 17.6.1 exempts applications for controlled, restricted discretionary or discretionary activities from being publicly notified or needing to obtain the written consent of other persons.

**6.2** In the Revised Chapter attached to my s42A report, I recommend that Rule 17.6.1 be retained as notified as it relates to the non-notification of controlled

and restricted discretionary activities. However, I also noted that given the discretionary activity status of the range of activities at Wanaka Airport, I consider it appropriate to request written approval from affected persons in the case of these activities.<sup>18</sup>

**6.3** On reflection, I also do not consider that non-notification of restricted discretionary activities within the Airport Zone is an appropriate resource management approach given the scale of potential adverse effects that could result when experienced from roads or properties adjoining the Airport Zone. Other standards that have a restricted discretionary non-compliance status include Standard 17.5.4 in terms of Landscaping, and Standard 17.5.5 in respect of Building Design and Glare at Queenstown Airport. For Wanaka Airport, restricted discretionary status is triggered when activities do not meet standards relating to minimum building setback, maximum building height, and the standards applying to air shows. The scale of potential adverse effects on surrounding land, including adjoining properties and roads, resulting from non-compliance with these standards are such that I consider it appropriate to request written approval of affected persons, or justify notification if adverse effects on the surrounding environment are more than minor.

**6.4** I have recommended additional amendments to Notified Rule 17.6.1 to limit the exemption for written consent of other persons and notification or limited notification to apply to controlled activity resource consents only. I am of the view that the submission received from RPL (807) provides scope for these changes, given there is no provision for non-notification in the operative QAMUZ.

## **7. EXTENT OF THE QUEENSTOWN AIRPORT ZONE**

**7.1** During the hearing the Panel raised concern regarding the inclusion of broad definitions for 'Airport' and 'Airport Related' Activities coupled with the unclear nature, extent and location of potential development, and the manner in which it would integrate with the wider environment.

**7.2** The boundary of the notified proposed Queenstown Airport Zone extends beyond the boundary of the operative QAMUZ to include 99 additional hectares of land currently zoned Rural General in the ODP. While the extent of the zone is to be considered in the mapping hearing, RPL (807) has

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<sup>18</sup> Refer to paragraphs 7.96 – 7.99 of my Section 42A Hearing Report dated 2 November 2016

submitted on the PDP and provided evidence in opposition to the extent of the activities provided for within the notified Queenstown Airport Zone on that land that extends beyond the operative zone.

**7.3** Given the extent of the QAMUZ within the ODP, there has always been an expectation that commercial development might occur within the environs immediately surrounding the airport terminal building. However, as Mr Serjeant notes in his evidence in chief, there has not been a thorough assessment of the wider environment to support the extension of the zone.<sup>19</sup>

**7.4** QAC has provided plans by way of supplementary evidence which show the following information:<sup>20</sup>

- (a) The location and extent of the proposed Airport Zone for Queenstown;
- (b) The location and extent of airside areas within the proposed Airport Zone;
- (c) The extent of the Aerodrome Purposes Designation (Designation #2);
- (d) The location of obstacle limitation surfaces (Designation #4) and other CAA requirements that restrict the use of land within the Airport Zone; and
- (e) The location and extent of the adjoining Frankton Flats B Zone.

**7.5** As Figure 1 below depicts, aside from runways and areas for aircraft operations, the area of potentially developable land within the Airport Zone at Queenstown Airport is limited to the area to the north of the runway adjoining Frankton Flats B, an area to the northwest adjoining the Events Centre, and an area around the existing terminal building.

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<sup>19</sup> Refer to paragraphs 8.1 to 8.3 of Statement of Evidence of David Frederick Serjeant on behalf of Remarkables Park Limited and Queenstown Park Limited, dated 18 November 2016

<sup>20</sup> Memorandum of Counsel for Queenstown Airport Corporation Limited (Submitter 433 and Further Submitter 1340) Relating to Additional Information, Dated 6 December 2016.



**Figure 1:** Additional information provided in a Memorandum of Counsel for QAC, 6 December 2016

- 7.6** I consider that some of the concerns raised by RPL (807) in terms of an assessment of the changes within the context of the wider environs to have merit and that the activities that are provided for in the adjoining zones forms part of the existing environment.<sup>21</sup>
- 7.7** During the hearing, Mr Serjeant on behalf of RPL (807) described the four quadrants which are created by the runway dissecting the site and which have very different environments. Mr Serjeant was of the opinion that airport development needs to respect and respond to these four different environments. Additionally, Mr Serjeant at paragraph 6 of his summary of evidence notes that “the nature, extent and location of potential development, and the manner in which it will integrate with the wider environment is unclear.” Although further information has been provided by QAC, I agree that uncertainty remains as to how future development will integrate with adjoining zones.
- 7.8** In addition, I consider that many of the activities included within the definition of ‘Airport Related Activities’ could be significant trip generating activities, such as retail and commercial services. These activities could potentially generate traffic that has an impact on the surrounding road network and parking demand. This view is supported by Mr Serjeant who considers that the analysis of traffic generation provided within the s 32 evaluation was

<sup>21</sup> Refer to paragraph 7.14 of Statement of Evidence of David Frederick Serjeant on behalf of Remarkables Park Limited and Queenstown Park Limited, dated 18 November 2016.

insufficient.<sup>22</sup> In this regard, I agree with Mr Serjeant. For example, if the area north of the runway could be developed for an Airport Related Activity, access would potentially be from the Eastern Access Road or Grant Road. This was not addressed within the s 32 evaluation. As noted within Mr Serjeant's evidence in chief, without certainty regarding the nature and scale, location and access of future activities within the zone, "drawing any conclusion on transport-related effects is not possible."<sup>23</sup>

**7.9** Further I note that Policy 17.2.2.2 [Reply 17.2.3.2] seeks to manage adverse effects on amenity values arising from the on-going development, use and maintenance of Queenstown Airport. I consider that to give effect to this policy, without a comprehensive assessment, the extent of the zoning should be refined.

**7.10** Overall, my view is that the Queenstown Airport Zone provisions, so far as they have been amended in **Appendix 1** to this report provide for an appropriate scale and scope of activities in so far as they relate to the area subject to the operative QAMUZ. Although the extent of the zone is to be considered at the Mapping Hearing in 2017, due to the risks and uncertainties I have identified with the extent of zoning sought by QAC, my preliminary recommendation regarding the extent of the zone is that it is reduced to reflect the extent of the operative QAMUZ. The alternative is that if the extent of the zone is to remain as notified, more restrictive provisions apply to the additional 99 hectares of proposed Airport Zone land to ensure that unanticipated activities and effects do not occur.

## **8. MINIMUM PARKING REQUIREMENTS QUEENSTOWN AIRPORT**

**8.1** Mr Serjeant has provided some suggested amendments to Standard 17.5.9 [Reply 17.5.6] – Transportation to clarify that only those activities within, or within the immediate environs of the airport terminal are exempt from any minimum parking requirement. I agree with this recommended change which I have included within the Revised Chapter attached as **Appendix 1**. I have included an evaluation of these changes pursuant to s32AA of the RMA at **Appendix 2**. I consider that scope to make these changes is provided by

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<sup>22</sup> Refer to paragraphs 6.12 to 6.16 of Statement of Evidence of David Frederick Serjeant on behalf of Remarkables Park Limited and Queenstown Park Limited, dated 18 November 2016.

<sup>23</sup> Refer to paragraph 6.14 on page 14 of the Statement of Evidence of David Frederic Serjeant on behalf of Remarkables Park Limited and Queenstown Park Limited, dated 18 November 2016

RPL's submission which requested that the operative QAMUZ remain, which is limited to the area surrounding the terminal building.

**8.2** Mr Serjeant has also suggested that activities outside of the immediate environs of the airport terminal should have the same minimum parking requirement as that applied to Frankton Flats B Zone. However, I consider that all minimum parking requirements should be contained in one District-Wide Chapter. Further, Chapter 14 – Transportation of the ODP forms Stage 2 of the District Plan Review when a comprehensive assessment of parking demand and need for different trip generating activities will be addressed. I am of the view that minimum parking requirements for activities within the Airport Zone should be addressed at this time.

## **9. NOISE LIMITS**

**9.1** As discussed in my summary of evidence, the evidence provided by Mr Hunt<sup>24</sup> and Mr Day,<sup>25</sup> and the summary of evidence provided by Dr Chiles, address the fact that the noise limits for Queenstown Airport are inconsistent with the general noise limits that apply to other zones within the PDP.

**9.2** The noise limits applying to sound from land based activities in the Queenstown Airport Zone received in neighbouring zones differ from other zone noise limits. The parameters set out in Reply Rule 36.5.16 define daytime and night time noise limits as follows:

*Daytime (0700 to 2200 hrs) 55 dB  $L_{Aeq} (15 min)$*

*Night-time (2200 to 0700 hrs) 45 dB  $L_{Aeq} (15 min)$  75 dB  $L_{AFmax}$*

**9.3** These limits are inconsistent with the daytime and night time hours applying to other zones which for the surrounding zones (Rural, Low Density Residential, Frankton Flats B) are as follows:

*Daytime (0800h to 2000h) 50 dB  $L_{Aeq} (15 min)$*

*Night-time (2000h to 0800h) 40 dB  $L_{Aeq} (15 min)$  75 dB  $L_{AFmax}$*

**9.4** On the other hand, higher noise limits apply to activities within Activity Areas D, E1 and E2 of the Frankton Flats B Zone. Zone Standard 12.20.6.2xxvi(b) reads as follows:

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<sup>24</sup> Mr Hunt's evidence at paragraph 48.

<sup>25</sup> Mr Day's evidence at paragraphs 26-31.

*In Activity Areas D, E1 and E2 activities shall be so conducted that the following noise limits are not exceeded at the boundary with Activity Area C2:*

- i. Daytime (0800-2000 hrs) 65 dBA  $L_{10}$*
- ii. Night-time (2000-0800 hrs) 65 dBA  $L_{10}$  and 70 dBA  $L_{max}$ .*

**9.5** The noise limits for all non-residential activities within all activities contained within the Remarkables Park Zone are closer to, although not entirely consistent with the noise limits stipulated within Reply Rule 36.5.16 for the Queenstown Airport Zone. Within Activity Area 8 of the Remarkables Park Zone, Operative Rule 12.11.5.2iii(a) states:

*In Activity Areas 2a, 3, 4, 5, 6, 7 and 8, non-residential activities may be conducted within the following noise limits so long as they are not exceeded at any point within the boundary of any other site within Activity Areas 2a, 3, 4, 5, 6, 7 and 8:*

*Daytime (0700-2200 hrs) 60 dBA  $L_{10}$*   
*Night-time (2200-0700 hrs) 50 dBA  $L_{10}$  and 70 dBA  $L_{max}$*

**9.6** As set out in paragraph 9(d) of his summary of evidence, Dr Chiles agrees with Mr Hunt (and disagrees with Mr Day) that the differences from other zone noise limits are not justified. However, given this discrepancy exists within the ODP provisions and no submissions were received highlighting concern, I accept that there may not be scope to amend the rule.

**9.7** I note that Mr Kyle has also recommended a consequential amendment be made to Reply Rule 36.5.3 relating to noise limits within the Airport Zone. There is no noise limit for sound received in the Queenstown Airport Mixed Use Zone, which Mr Kyle recommends be changed to refer to 'Airport Zone'. A consequence of this change will be that no noise limits will apply to sound received in the Wanaka Airport Zone. Currently, noise limits received at Wanaka Airport are those applying to the Rural Zone being 50 dB  $L_{Aeq (15min)}$  during the day (0800h to 2000h) and 40 dB  $L_{Aeq (15min)}$  or 75 dB  $L_{AFmax}$  during the night (2000h to 0800h). Given Activities Sensitive to Aircraft Noise (**ASAN**) are prohibited within this zone (Reply Rule 17.4.25), I support this recommendation. I consider that scope is provided by QAC's submission on Wanaka Airport.

## 10. BUILT FORM AND URBAN DESIGN

- 10.1** The planning evidence provided by Mr Serjeant on behalf of RPL raises concern regarding urban design matters for buildings within the extended Queenstown Airport Zone. He considers development controls to be minimalist (paraphrased).<sup>26</sup>
- 10.2** I agree with the statement outlined in at paragraphs 6.18 and 6.19 of Mr Serjeant's evidence in chief including: "there has been no analysis of the macro scale urban design matters that were extensively interrogated during Plan Change 19, including road access and interconnectivity of different activity areas, and view shafts".<sup>27</sup>
- 10.3** I note that both QAC (433) and RPL (807) recommend the inclusion of an additional controlled activity rule for all new buildings at Queenstown Airport. I have recommended a rule to this effect at **Appendix 1** within Table 1 [Reply Rule 17.4.4], with control being limited to matters such as design and appearance of buildings, effects on visual amenity, parking provision, landscaping, and location. I consider that scope to make this recommended change is provided by RPL's submission (807) requesting that the operative QAMUZ remain. Rule 6.2.3.2i within the ODP provides control over the addition, alteration and construction of all buildings, with control being limited to location and external appearance. Objectives and Policies contained within Part 6.1.3 of the ODP seek to provide for airport related activities while maintaining the environmental quality of the area, which RPL seeks be retained. I consider the additional matters of control align with this existing objective, associated policies and rule. I have included an evaluation of these changes pursuant to s32AA of the RMA at **Appendix 2**.

## 11. VISITOR ACCOMMODATION

- 11.1** The notified chapter lists Visitor Accommodation as 'Airport Related Activity' at Queenstown Airport. Accordingly, Rule 17.4.1 provided for Visitor Accommodation as a permitted activity. Standard 17.5.8 provided permitted activity standards for Visitor Accommodation with the non-compliance status being non-complying.

<sup>26</sup> Refer to paragraph 6.14 on page 18 of the Statement of Evidence of David Frederic Serjeant on behalf of Remarkables Park Limited and Queenstown Park Limited, dated 18 November 2016

<sup>27</sup> Refer to paragraph 6.18 and 6.19 on pages 15 and 16 of the Statement of Evidence of David Frederic Serjeant on behalf of Remarkables Park Limited and Queenstown Park Limited, dated 18 November 2016

**11.2** In my summary of evidence I recommended that additional controls be imposed on Visitor Accommodation at Queenstown Airport. However, during the hearing of planning evidence presented by Mr Kyle on behalf of QAC (433), the Panel raised the question of whether allowing Visitor Accommodation within the Airport Zone was inconsistent with some of the objectives and policies contained elsewhere within the ODP, which explicitly seek to exclude noise sensitive activities, such as Visitor Accommodation, from being located within the OCB and ANB. I have identified the following objectives and policies within the ODP as being relevant:

**Part 12 - Remarkables Park Zone:**

**11.3** Policies 4 and 5 under Objective 1 of the Remarkables Park Zone provisions state:

*4 To ensure that development takes place in a manner complementary to the operational capability of Queenstown Airport.*

*5 To establish a buffer between the airport and noise sensitive activities in the Remarkables Park Zone.*

**11.4** Objective 2 and Policy 4 state of the Remarkables Park Zone provisions state:

*Objective 2: Development Form Urban development in a form which protects and enhances the surrounding landscape and natural resources.*

*4 To provide for a number of identified Activity Areas within the Structure Plan as follows:*

*Activity Area 8:*

- To enable the establishment of activities of a rural/recreational nature, infrastructural utilities and parking, which are not sensitive to nearby airport operations.*

**11.5** The description of AA8 states:

***Activity Area 8 - Northern Perimeter Area***

*This is a significant “buffer” area of land adjacent to the Queenstown Airport. It is suitable for development for rural, recreational, infrastructural and parking facilities not of a noise sensitive nature. Much of it falls in close proximity to the airport and within*

*higher noise control areas. As such residential activities, visitor accommodation and community activities are prohibited in this area within the Outer Control Boundary.*

- 11.6** I have reviewed the rules of the RPZ. Residential, Visitor Accommodation and community activities (i.e. ASAN) within the light grey shaded area indicated on Figure 2 – Airport Measures is prohibited. This light grey shaded area correlates with the OCB.

**Frankton Flats B Zone:**

- 11.7** Adjoining the Notified AMUZ is the Frankton Flats B Zone (**FFBZ**) which contains the following policies:

*7.3 To ensure that Activities Sensitive to Aircraft Noise only occur outside the Queenstown Airport Outer Control Boundary.*

*8.3 To ensure that Activities Sensitive to Aircraft Noise only occur outside the Queenstown Airport Outer Control Boundary.*

*11.4 To exclude activities that conflict with the intended function of this Activity Area such as those involving a high percentage of building coverage, small lot sizes, generate reverse sensitivity effects or which would otherwise not be appropriate in close proximity to the Airport (including residential and visitor accommodation).*

- 11.8** In addition, Policy 10.5 of Activity Area D of the FFBZ (which adjoins the Notified AMUZ) states:

*10.5 To ensure that Activities Sensitive to Aircraft Noise are not located within the Outer Control Boundary*

- 11.9** I have reviewed the rules of the FFBZ and confirm, that Visitor Accommodation within the OCB within FFBZ has a prohibited activity status

**Low Density Residential Zone**

- 11.10** I note that the provisions relating to Visitor Accommodation within the LDRZ were withdrawn from the PDP by Council resolution on 23 October 2015, and are therefore not shown in the Revised Chapter for this zone. The provision for Visitor Accommodation in LDRZ will form part of Stage 2 of the PDP.

## Rural Zone

- 11.1 The exclusion of ASANs within the OCB on rural zoned land to avoid reverse sensitivity effects was included within the Council's reply for Chapter 21 – Rural Zone. The relevant Objectives and Policies contained within this reply include:

Note: (*Purple underlined* text for additions and *purple strike-through* text for deletions, Working Draft in response to the Panel's Fourth Procedural Minute, dated 13 April 2016. *Red underlined* text for additions and *red strike-through* text for deletions, Appendix 1 to Craig Barr's Right of Reply, dated 3 June 2016).

**21.2.7 Objective - An area ~~to contain~~ is retained Retention of an area containing that excludes activities that are ~~not~~ sensitive to aircraft noise, is retained within an airport's Outer Control Boundary, to act as a buffer between airports and Activities Sensitive to Aircraft Noise.**

### Policies

- 21.2.7.1 *Prohibit all new Activity Sensitive to Aircraft Noise (ASAN) on rural zoned land within the Outer Control Boundary (OCB) at Queenstown Airport and Wanaka Airport to avoid adverse effects arising from aircraft operations on future Activity Sensitive to Aircraft Noise (ASAN).*
- 21.2.7.4 *Require as necessary mechanical ventilation for any alterations or additions to Critical Listening Environment within any existing buildings containing an Activity Sensitive to Aircraft Noise within the Queenstown Airport Outer Control Boundary and require sound insulation and mechanical ventilation for any alterations or additions to Critical Listening Environment within any existing buildings containing an Activity Sensitive to Aircraft Noise within the Queenstown Airport Air Noise Boundary.*
- 11.2 Reply Rule 21.4.28 prohibits any ASAN within the OCB at Queenstown Airport and gives effect to these policies and objective.
- 11.3 I agree with the Panel that there will be an inconsistency created within the District Plan to allow Visitor Accommodation inside the Queenstown Airport Zone, despite the acoustic mitigation measures proposed.
- 11.4 Further, I note that in his summary of evidence, Mr Day clarified that in his opinion, short stay Visitor Accommodation was not as noise sensitive as long stay Visitor Accommodation because of "(i) visitor expectation of aircraft noise,

(ii) the short duration of noise exposure and (iii) no outdoor areas for high noise exposure.”<sup>28</sup> To ensure that Visitor Accommodation is short term and therefore align with Mr Day’s views, QAC suggest limiting the duration of stay to three nights (one night more than recommended by Mr Day). As outlined at paragraph 47 of the evidence provided by Ms Tregidga<sup>29</sup>, QAC considered that *“a three night maximum stay is also necessary and appropriate to accommodate weekend visitors from Australia, who typically arrive and depart on late/early flights”*.

**11.5** I consider this approach gives rise to many uncertainties. Unlike elsewhere in the country, Queenstown Airport is easily accessible from the Queenstown Town Centre (approximately 8km distance) or recreational destinations such as Coronet Peak and Remarkables Ski Areas. Additionally, the increasing demand for visitor accommodation options elsewhere in town at present could result in airport accommodation being an attractive option for visitors to base themselves from.

**11.6** I therefore consider that providing Visitor Accommodation in order to cater for “transiting or short stay visitors, as well as delayed passengers and overnighing airline crew, who may require accommodation at short notice” cannot be ensured. Given activities located within the ‘immediate terminal environs’ are exempt from a minimum provision of parking, unintended adverse effects could also arise, for example from a reliance on private vehicle use and no onsite carparking provision. Additionally, I agree with Mr Serjeant that Visitor Accommodation is provided for within adjoining zones outside of the OCB (e.g. in AA6 of the RPZ) being easily accessible from the Airport.

**11.7** On balance, although I consider that adverse noise effects can be appropriately mitigated, providing for Visitor Accommodation as a permitted activity within the Airport Zone at Queenstown could give rise to adverse effects that have not been appropriately assessed and would be inconsistent with Objectives, Policies and rules contained within both the Airport Zone Chapter and other chapters of the ODP. For these reasons, I recommend to the Panel that the submission received from RPL (807) be accepted and that Visitor Accommodation to retain its ODP prohibited activity status. I have included this recommendation within the Revised Chapter at **Appendix 1**. I

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<sup>28</sup> Refer to paragraph 19 of Summary of Evidence of Christopher Day (Submitter 433 and Further Submitter 1340), dated 1 December 2016.

<sup>29</sup> Evidence of Rachel Tregidga for Queenstown Airport Corporation Limited (Submitter 433 and Further Submitter 1340), dated 18 November 2016.

have evaluated this change under s32AA of the RMA which is attached as **Appendix 2** to this report.

## **12. NON REGULATORY METHODS**

**12.1** Rule 17.7 lists the non-regulatory methods that apply to the Airport Zone which include the promotion of good urban design and form, and the requirement for QAC to prepare an urban design guideline for the Airport Zone to promote built form and character which maintains the Airport and its surrounds an attractive gateway to the District.

**12.2** I acknowledge that these non-regulatory methods do not compel QAC to adhere to the preparation of urban design guidelines. I was asked at the hearing whether such guidelines would be incorporated into the District Plan by reference, as is the case with design guidelines relevant to other zones. I note that, as the guidelines have not been developed yet, they have not yet been incorporated by reference.

**12.3** At Parts 5 and 10 of this report I have recommended a number of changes to the provisions including additional matters of discretion and the inclusion of a controlled activity status for all buildings. I have also recommended that when considered at the Mapping Hearing, the extent of the zone or the activities provided for be refined to. Given these recommendations, I consider that the need for these non-regulatory provisions is somewhat diminished. However, I recommend their retention in order to guide consent planners as to the appropriateness of information included within an application for consent.

## **13. SIGNS**

**13.1** As outlined at paragraph 8.7 of my s42A report, Standard 17.5.10 relating to signs could benefit from some drafting improvements, reading as an activity rather than a standard. However, I noted that I had not identified a submission to provide scope for this change.

**13.2** Upon the hearing of the evidence of Mr Kyle for QAC I now consider such improvements would be non-substantive. Accordingly, I have recommended such changes in the revised chapter at **Appendix 1**.

## 14. WANAKA AIRPORT

### Nature and Scale of Airport Related Activities

- 14.1** Both Ms Rachel Tregidga and Mr Kyle on behalf of QAC (433) have filed evidence which seeks to remove the standards I have recommended within the Revised Chapter appended to my s42A report limiting the size of commercial Airport Related Activities within the Wanaka Airport Zone (Redrafted Standards 17.5.13 [Reply 17.5.10] and 17.5.14).
- 14.2** As outlined at paragraph 12 of my summary of evidence, when providing these recommended provisions, I misunderstood Mr Tim Heath's economic evidence. It was subsequently clarified that the thresholds provided by Mr Heath and included within the recommended Revised Chapter were to apply to non-aviation and non-ancillary commercial activities.
- 14.3** Regardless of this misunderstanding, given the broad definition of 'Airport Related Activities', I remain of the opinion that some parameters should be imposed to limit the nature and scale of commercial activity that meets the definition of 'Airport Related'. I acknowledge that the maximum gross floor area for Airport Related Activities of 1000m<sup>2</sup> is already exceeded by existing activities as outlined at paragraph 14 of my summary of evidence. Accordingly, I recommend that proposed rule 17.5.14 be removed.
- 14.4** However, I retain my view that the 100m<sup>2</sup> gross floor area threshold for Airport Related Activities be retained. This restriction is further supported when considering the summary of evidence provided by Ms Tregidga. At paragraph 13 of Ms Tregidga's summary of evidence, reference is made to a strategic review of Wanaka Airport undertaken by Astral Limited dated 20 April 2016 (**Astral Report**). To assist the Panel, I attach this document as **Appendix 3** to this report.
- 14.5** The Astral Report outlines the role of Wanaka Airport and identifies the increasing importance of scientific aviation activities, such as the NASA balloon programme, at Wanaka Airport. The Astral Report also identifies that the existing commercial area of the Airport is constrained. In particular, it is noted on page 3 of this report that although the airport has land on the north side of the runway targeted for hangar development in the 2008 Master Plan, Astral Limited do not consider this an ideal location for expansion. Rather,

they have recommended that land on the south side of the runway and west of the existing commercial area, currently owned by D J Pittaway and W T Cooney, to be preferable for future development and expansion of the Airport Zone. As outlined at the top of page 4 of the Astral Report, “its acquisition by the airport would provide nearly 40ha of flat land ideal for commercial development once zoning issues are addressed”. Additionally, the bottom of page 26 of the Astral Report states “it is very difficult to gather significant revenue from general aviation operations...”.

- 14.6** In addition to the Pittaway land identified in the Astral Report, I understand that QAC has recently become the registered proprietor of two pieces of land adjoining the Wanaka Airport as highlighted in Figure 2 below. The historical title showing the transfer of the land to QAC is attached to this report at **Appendix 5**.



**Figure 2: Land surrounding Wanaka Airport recently purchased by QAC (shown in blue outline, extent of Wanaka Airport land outlined in yellow)**

- 14.7** Although not included in the extent of the Wanaka Airport Zone which is congruent with the area of land covered by Designation #64, in the future, the Pittaway land and the land shown on Figure 2 above, could be the location for siting new and expanded facilities if the zone or designation is extended. Coupled with the conclusions of the Astral Report and Ms Tregidga’s evidence regarding diversifying the range of income sources, I consider that limitations

should be established on floor area to ensure that Airport Related Activities are legitimately ancillary to Airport Activities.

- 14.8** Mr Heath in his summary of evidence acknowledges that there are important locational differences between the Wanaka and Queenstown Airports that require consideration. As summarised by Mr Heath at paragraph 19 of his summary of evidence, “Wanaka is located in a more isolated rural environment some distance from the urban area of Wanaka. This results in the source of commercial demand at Wanaka Airport being more distant than that of the Queenstown Airport. As such, demand for non-aviation commercial activity at Wanaka Airport is likely to be very low and simply reflect the demand generated by localised airport business activity”.
- 14.9** Considering the locational differences between Wanaka and Queenstown, Mr Heath considers that some flexibility for small scale retail, commercial service or office to support Wanaka Airport’s operations and employment base should be provided.
- 14.10** After reviewing the evidence provided by Ms Tregidga and Mr Kyle on behalf of QAC, Mr Heath considers that not including any provisions within the policy framework to limit the nature and scale of activities at Wanaka Airport to be “a high risk strategy for Council” in relation to non-aviation, non-ancillary activities. In Mr Heath’s experience, which is supported by the evidence provided by Ms Tregidga, Airports around the country seek alternative means to make year on year returns and improve financial performance.<sup>30</sup>
- 14.11** I accept Mr Heath’s evidence and retain my view that some parameters should remain to limit the nature and scale of ‘Airport Related Activities’ at Wanaka Airport. However, given the inefficiencies arising from Redrafted Rule 17.5.14, I agree that this standard should be removed.

### **Temporary Air Shows**

- 14.12** As noted at paragraph [9] of my summary of evidence, in its submission, QAC (433) requested a specific rule providing for temporary air shows at Wanaka Airport.

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<sup>30</sup> As identified by Mr Heath, “retail and commercial office activity is a proven way of delivering increased commercial and shareholder returns”.

- 14.13** I recommend that air shows be provided for under the Reply Rule 17.4.20 as a permitted activity. I agree with Mr Kyle in terms of imposing parameters around the nature and scale of air show events such as Warbirds over Wanaka.
- 14.14** The standards included within Reply Rule 17.5.12 relate to the duration of the air show, hours of operation and reporting requirements. In addition to the standards offered by Mr Kyle, I have included the requirement for a Traffic Management Plan to be submitted to address vehicle and pedestrian movements, public transport, parking and management of adverse effects on the State Highway. I consider that these standards will help manage the scale, intensity of the event and any impacts of the event off site.
- 14.15** However, I note that the hours of operation suggested by Mr Kyle are inconsistent with the hours of operation of Reply Rule 35.4.6 for temporary events elsewhere in the District. Rule 35.4.6 identifies the hours of operation as being between 0800 and 2000. Set up and pack down outside of these hours is permitted. I have recommended a consistent approach within Reply Rule 17.5.12.
- 14.16** I also agree with Mr Kyle's recommendation that Air Shows should be exempt from the Noise Standards contained within Chapter 36 given such matters as their limited duration and contribution to the economic wellbeing of the District.
- 14.17** I have included Reply Rule 17.5.12 within the Revised Chapter at **Appendix 1**. I have evaluated this change under s32AA of the RMA which is attached as **Appendix 2** to this report.

#### **Jeremy Bell Investments Limited**

- 14.18** Jeremy Bell Investments Limited (**JBIL**) provided legal submissions at the hearing on the Airport Chapter that JBIL own land opposite the Wanaka Airport, which they seek be rezoned and included within the Wanaka Airport Zone. This matter will be addressed at the Mapping Hearing in 2017.
- 14.19** I note that JBIL consider the proposed policy framework for Wanaka Airport to have been "cast too tightly". JBIL consider that the existing environment includes attractions for tourists and visitors to the region, including the Have a Shot activity on JBIL's land. I do not consider this activity to have a

relationship with the airport or fall within the definition of 'Airport Related Activity' which the zone seeks to provide for. These include activities that support aircraft passengers and workers within the zone, rather than tourists who would be attracted to the zone by destination activities, other than those that already exist, and which have been provided for (e.g. the Warbirds on Wheels Museum). I agree that tourist activities that are aviation related should be provided for within the Airport Zone at Wanaka. However, for the reasons discussed above, I do not accept that the Airport Zone should provide for other tourism ventures that have no relationship to Airport Activities.

### **Wholesaling**

**14.20** Reply Rule 17.4.24 identifies 'Wholesaling or Commercial Storage Activity' as a non-complying activity within Table 1 for Wanaka Airport. During the hearing, I was asked whether there is a need for this rule given there is a default non-complying activity status for any activity not listed in Table 1 for Wanaka Airport, as specified by Reply Rule 17.4.15. Although Reply Rule 17.4.15 provides a default status, on reflection, I am of the opinion that the inclusion of Reply Rule 17.4.24 removes any debate or argument as to whether wholesaling activity is anticipated at Wanaka Airport. As such, I am of the opinion that this rule should remain included, as shown in the Revised Chapter at **Appendix 1**.

### **Prohibited Activities**

**14.21** Within the Revised Chapter appended to my s 42A report, I included a number of activities with Prohibited Status at Redraft Rules 17.4.17 – 17.4.23 within Table 1 for Wanaka Airport.

**14.22** In his evidence for QAC, Mr Kyle identified that notified Chapter 21 Rural contains Rule 21.4.28, which makes any new Activity Sensitive to Aircraft Noise (**ASAN**) or new building platform to be used for an ASAN, within the Outer Control Boundary of Wanaka Airport, a prohibited activity.

**14.23** Mr Kyle recommended that Redraft Rules 17.4.21 - 17.4.23 be drafted in a manner similar to Rule 21.4.28.<sup>31</sup> I agree that it is appropriate to include Rule 17.4.25 in place of redraft Rules 17.4.21 - 17.4.23, and have included Reply

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<sup>31</sup> Evidence of Mr John Kyle for the Queenstown Airport Corporation Limited, dated 18 November 2016 at paragraph [6.36].

Rule 17.4.25 at **Appendix 1**. I have evaluated this change under s32AA of the RMA which is attached as **Appendix 2** to this report.

- 14.24** With the exception of the provision for aviation related community activities which include police stations, fire stations, medical facilities and education facilities (as they are included within the definition of 'Airport Related Activity'), Reply Rule 17.4.25 is consistent with Rule 21.4.28 in the Rural Zone prohibiting new building platforms and activities within the OCB.
- 14.25** Reply Rules Redraft Rules 17.4.17 – 17.4.20 [Reply 17.4.26 – 17.4.29] identify activities such as forestry, factory farming, mining and any activity requiring an Offensive Trade Licence under the Health Act 1956 as prohibited. Although there are no rules within the notified Rural Zone which are consistent with these recommended rules, I am of the view that scope for their inclusion is provided by QAC's submission (433) because the types of activities being prohibited by Reply Rules 17.4.26 – 17.4.29 are fundamentally at odds with the function of an airport. As such, I have retained these prohibited activity rules within the Revised Chapter attached at **Appendix 1**.

#### **Minimum building setback**

- 14.26** In order to be consistent with Rules 17.5.2 and 17.5.3 for Queenstown, I have recommended that additional matters of discretion are included for Revised Rule 17.5.10 [Reply Rule 17.5.7] in relation to minimum building setback and Revised Rule 17.5.11 [Reply Rule 17.5.8] in relation to maximum building height at **Appendix 1**. These additional matters of discretion relate to dominance and effects on adjacent properties, amenity of the surrounding area, access to sunlight and views of Outstanding Natural Features and Landscapes. I have evaluated this change under s32AA of the RMA which is attached as **Appendix 2** to this report.

#### **Buildings for Airport or Airport Related Activities**

- 14.27** In the Revised Chapter attached at **Appendix 1**, I have recommended a change to the matters of control as they relate to buildings for Airport or Airport Related Activities at Wanaka Airport [Reply Rule 17.4.22]. Within the Revised Chapter appended to the s42A report, control was reserved to "the effects on visual amenity when viewed from the zone boundary. However, on reflection,

when read literally, control can only be exercised from the location of the zone boundary. The intent of this matter of control is to have control over the effects on visual amenity from beyond the Airport Zone given the surrounding Rural zoned land. I have recommended that this matter of control be reworded to clarify that it is effects on visual amenity when viewed from beyond the Airport Zone that is being assessed. Scope for this change is provided by the Submission of QAC on Wanaka Airport.

## **15. CONCLUSION**

**15.1** Overall, I consider that the revised chapter as set out in **Appendix 1** is the most appropriate way to meet the purpose of the RMA.



Rebecca Dawn Holden  
Senior Planner

**13 December 2016**

**APPENDIX 1**  
**17 AIRPORT ZONE CHAPTER**

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

## Key:

Recommended changes to notified chapter are shown in red underlined text for additions and ~~red strike through~~ text for deletions, Appendix 1 to Right of Reply, dated 13 December 2016.

Recommend changes to notified chapter are shown in underlined text for additions and ~~strike through text~~ for deletions. Appendix 1 to s42A report, dated 2 November 2016.

## 17 Queenstown Airport Mixed Use Zone

**Comment [RH1]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

### 17.1 Zone Purpose

The purpose the Airport Zone is to provide for a range of airport and airport related activities at Queenstown and Wanaka Airports and to recognise the unique role of the airports in providing for the social and economic wellbeing of the community.

**Comment [RH2]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

Queenstown Airport provides facilities for the transportation of people and freight and is a key asset to the District in terms of supporting the tourism industry and the needs of local and business travellers. ~~Queenstown The~~ Airport acts as an important gateway into the District and facilitates access and economic activity in the local and broader regional economies.

**Comment [SG3]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

~~Queenstown The~~ Airport's main function is for domestic and international scheduled passenger movements as well as freight. ~~The Queenstown~~ Airport is recognised as a nationally significant asset in the light of its significant contribution to the tourism industry. Queenstown Airport also provides facilities and infrastructure for helicopter, flightseeing and general aviation operations. It is also a critical provider of emergency services and is a lifeline utility under the Civil Defence Emergency Management Act 2002.

**Comment [SG4]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

**Comment [SG5]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

International tourism is New Zealand's largest foreign exchange earner and the Queenstown Lakes District tourism industry is heavily reliant on air transport. ~~Queenstown Airport The airport~~ is a significant source of employment for the District.

**Comment [SG6]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

Wanaka Airport is Regionally Significant Infrastructure to the District and is an important commercial and recreational aviation hub for the Upper Clutha. Wanaka Airport ~~has capacity for commercial passenger flights and flights through until 10pm at night and, as such, the Airport~~ may one day accommodate scheduled and chartered air transport services.

**Comment [RH7]:** 433 (QAC) 13.12.16

**Comment [RH8]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

**Comment [RH9]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

The Airport ~~Mixed Use~~ Zone applies to all land used for airport and airport-related activities at Queenstown ~~and Wanaka~~ Airports. The Zone rules apply a range of performance standards to manage the effects of land uses carried out at the Airports on amenity values.

The objective and provisions for Queenstown Airport promote a wide range of activities and reflect the location of Queenstown Airport within the Queenstown Urban Growth Boundary. The objectives and provisions for Wanaka Airport reflect the more remote location of Wanaka Airport outside of the Wanaka Urban Growth Boundary and seek to avoid adverse effects from inappropriate commercial activities locating at the Airport. The strategic importance to the District of both airports and the finite nature of the land resource for both airports is also recognised in the Airport Zone provisions.

**Comment [CB10]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

## 17.2 Objectives and Policies

**17.2.1 Objective – Queenstown Airport, is maintained recognised as as nationally significant infrastructure, and a-generates of of nationally and regionally significant economic, social and cultural benefits.**

### Policies

**17.2.1.1 Airport activities are enabled, provided Provide for these aviation activities necessary Airport Activities to enable Queenstown Airport can to operate in a safe and efficient manner.**

**17.2.1.2 Provide for a range of Aairport Rrelated service, business, industrial and commercial activity-aActivities to support or complement the functioning of Queenstown Airport.**

**17.2.1.3 Zone sufficient land to meet the foreseeable future requirements of activities that support or complement the functioning of Queenstown Airport.**

**17.2.1.43 Promote the use of walking, cycling and public transport services and infrastructure to support or complement the functioning of Queenstown Airport.**

**17.2.2 Objective – At Wanaka Airport, Airport Activities and Airport Related Activities support the essential functioning of aviation activities.**

### Policies

**17.2.2.1 Airport Activities which are core to the safe and efficient operation of Wanaka Airport are enabled and provided for.**

**17.2.2.2 Ensure land uses including Airport Related Activities have a legitimate relationship with Airport Activities and are only allowed where they are of a size (either individually or cumulatively) that:**

- a. is ancillary to and support part of the operation of an Airport Activity; and
- b. do not adversely affect the key local service and employment function of Wanaka Town Centre or other commercially zoned areas within the District.

**17.2.2.3 Only allow retail and food and beverage facilities which are designed and operated and of a nature, scale and intensity to service visitors, passengers or workers engaged in or associated with Airport Activities or Airport Related Activities within the Wanaka Airport zone, and are unlikely to attract significant patronage outside of this purpose.**

**17.2.2.4 Ensure buildings and activities are adequately serviced with a water supply for fire-fighting purposes as well as provision of potable water, sewage treatment and disposal.**

**17.2.23 Objective – Provision for the requirements of Airport Activities and Airport Related Activities are provided for at Queenstown and Wanaka Airports while is balanced with achieving maintaining an acceptable level of amenity for noise, and high levels of general amenity for those using the airports and for those residing on neighbouring land.**

### Policies

**17.2.2.417.2.3.1 Maintain Queenstown Airport as a memorable and attractive gateway to the District.**

- Comment [RH11]:** Fourth Procedural Minute
- Comment [RH12]:** 768 (Z Energy Ltd, BP Oil NZ Ltd and Mobil Oil NZ Ltd) 2.11.16
- Comment [RH13]:** Fourth Procedural Minute.  
Scope provided by 768 (Z Energy Ltd, BP Oil NZ Ltd and Mobil Oil NZ Ltd).  
13.12.16
- Comment [RH14]:** 768 (Z Energy Ltd, BP Oil NZ Ltd and Mobil Oil NZ Ltd) 2.11.16
- Comment [RH15]:** This has been reinserted as notified 13.12.16
- Comment [SG16]:** 807 (RPL) 2.11.16
- Comment [RH17]:** Clarification 2.11.16
- Comment [RH18]:** Fourth Procedural Minute
- Comment [RH19]:** This has been reinserted as notified 13.12.16
- Comment [RH20]:** This has been reinserted as notified 13.12.16
- Comment [RH21]:** 768 (Z Energy Ltd, BP Oil NZ Ltd and Mobil Oil NZ Ltd) 13.13.16
- Comment [RH22]:** 807 (RPL) 13.12.16
- Comment [RH23]:** 798 (ORC) 2.11.16
- Comment [RH24]:** Minute dated 16.6.16. Scope provided by 433 (QAC)
- Comment [RH25]:** Minute dated 16.6.16. Scope provided by 433 (QAC)
- Comment [RH26]:** Minute dated 16.6.16. Scope provided by 433 (QAC)
- Comment [RH27]:** Minute dated 16.6.16. Scope provided by 433 (QAC)
- Comment [RH28]:** Minute dated 16.6.16. Scope provided by 433 (QAC)
- Comment [RH29]:** Minute dated 16.6.16. Scope provided by 433 (QAC)
- Comment [RH30]:** 807 (RPL) 13.12.16

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

17.2.2.2.3.2 Manage adverse effects on amenity values arising from the on-going development, use and maintenance of Queenstown and Wanaka Airports.

**Comment [SG31]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

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

**Comment [RH32]:** 768 (Z Energy Ltd, BP Oil NZ Ltd and Mobil Oil NZ Ltd) 2.11.16

**Comment [SG33]:** 433 (QAC) 13.12.16

## 17.3 Other Provisions and Rules

### 17.3.1 District Wide

Attention is drawn to the following District Wide chapters. All provisions referred to are within Stage 1 of the Proposed District Plan, unless marked as Operative District Plan (ODP).

**Comment [RH34]:** Changes to this section made for consistency with other chapters. Plan guidance only, no change in substance.

1 Introduction	2 Definitions	3 Strategic Direction
4 Urban Development	5 Tangata Whenua	24 Signs (18 Operative DP)
25 Earthworks (22 Operative- <del>DP</del> )	27 Subdivision 26 Historic Heritage	28 Natural Hazards 27 Subdivision
29 Transport (ODP) 28 Natural Hazards	30 Utilities and Renewable Energy 29 Transport (14 Operative)	31 Hazardous Substances (ODP) 30 Energy and Utilities
35 Temporary Activities and Relocated Buildings 31 Hazardous Substances (16 Operative)	36 Noise 32 Protected Trees	37 Designations 35 Temporary Activities and Relocated Buildings
Planning Maps 36 Noise	37 Designations	Planning Maps

### 17.3.2 District Wide Clarification

Advice Notes:

**Comment [SG35]:** Clarification 2.11.16

17.3.2.1 A permitted activity must comply with all the rules listed in the activity and standards tables.

**Comment [SG36]:** 383 (QLDC) 2.11.16

17.3.2.2 Where an activity does not comply with a Standard listed in the Standards table, the activity status identified by the 'Non-Compliance Status' column shall apply. Where an activity breaches more than one Standard, the most restrictive status shall apply to the Activity.

17.3.2.3 Rules 17.4.1 to 17.4.914 and the standards contained in Table 2 apply to Queenstown Airport. Rules 17.4.1015 to 17.4.2329 and the standards contained in Table 3 apply to Wanaka Airport.

**Comment [RH37]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

17.3.2.4 In addition to these rules, any person wishing to undertake an activity within the Aerodrome Purposes designation at Queenstown or Wanaka Airport must obtain the written approval of the requiring authority, in accordance with section 176 of the Resource Management Act 1991.

**Comment [RH38]:** Clarification 2.11.16

17.3.2.5 The following abbreviations are used within this Chapter.

Queenstown Lakes District Council Proposed District Plan 2015, Right of Reply, Appendix 1

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# QUEENSTOWN AIRPORT MIXED USE ZONE 17

P	Permitted	C	Controlled
RD	Restricted Discretionary	D	Discretionary
NC	Non Complying	PR	Prohibited

General Rules:

17.3.2.6 For Airport Activities at Queenstown and Wanaka Airports, including the Queenstown Airport Corporation as Network Utility Operator, the Airport Zone (Chapter 17) shall prevail over the Energy and Utilities Chapter (Chapter 30).

17.3.2.7 Chapter 16 Hazardous Substances of the Operative District Plan does not apply to the Airport Zone).

**Comment [RH39]:** Minute dated 16.6.16. Scope provided by 433 (QAC) 13.12.16

**Comment [RH40]:** 433 (QAC)  
Consequential change in accordance with Council's Reply Recommended Chapter 30 Energy and Utilities (Recommended General Rule 30.3.3.4) 2.11.16

**Comment [RH41]:** Moved from Notified Rule 17.5.7. 433 (QAC) 13.12.16

**Comment [RH42]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

## 17.4 Rules - Activities

Table 1 - Activities located in the Queenstown Airport Mixed Use Zone		Activity Status
<b>Queenstown Airport</b>		
17.4.1	Any airport activity or airport related activity Airport Activity (excluding Aircraft Operations and Buildings) - Queenstown Airport, and Airport Related Activity (excluding Buildings) - Queenstown Airport or farming activity that which complies with all the relevant standards in Table 2 rules in section 17.5 shall be a Permitted Activity.	P
17.4.2	<b>Signage</b> 17.4.2.1 Advertising or promotional signage located greater than 20m from the zone boundary. 17.4.2.2 Signage to be viewed by persons within the zone and not directed at persons outside the zone. 17.4.2.3 Instruction or directional signage. Note: for all other signs, Section 18 – Signs of the Operative District Plan apply.	P
17.4.3	<b>Freight Facilities</b>	P
17.4.4	Buildings for Airport and Airport Related Activities (except that security fencing greater than 2m high shall not be subject to this rule and is permitted). Control is reserved to the following: <ul style="list-style-type: none"> <li>Design and appearance;</li> <li>Effects on visual amenity when viewed from beyond the zone boundary;</li> <li>Parking provision;</li> </ul>	C

**Comment [RH43]:** RPL (807) 13.12.16

**Comment [SG44]:** RPL (807) 13.12.16

**Comment [RH45]:** Clarification. 13.12.16

**Comment [RH46]:** Clarification. Moved (Notified Rule 17.5.10) 13.12.16

**Comment [RH47]:** Non-substantive change. Moved from definition of 'Airport Activity - Queenstown Airport'. 13.12.16

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

Table 1 - Activities located in the Queenstown Airport Mixed Use Zone		Activity Status
	<ul style="list-style-type: none"> <li>Landscaping;</li> <li>Location of building.</li> </ul>	
<u>17.4.5</u>	<p>Signage</p> <p>Signage on the roof of buildings</p>	NC
<u>17.4.26</u>	<p>Any non airport related activity which is Activities not listed in Rules 17.4.35 to 17.4.913 as Prohibited, with Council's discretion restricted to:</p> <p>Discretion is restricted to all of the following:</p> <ul style="list-style-type: none"> <li>Design, external appearance and siting of buildings and structures;</li> <li>Traffic generation, vehicle parking, site access and servicing, including provision for an integrated transport assessment;</li> <li>Landscaping and screening of any outdoor storage;</li> <li>The extent to which the activity benefits from an Airport location.</li> </ul>	RD
<u>17.4.37</u>	Forestry	PR
<u>17.4.48</u>	Factory Farming	PR
<u>17.4.59</u>	Mining	PR
<u>17.4.610</u>	Any activity requiring an Offensive Trade Licence under the Health Act 1956	PR
<u>17.4.711</u>	Residential Activities	PR
<u>17.4.812</u>	Community Activities (excluding police stations, fire stations, medical facilities and education facilities provided they serve an aviation related purpose)	PR
<u>17.4.913</u>	Day Care Facilities	PR
<u>17.4.14</u>	Visitor Accommodation	PR
<b>Wanaka Airport</b>		
<u>17.4.4015</u>	Any activity not listed in Rules 17.4.4116 to 17.4.239	NC
<u>17.4.4116</u>	Any Airport Activity (excluding Aircraft Operations and Buildings) — Wanaka Airport, and Airport Related Activity (excluding Buildings) that complies with the relevant	P

**Comment [RH42]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

**Comment [RH48]:** RPL (807) 13.12.16

**Comment [RH49]:** Clarification. Moved (Notified Rule 17.5.10) 13.12.16

**Comment [RH50]:** Consequential renumbering 13.12.16

**Comment [SG51]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

**Comment [RH52]:** Non substantive for legibility purposes only 13.12.16

**Comment [RH53]:** Clarification 2.11.16

**Comment [RH54]:** 807 (RPL) 13.12.16

**Comment [RH55]:** The changes noted below (Rule 17.4.10 – 17.4.23) relate to the minute dated 16.6.16. Scope provided by 433 (QAC)

**Comment [RH56]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

Table 1 - Activities located in the Queenstown Airport Mixed Use Zone		Activity Status
	standards in Table 3.	
<del>17.4.17</del>	<del>Scientific Aviation and Space Research Activities</del>	<del>P</del>
<del>17.4.18</del>	<del>Aviation Schools</del>	<del>P</del>
<del>17.4.19</del>	<del>Facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums and aero recreation.</del>	<del>P</del>
<del>17.4.20</del>	<del>Air Shows</del>	<del>P</del>
<del>17.4.21</del>	<del>Military Training Operations</del>	<del>P</del>
<del>17.4.12</del>	<ul style="list-style-type: none"> <li><del>Airport Related Activity – Wanaka Airport that complies with the relevant standards in Table 3.</del></li> </ul>	<del>P</del>
<del>17.4.1322</del>	<p>Buildings for Airport or Airport Related Activities</p> <p>Except security fencing greater than 2m high which shall not be subject to this rule and is permitted.</p> <p>Control is reserved to <del>all of</del> the following:</p> <ul style="list-style-type: none"> <li><del>Design and appearance;</del></li> <li><del>The effects on visual amenity when viewed from beyond the Airport zone boundary;</del></li> <li><del>The purpose of the building and the operational requirements of the activity it contains.</del></li> <li><del>Provision for firefighting;</del></li> <li><del>Wastewater;</del></li> <li><del>Stormwater;</del></li> <li><del>Water Supply.</del></li> </ul>	<del>C</del>
<del>17.4.1423</del>	<p>Instructional or directional signage <del>or signage directed at persons within the zone.</del></p> <p>Control is reserved to <del>all of</del> the following:</p> <ul style="list-style-type: none"> <li><del>Dimensions of signage</del></li> <li><del>Location of signage</del></li> </ul> <p><del>Note: for all other signs, Section 18 – Signs of the Operative District Plan apply</del></p>	<del>C</del>
<del>17.4.1624</del>	Wholesaling or Commercial Storage Activity	<del>NC</del>

**Comment [RH42]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

**Comment [RH58]:** 17.4.17- 17.4.21, moved out of definition of "Airport Related Activity – Wanaka Airport"

**Comment [RH57]:** Merged with Reply Rule 17.4.16

**Comment [RH59]:** Non substantive for legibility purposes only 13.12.16

**Comment [SG60]:** QAC (433) 13.12.16

**Comment [RH61]:** QAC (433) 13.12.16

**Comment [RH62]:** Non substantive for legibility purposes only 13.12.16

**Comment [RH63]:** QAC (433) 13.12.16

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

Table 1 - Activities located in the Queenstown Airport Mixed Use Zone		Activity Status
<u>17.4.25</u>	<u>New Activity Sensitive to Aircraft Noise and Building Platforms for Activity Sensitive to Aircraft Noise within the Outer Control Boundary - Wanaka Airport.</u>  <u>Any new Activity Sensitive to Aircraft Noise (ASAN) or new building platforms to be used for an ASAN within the Outer Control Boundary - Wanaka Airport (except for police stations, fire stations and medical facilities provided they serve an airport related purpose).</u>	PR
<u>17.4.15</u>	<u>Community Activities limited to police stations, fire stations, medical facilities and aviation schools (provided they serve an aviation related purpose).</u>	D
<u>17.4.1726</u>	Forestry	PR
<u>17.4.1827</u>	Factory Farming	PR
<u>17.4.1928</u>	Mining	PR
<u>17.4.2029</u>	Any activity requiring an Offensive Trade Licence under the Health Act 1956	PR
<u>17.4.21</u>	<u>Residential Activity</u>	PR
<u>17.4.22</u>	<u>Community Activities (excluding those identified in Rule 17.4.15)</u>	PR
<u>17.4.23</u>	<u>Day Care Facilities</u>	PR

**Comment [RH42]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

**Comment [RH64]:** Minute dated 16.6.16. Scope provided by 433 (QAC) 13.12.16

**Comment [RH65]:** Minute dated 16.6.16. Scope provided by 433 (QAC) 13.12.16

**Comment [RH66]:** Minute dated 16.6.16. Scope provided by 433 (QAC) 13.12.16

## 17.5 Rules - Standards

Table 2 Standards for activities located in the Queenstown Airport Mixed Use Zone		Non-compliance status:
17.5.1	<b>Maximum Building Coverage</b>  75% of the site area  <u>Discretion is restricted to all of the following:</u> <u>*Discretion is limited to consideration of</u>  <ul style="list-style-type: none"> <li><u>The effects on urban design outcomes, and</u></li> <li><u>The positive economic, social and/or cultural effects that may be generated from the proposed activity.</u></li> </ul>	RD
17.5.2	<b>Minimum Buildings Setback</b>  17.5.2.1 <u>For all buildings at Queenstown Airport:</u>	RD

**Comment [RH67]:** Non substantive for legibility purposes only 13.12.16

**Comment [RH68]:** Clarification 2.11.16

**Comment [RH69]:** 433 (QAC) 2.11.16

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

Table 2 Standards for activities located in the Queenstown Airport Mixed-Use Zone		Non-compliance status:
	<p>a. Where the site adjoins the Residential Zone the setback shall be 5m.</p> <p>b. The setback <del>for</del>from all other zones shall be 3m.</p> <p>c. The setback from any public road shall be 5m.</p> <p><del>17.5.2.1</del>Except: Security fencing around the perimeter of Queenstown Airport and jet blast fences are not subject to the building setback standards in (a) above.</p> <p>Discretion is restricted to <del>all of</del> the following: *Discretion is limited to consideration of</p> <ul style="list-style-type: none"> <li><del>T</del>he effects on urban design outcomes, <del>and</del></li> <li><del>T</del>he positive economic, social and/or cultural effects that may be generated from the proposed activity.</li> <li><u>The external appearance and visual dominance of the building as viewed from the street and adjacent properties.</u></li> <li><u>Amenity and character of the streetscape.</u></li> <li><u>Access to sunlight, shading and privacy of adjoining properties.</u></li> <li><u>Views to and from Outstanding Natural Features and Landscapes.</u></li> </ul>	
17.5.3	<p><b>Maximum Building Height</b></p> <p>The maximum building height of all buildings <del>within the Queenstown Airport Zone within the Zone</del> is 15m. The limit specified above shall not apply to control towers, lighting towers, hangars or meteorological, navigation or communication masts and aerials which shall not be subject to a height limit.</p> <p>Discretion is restricted to <del>all of</del> the following: *Discretion is limited to consideration of</p> <ul style="list-style-type: none"> <li><del>T</del>he effects on urban design outcomes, <del>and</del></li> <li><del>V</del>isual effects,</li> <li><del>T</del>he positive economic, social and/or cultural effects that may be generated from the proposed activity.</li> <li><u>The external appearance and visual</u></li> </ul>	RD

**Comment [RH70]:** Clarification 2.11.16

**Comment [RH71]:** Non substantive for legibility purposes only 13.12.16

**Comment [RH72]:** Clarification 2.11.16

**Comment [RH73]:** 807 (RPL) 13.12.16

**Comment [RH74]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

**Comment [RH75]:** Non substantive for legibility purposes only 13.12.16

**Comment [RH76]:** Clarification 2.11.16

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

Table 2 Standards for activities located in the Queenstown Airport Mixed-Use Zone		Non-compliance status:
	<p><u>dominance of the building as viewed from the street and adjacent properties.</u></p> <ul style="list-style-type: none"> <li><u>Amenity and character of the streetscape.</u></li> <li><u>Access to sunlight, shading and privacy of adjoining properties.</u></li> <li><u>Views to and from Outstanding Natural Features and Landscapes.</u></li> </ul>	
17.5.4	<p><b>Landscaping</b></p> <p>At Queenstown Airport, those properties fronting Lucas Place and Hawthorn Drive to the west of Copper Beech Ave shall provide and maintain a landscape strip extending the full length of the road boundary, except across vehicle and pedestrian entranceways. The strip shall be not less than 1m deep and shall have an average depth of 3m over its entire length.</p> <p><u>Discretion is restricted to all of the following:</u>  <u>*Discretion is limited to consideration of</u></p> <ul style="list-style-type: none"> <li><u>The effects on urban design outcomes and the visual landscape effects of reduction in landscaping, and</u></li> <li><u>The functional and operational requirements of the site.</u></li> </ul>	RD
17.5.5	<p><b>Building Design and Glare</b></p> <p>17.5.5.1 <u>The exterior of buildings situated within the landside area at Queenstown Airport shall be designed so that roof and wall colours are limited to a maximum reflectivity of 36%, except where:</u></p> <p>a. Trims, highlights and signage totalling up to 10% of the façade area may exceed this level and be of contrasting colour.</p> <p>17.5.5.2 Any landside activity which requires the lighting of outdoor areas shall ensure that direct or indirect illumination does not exceed 10 lux at the windows of residential buildings in any adjacent Residential Zone</p> <p>17.5.5.3 <u>All fixed exterior lighting on buildings associated with Airport Related Activities shall be directed away from</u></p>	RD

Comment [RH77]: 807 (RPL) 13.12.16

Comment [SG78]: 807 (RPL) 13.12.16

Comment [RH79]: Non substantive for legibility purposes only 13.12.16

Comment [RH80]: Clarification 2.11.16

Comment [RH81]: 238 (NZIA)

Comment [RH82]: Clarification 2.11.16

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

Table 2 Standards for activities located in the Queenstown Airport Mixed-Use Zone		Non-compliance status:
	<p>adjacent sites and roads.</p> <p>*Discretion is restricted to all of the following:</p> <ul style="list-style-type: none"> <li>limited to the extent of adverse effects from lighting on Residential Activities. And</li> <li>The extent to which the lighting is required for operational purposes.</li> <li>The effects on urban design outcomes.</li> <li>Visual effects</li> <li>The purpose of the building and the operational requirements of the activity it contains.</li> </ul>	
17.5.6	<p><b>Maximum Noise – Land Based Activities</b></p> <p>17.5.6.1 Sound from land based activities measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802: 2008 shall not exceed the following noise limits at any point within any Residential Zone, the notional boundary in the Rural Zone, or at any point within Activity Areas 1, 3, 4, 6 and 8 of the Remarkables Park Zone. On any site within the zone, land based activities shall be conducted such that the following noise levels are not exceeded at any adjacent Zone boundary:</p> <p>a. Daytime (0700 to 2200 hrs) 55 dB <math>L_{Aeq(15min)}</math></p> <p>b. Night time (2200 to 0700 hrs) 45 dB <math>L_{Aeq(15min)}</math> 70 dB <math>L_{AFmax}</math></p> <p>17.5.6.2 The noise limits in (a) shall not apply to any aircraft noise activities subject to the Queenstown Airport noise provisions managed through Designation 2.</p> <p>17.5.6.3 The noise limits in (a) shall not apply to construction noise which shall be assessed in accordance with NZS6803:1999 “Acoustics – Construction Noise”.</p> <p>*Discretion is limited to the extent of effects of noise generated on adjoining zones.</p>	RD
17.5.7	<p><b>Hazardous Substances</b></p>	NC

Comment [RH83]: 383 (QLDC)

Comment [RH84]: Non substantive for legibility purposes only 13.12.16

Comment [RH85]: Clarification 2.11.16

Comment [RH86]: 807 (RPL) 13.12.17

Comment [RH88]: 768 (Z Energy Ltd, BP Oil NZ Ltd and Mobil Oil NZ Ltd) 2.11.16

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

Table 2 Standards for activities located in the Queenstown Airport Mixed-Use Zone	Non-compliance status:
<p><del>Hazardous substances must be used, stored and transported in accordance with the HSNQ regulations and any CAA requirements (NB Chapter 16 Hazardous Substances of the Operative District Plan does not apply to the Airport Mixed Use Zone).</del></p>	
<p><del><b>17.5.8Z</b></del></p> <p><del><b>Visitor Accommodation—Queenstown Airport</b></del></p> <p><del>17.5.8Z.1 Within the Air Noise Boundary (ANB) — New buildings and alterations and additions to existing buildings containing Visitor Accommodation shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either adhering to the sound insulation requirements in Table 1 of Appendix 13 Table 4 of Chapter 36 of the Operative this District Plan and installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13 Table 5 of Chapter 36, or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction can achieve the Indoor Design Sound Level and installation of mechanical ventilation to achieve the requirements in Rule 36.6.3, with the windows open.</del></p> <p><del>17.5.8Z.2 Between the Outer Control Boundary (OCB) and the ANB — New buildings and alterations and additions to existing buildings containing Visitor Accommodation shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13 Table 5 of Chapter 36 of the Operative this District Plan or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction can achieve the Indoor Design Sound Level with the windows open.</del></p>	<p>NC</p>

Comment [RH87]: Relocated to 17.3.2.7

Comment [SG89]: Deleted 807 (RPL) 13.12.17

Comment [RH90]: 383 (QLDC) 2.11.16

Comment [RH91]: 383 (QLDC) 2.11.16

Comment [RH92]: 383 (QLDC) 2.11.16

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

Table 2 Standards for activities located in the Queenstown Airport Mixed-Use Zone		Non-compliance status:
<p><b>17.5.986</b></p> <p><b>Transportation</b></p> <p>17.5.9.1 Loading and Access</p> <p>Loading and Access shall comply with the requirements specified in Section 14 Transport of the Operative District Plan.</p> <p>17.5.9.2 Minimum Car Parking</p> <p>Activities undertaken within, or within the immediate environs of, or in association with the airport terminal facility are exempt from complying with any minimum parking requirement. Except for those activities undertaken within or in association with the airport terminal facility, on-site car parking shall comply with the car parking requirements specified in Section 14 of the Operative District Plan.</p>		
<p><b>17.5.910</b></p> <p><b>Signs</b></p> <p>17.5.109.1 For a Any advertising or promotional signage shall not be located within 20m of the zone boundary, whether it is affixed to a building or freestanding the rules in Section 18 Signs of the Operative District Plan apply.</p> <p>17.5.109.2 For signage to be viewed by persons within the zone at not directed at persons outside the site, no limits apply.</p> <p>17.5.109.3 There are no restrictions on the dimensions or location of instructional and directional signage.</p> <p>No signage shall be permitted on building roofs.</p>		

Comment [RH93]: Clarification. 807 (RPL) 13.12.16

Comment [RH94]: 383 (QLDC) 2.11.16

Comment [RH95]: Moved to Redrafted Rule 17.4.3 and 17.4.4 13.12.16

Table 3 Standards for activities located in the Wanaka Airport Zone		Non-compliance status:
<p><b>17.5.497</b></p> <p><b>Minimum Building Setback</b></p> <p>a. The setback from all zone boundaries shall be 5m.</p> <p>b. The setback from the eastern side of the centreline of the main runway (as at</p>		RD

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

	<p>2013) shall be 217 metres.</p> <p>c. <u>The setback from the western side of the centre line of the main runway (as at 2013) shall be 124 metres.</u></p> <p>d. <u>The setback from any public road shall be 5m.</u></p> <p><u>Except no setbacks shall apply to security fencing greater than 2m in height.</u></p> <p><u>Discretion is restricted to the following (where relevant):</u></p> <ul style="list-style-type: none"> <li>• <u>For non-compliances with (a) or (d) only:</u> <ul style="list-style-type: none"> <li>• <u>the external appearance, location and visual effects of the bulk and location when dominance of the building as viewed from the boundary of the zone or adjacent public roads and adjacent properties.</u></li> <li>• <u>Amenity and character of the surrounding Rural Zone.</u></li> <li>• <u>Access to sunlight, shading and privacy of adjoining properties.</u></li> <li>• <u>Views to and from Outstanding Natural Features and Landscapes.</u></li> </ul> </li> <li>• <u>For non-compliances with (b) or (c) only, the effects on the current and future operation of the Airport.</u></li> <li>• <u>For all non-compliances, the purpose of the building and the operational requirements of the activity it contains.</u></li> </ul>	
<p><b>17.5.448</b></p>	<p><b>Maximum Building Height</b></p> <p><u>The maximum height of all buildings shall be 10m.</u></p> <p><u>Except this limit shall not apply to control towers, lighting towers or navigation and communication masts and aerals which are not subject to a height limit.</u></p> <p><u>Discretion is restricted to all of the following:</u></p> <ul style="list-style-type: none"> <li>• <u>Visual effects of the bulk and location non-compliance when viewed from the boundary of the zone.</u></li> <li>• <u>The purpose of the building and the operational requirements of the activity it contains.</u></li> <li>• <u>the external appearance, location and visual effects of the bulk and location when dominance of the building as viewed from</u></li> </ul>	<p>RD</p>

**Comment [RH96]:** Consistency with 17.5.2  
13.12.16

**Comment [RH97]:** Non substantive for legibility purposes only 13.12.16

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

	<p><del>the boundary of the zone or adjacent public roads and adjacent properties.</del></p> <ul style="list-style-type: none"> <li><del>Amenity and character of the surrounding Rural Zone.</del></li> <li><del>Access to sunlight, shading and privacy of adjoining properties.</del></li> <li><del>Views to and from Outstanding Natural Features and Landscapes.</del></li> </ul>	
<b>17.5.129</b>	<p><b>Glare</b></p> <p><del>Within all landside areas, All</del> lighting shall:</p> <ol style="list-style-type: none"> <li><del>ensure that direct or indirect illumination does not exceed 3 lux spill of light at any adjacent site.</del></li> <li><del>be directed away from adjoining sites and roads;</del></li> <li><del>not be directed upwards.</del></li> </ol>	NC
<b>17.5.1310</b>	<p><b>Identified Airport Related Activities - Maximum Gross Floor Area</b></p> <p>The following activities shall not exceed 100m<sup>2</sup> in Gross Floor Area as part of any single activity:</p> <ol style="list-style-type: none"> <li><del>cafes and other food and beverage facilities;</del></li> <li><del>retail activities;</del></li> <li><del>offices.</del></li> </ol>	D
<b>17.5.14</b>	<p><del><b>Identified Airport Related Activities - Maximum Total Gross Floor Area</b></del></p> <p><del>The maximum Gross Floor Area of the following activities shall not exceed 1000m<sup>2</sup> over the zone, irrespective of any site, tenancy or lease arrangement within the zone:</del></p> <ol style="list-style-type: none"> <li><del>cafes and other food and beverage facilities;</del></li> <li><del>retail activities;</del></li> <li><del>offices.</del></li> </ol>	NC
<b>17.5.1511</b>	<p><b>Hours of Operation for Airport Related Activities</b></p> <p>The hours of operation for the following Airport Related Activities shall be undertaken between 6.00 am and 10.00 pm:</p> <ol style="list-style-type: none"> <li><del>cafes and other food and beverage</del></li> </ol>	NC

**Comment [RH98]:** Consistency with 17.5.3

433 (QAC) - 13.12.16

**Comment [SG99]:** 433 (QAC) - 13.12.16

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

	<p>facilities:</p> <p>b. <u>retail activities:</u></p>	
<u>17.5.12</u>	<p><b>Air shows</b></p> <p>a. <u>The air show (including set up, flying programmed and pack down) shall be limited to 12 days inclusive.</u></p> <p>b. <u>The flying programme for the air show shall be limited to a period of not more than five days.</u></p> <p>c. <u>The air show event does not operate outside of the hours of 0800 and 2000. Set up and pack down outside of these hours is permitted.</u></p> <p>d. <u>The air show operator shall hold a Council approved plan detailing the noise, environmental management and traffic (vehicle and pedestrian movements, public transport, parking and management of adverse effects on operation of the State Highway) aspects of the air show. A report containing the draft plan shall be submitted to the Council for approval, no later than 30 working days prior to the air show taking place.</u></p> <p><u>Except that the relevant noise standards for the Zone shall not apply to Air Shows.</u></p> <p><u>Discretion is restricted to the following:</u></p> <ul style="list-style-type: none"> <li>• <u>Adverse amenity effects for surrounding landowners.</u></li> <li>• <u>Measures to avoid, remedy or mitigate the adverse amenity effects.</u></li> <li>• <u>Adverse traffic and transport effects including effects from parking.</u></li> </ul>	RD

Comment [RH100]: 433 (QAC) 13.12.16

## 17.6 Non-Notification of Applications

17.6.1 ~~Except as provided for by the Act, a~~ All applications for controlled ~~or, restricted discretionary~~ activities ~~or discretionary activities will be considered without shall not require public notification or the need to obtain the written consent of other persons and shall not be notified or limited notified. approval of or serve notice on affected persons.~~

Comment [RH101]: RPL (807) 16.12.16

Comment [RH102]: 383 (QLDC)

Except the following:

Rule 17.5.10 Minimum Building Setback – Wanaka Airport

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

~~Rule 17.5.11 Maximum Building Height – Wanaka Airport~~

## 17.7 Non Regulatory Methods

- 17.7.1 Council will use advocacy to promote good urban design and form ~~at in the~~ Queenstown Airport ~~Mixed Use Zone~~.
- 17.7.2 As the major requiring authority in the ~~Queenstown Airport Mixed Use Airport Zones~~ at Queenstown, the Queenstown Airport Corporation will adopt best practice urban design and urban design led principles ~~at Queenstown Airport~~.
- 17.7.3 The Queenstown Airport Corporation shall prepare an urban design guideline for the Queenstown Airport ~~Mixed Use~~ Zone. The urban design guideline shall promote a built form and character which maintains the Airport and its surrounds as an attractive gateway to the district.

**Note: Recommended amendments to definitions relevant to the activities within Chapter 17.**

Aircraft	Means any machine that can derive support in the atmosphere from the reactions of the air otherwise than by reactions of the air against the surface of the earth. <del>Excludes remotely piloted aircraft that weigh less than 15 kilograms.</del>
Aircraft Operations	Includes the operation of aircraft during landing, take-off and taxiing but excludes: <ul style="list-style-type: none"> <li>- Aircraft operating in an emergency</li> <li>- Aircraft using the Airport as an alternative to landing at a scheduled airport;</li> <li>- Military aircraft movements; and</li> <li>- Engine testing</li> </ul>
Activity Sensitive To Aircraft Noise (ASAN) <del>Activities sensitive to road noise</del>	Means any residential activity, visitor accommodation activity, community activity and day care facility activity as defined in this District Plan including all outdoor spaces associated with any educational facility, but excludes activity in police stations, fire stations, courthouses, probation and detention centres, government and local government offices.
<del>Activity Sensitive To Aircraft Noise (ASAN) Wanaka</del>	<del>Means any residential activity, visitor accommodation activity, community activity and day care facility activity, but excludes activity in police stations, fire stations, courthouses, probation and detention centres, government and local government offices.</del>
<del>Air Noise Boundary</del>	<del>Means a boundary, the location of which is based on predicted day/night sound levels of Ldn 65 dBA from future airport operations. The location of the boundary is shown on the District Plan Maps.</del>

**Comment [RH103]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

**Comment [RH104]:** No longer required due to change to 17.6.1 13.12.16

**Comment [SG105]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

**Comment [RH106]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

**Comment [RH107]:** Non substantive, consequential change to clarify that these do not relate to Wanaka Airport Mixed Use Zone.

**Comment [SG108]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

**Comment [RH109]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

**Comment [RH110]:** 383 (QLDC)

**Comment [RH111]:** Consistency with recommended change provided within Council's right of reply for Low Density Residential Chapter.

Scope provided by submitter 719 (NZTA).

13.12.16

**Comment [RH112]:** 433 (QAC) and 836 (Arcadian Triangle Limited)

**Comment [RH113]:** 433 (QAC) and 836 (Arcadian Triangle Limited)

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

<p><b>Airport Activity</b> = <del>Queenstown Airport</del></p>	<p>Means land used wholly or partly for the landing, departure, and surface movement of aircraft, including <del>but not limited to:</del></p> <ul style="list-style-type: none"> <li>(a) <del>aircraft operations, which include private aircraft traffic, domestic and international aircraft traffic, rotary wing operations,</del></li> <li>(b) aircraft servicing, general aviation, airport or aircraft training facilities and associated offices.</li> <li>(c) Runways, taxiways, aprons, and other aircraft movement areas.</li> <li>(d) Terminal buildings, hangars, <del>control towers, air traffic control facilities, flight information services, navigation and safety aids,</del> rescue facilities, <del>navigation and safety aids,</del> lighting, car parking, maintenance and service facilities, <del>catering facilities, freight facilities, quarantine and incineration facilities, border control and immigration facilities, medical facilities,</del> fuel storage and fuelling facilities, <del>and</del> facilities for the handling and storage of hazardous substances, <del>and associated offices.</del></li> </ul>
<p><del><b>Airport Activity – Wanaka Airport</b></del></p>	<p><del>Means land used wholly or partly for the landing, departure, and surface movement of aircraft, including but not limited to:</del></p> <ul style="list-style-type: none"> <li>(a) <del>aircraft operations, rotary wing aircraft operations, helicopter aprons, and associated touch down and lift off areas, aircraft servicing, general aviation, navigational and safety aids, lighting,</del></li> <li>(b) <del>Runways, taxiways, aprons, and other aircraft movement or safety areas.</del></li> <li>(c) <del>Terminal buildings, hangars, air traffic control facilities, flight information services, navigation and safety aids, rescue facilities, lighting, car parking, maintenance and service facilities, catering facilities, quarantine and incineration facilities, medical facilities, fuel storage and fuelling facilities, and associated offices.</del></li> </ul>
<p><b>Airport Related Activity</b> = <del>Queenstown Airport</del></p>	<p>Means an ancillary activity or service that provides support to the airport. <del>This includes, but is not limited to,</del></p> <ul style="list-style-type: none"> <li>(a) land transport activities,</li> <li>(b) buildings and structures,</li> <li>(c) servicing and infrastructure,</li> </ul>

**Comment [RH114]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

**Comment [RH115]:** Clarification. Non substantive 13.12.16

**Comment [RH116]:** RPL (807) 13.12.16

**Comment [RH117]:** 1123 (Airways Corporation of NZ Limited)

**Comment [RH118]:** Non substantive removal of duplication (also contained within definition of 'Airport Related Activity' 16.12.16

**Comment [RH119]:** Non substantive removed for clarification and duplication 16.12.16

**Comment [RH120]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

**Comment [RH121]:** Have consolidated definition of 'Airport Related Activity' to apply to both Wanaka and Queenstown Airports.

Have included activity specific to Queenstown Airport within the Activity Table at 17.4 above.

**Comment [RH122]:** Signage not required as listed as permitted activity above.

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

	<p>(d) police stations, fire stations, medical facilities and education facilities provided they serve an aviation related purpose,</p> <p>(e) retail and commercial services, <del>and</del> industry <del>and visitor accommodation</del> associated with the needs of Airport passengers, visitors and employees and/or aircraft movements and Airport businesses,</p> <p>(f) catering facilities,</p> <p>(g) quarantine and incineration facilities,</p> <p>(h) border control and immigration facilities,</p> <p>(i) administrative offices (provided they are ancillary an Airport or Airport Related Activity),</p> <p>(j) farming activities</p>
<del>Airport Related Activity Wanaka Airport</del>	<del>Means any ancillary activity or service that provides support to the airport. This includes, Means any retail activity, cafes and other food and beverage facilities, administrative offices, industrial and commercial activities, provided they are ancillary to the use of the Airport. Also includes aviation schools, space research and associated activities, facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums and aero recreation. Also includes Temporary Activities associated with Air Shows, Conferences and Meetings, and rental vehicles, valet activities, and public transport facilities. Includes Military Training Operations. Also includes grazing and the keeping of livestock for land management purposes.</del>
Hangar	Means a structure used to store aircraft, including for the maintenance, servicing and/or repair purposes.
Landside	Means <del>that</del> an area of an airport and buildings to which the public has unrestricted access.
Outer Control Boundary (OCB) <del>Wanaka</del>	Means a boundary, as shown on <del>the</del> District Plan Maps <del>18A</del> , the location of which is based on the future predicted day/night sound levels of 55 dBA Ldn from airport operations.
<del>Outer Control Boundary (OCB) Queenstown</del>	<del>Means a boundary as shown in District Plan Maps, the location of which is based on the predicted day/night sound level of 55 dB Ldn from airport operations in 2037.</del>
Projected Annual Aircraft Noise Contour (AANC)	Means the Projected Annual Aircraft Noise Contours calculated as specified by the Aerodrome Purposes

**Comment [RH123]:** RPL (807) 13.12.16

**Comment [RH124]:** Minute dated 16.6.16. Scope provided by 433 (QAC)

**Comment [RH125]:** Have consolidated definition of 'Airport Related Activity' to apply to both Wanaka and Queenstown Airports.

Have included activity specific to Wanaka Airport within the Activity Table at 17.4 above.

**Comment [RH126]:** 433 (QAC)

**Comment [RH127]:** Clarification 2.11.16

**Comment [RH128]:** 433 (QAC)

**Comment [RH129]:** 433 (QAC)

**Comment [RH130]:** 836 (Arcadian Triangle Limited) 13.12.16

**Comment [RH131]:** 836 (Arcadian Triangle Limited) 13.12.16

# QUEENSTOWN AIRPORT MIXED USE ZONE 17

	Designation 2, Condition <del>44</del> <u>13</u> .
Remotely Piloted Aircraft	Means an unmanned aircraft that is piloted from a remote station.
Wholesaling (Three Parks, and Industrial B <u>and Airport Mixed Use</u> Zones)	Means a business engaged in the storage and distribution of goods to businesses (including retail activities) and institutional customers.

Comment [RH132]: 433 (QAC)

Comment [RH133]: 383 (QLDC)

Comment [RH134]: Consistency/consequential amendment 13.12.16

Note: Consequential amendments to Chapter 27 (right of reply version).

<p>Rule 27.5.6</p> <p>All urban subdivision activities, unless otherwise state, within the following zones:</p> <p>9. <del>Queenstown</del> Airport <del>Mixed Use</del> Zone – <u>Queenstown</u></p>
<p>Rule 27.5.10</p> <p>All subdivision activities in the Rural General <del>and</del> Gibbston Character Zones <u>and Airport Zone – Wanaka</u>, with the exception of unit title, strata title or cross leas subdivision undertaken in Accordance with Rule 27.5.5</p>

Note: Consequential amendments to Chapter 36 (right of reply version).

Recommended changes from Chapter 17 Airport Zone Right of Reply, dated 13 December 2016 are shown in red underlined text for additions and ~~red strike through~~ text for deletions.

Recommend changes from Chapter 36 Noise Right of Reply, dated 22 September 2016 are shown in underlined text for additions and ~~strike through text~~ for deletions.

<p>Rule 36.5.1</p> <p>Rural Zone (Note: refer <del>36.5.2</del> <u>36.5.15</u> for noise received in the Rural Zone from the Queenstown Airport Mixed Use Zone).</p> <p><u>Rule 36.5.3</u></p> <p>Zone sound received in: <u>Queenstown Airport Mixed Use Zone</u></p> <p>Reply Rule 36.5.15</p> <p>Sound from <del>land based activities</del> in the Queenstown Airport <u>Mixed Use</u> Zone received in the Residential Zones, <u>Remarkables Park Zone</u> and the Rural Zone, <u>excluding sound from aircraft operations</u>.</p>
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Comment [RH135]: Renumbering missed in Reply for Chapter 36. 16.6.16

Comment [RH136]: Scope provided by QAC (433)

Comment [RH137]: Consequential change.

**APPENDIX 2**  
**SECTION 32AA EVALUATION**

## Appendix 2

### Section 32AA Evaluation Airport Zone

Note: The relevant provisions from the revised chapter are set out below, showing additions to the notified text in underlining and deletions in ~~strike through~~ text from the s42A report and recommended changes from the Reply are shown in red underlined text for additions and ~~red strike through~~ text for deletions, (ie as per the revised chapter). The section 32AA evaluation then follows in a separate table underneath each of the provisions.

<b>Recommended Amendments to Objective 17.2.1</b>
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17.2.1     Objective – Queenstown Airport is <u>maintained</u> <del>recognised as</del> <u>as</u> <u>nationally significant infrastructure</u> , and <u>a generator</u> <del>of</del> <u>of</u> nationally and regionally significant economic, social and cultural benefits.
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<b>Appropriateness (s32(1)(a))</b>
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This recommended change to the objective is in response the Forth Procedural Minute issued by the Panel regarding the drafting of objectives. The objective now reads as an outcome or goal rather than a policy.
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#### Updated Policy 17.2.1.1

<b>Recommended updated Policies 17.2.1.1</b>
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17.2.1.1 <del>Airport activities are enabled, provided</del> <u>Provide for</u> <del>these aviation activities necessary</del> <u>Airport Activities to enable</u> Queenstown Airport <del>can</del> <u>to</u> operate in a safe and efficient manner.
--

Costs	Benefits	Effectiveness & Efficiency
<ul style="list-style-type: none"> <li>• Requires update to the notified PDP provisions.</li> </ul>	<ul style="list-style-type: none"> <li>• Minor amendments to this policy have been recommended to improve drafting.</li> <li>• Provides greater certainty.</li> <li>• Removes the subjectivity in respect of ‘necessary’ airport activities to enable the Airport to operate in a safe and efficient manner.</li> </ul>	<ul style="list-style-type: none"> <li>• Amendments to this policy give effect to the purpose of the chapter and Reply Objective 17.2.1 which is to provide for a range of airport and airport related activities.</li> <li>• Improves the efficient implementation of the PDP through greater clarity.</li> </ul>

#### Updated Policy 17.2.1.2

<b>Recommended updated Policy 17.2.1.2</b>
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17.2.1.2     Provide for a range of <u>A</u> airport <u>R</u> related <del>service, business, industrial and commercial activity</del> <u>Activities</u> to support or complement the functioning of Queenstown Airport.
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Costs	Benefits	Effectiveness & Efficiency
<ul style="list-style-type: none"> <li>Requires update to the notified PDP provisions.</li> </ul>	<ul style="list-style-type: none"> <li>Minor amendments to this policy have been recommended to improve drafting.</li> <li>Business, industrial and commercial activities are all “airport related” activities. The proposed amendments therefore consolidate the policy, and are consistent with the language used elsewhere in the zone.</li> <li>The proposed amendments are for clarification and do not alter the intended outcome of the policy.</li> <li>Provides greater certainty.</li> </ul>	<ul style="list-style-type: none"> <li>Amendments to this policy give effect to the purpose of the chapter and Reply Objective 17.2.1, which is to provide for a range of airport and airport related activities.</li> <li>Improves the efficient implementation of the PDP through greater clarity.</li> </ul>

**Delete Policy 17.2.1.3**

Delete Policy 17.2.1.3
<p><del>17.2.1.3 Zone sufficient land to meet the foreseeable future requirements of activities that support or complement the functioning of Queenstown Airport.</del></p>

Costs	Benefits	Effectiveness & Efficiency
<ul style="list-style-type: none"> <li>Requires update to the notified PDP provisions.</li> </ul>	<ul style="list-style-type: none"> <li>Improves clarity. Given land is already zoned, this policy serves a limited purpose.</li> <li>Additionally, the ‘future requirements’ of activities that support or complement the functioning of Queenstown Airport are not specified. Therefore the removal of this policy also removes uncertainty.</li> </ul>	<ul style="list-style-type: none"> <li>Removes confusion between the Designation #2 (Aerodrome Purposes) and the zoning.</li> <li>Avoids duplication between the enabling provisions of the designation and the underlying zoning of land.</li> </ul>

**Objective 17.2.2 [Reply 17.2.3]**

**Updated Objective 17.2.2 [Reply 17.2.3]**

17.2.3 ~~Provision for the requirements of Airport Activities and Airport Related Activities are provided for at Queenstown and Wanaka Airports while is balanced with achieving maintaining~~ an acceptable level of amenity for ~~noise, and high levels of general amenity for~~ those using the airports and for those residing on neighbouring land.

Costs	Benefits	Effectiveness & Efficiency
<ul style="list-style-type: none"> <li>Requires update to the notified PDP provisions.</li> <li>The rewording of this policy places additional restriction on Airport and Airport Related Activities to ensure that a high level of general amenity is provided for those using the airports and for those residing on neighbouring land.</li> </ul>	<ul style="list-style-type: none"> <li>Provides clarification as the 'requirements' of airports is subjective.</li> <li>Uses defined terms, therefore provides certainty.</li> <li>Is consistent with policies and objectives of adjoining zones where a 'high' level of amenity is anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>Provides consistency with provisions contained in other chapters of the District Plan.</li> <li>Recognises that amenity for noise will be less given surrounding land's proximity to the airport and the need to protect the airport from reverse sensitivity effects, but that a higher standard of amenity should apply to other matters.</li> </ul>

**Recommended Amendment to Rule 17.4.1 and Reply Rule 17.4.15 – Permitted**

**Recommended Amendment to Rule – 17.4.1 and Reply Rule 17.4.15 - Permitted**

17.4.1 ~~Any airport activity or airport related activity~~ Airport Activity (excluding Aircraft Operations and Buildings) ~~– Queenstown Airport, and~~ Airport Related Activity (excluding Buildings) ~~– Queenstown Airport or farming activity~~ that which complies with all the relevant standards in Table 2 ~~rules in section 17.5~~ shall be a Permitted Activity.

~~17.4.416~~ Any Airport Activity (excluding Aircraft Operations and Buildings) ~~– Wanaka Airport, and~~ Airport Related Activity (excluding Buildings) that complies with the relevant standards in Table 3.

Costs	Benefits	Effectiveness & Efficiency
<ul style="list-style-type: none"> <li>Requires update to the notified PDP provisions.</li> <li>Ensures that QAC/QLDC, as requiring authority, will need to rely on its designation to undertake Aircraft Operations.</li> </ul>	<ul style="list-style-type: none"> <li>Ensures that QAC/QLDC, as the requiring authority, will need to rely on its designation to undertake Aircraft Operations.</li> <li>Removes reference to 'Farming Activities' which is likely to be misunderstood.</li> <li>Clarifies that although Airport Related Activities are permitted, buildings are not included.</li> </ul>	<ul style="list-style-type: none"> <li>Improves the efficient implementation of the PDP through removing inconsistencies in the chapter, improving clarity, and removing the need for unnecessary clarification.</li> </ul>

**Recommended New Rule 17.5.4 – Buildings for Airport and Airport Related Activities**

**Recommended New Rule – 17.5.4**

17.4.4 Buildings for Airport and Airport Related Activities (except that security fencing greater than 2m high shall not be subject to this rule and is permitted).

Control is reserved the following:

- Design and appearance;
- Effects on visual amenity when viewed from beyond the zone boundary;
- Parking provision;
- Landscaping;
- Location of building.

<b>Costs</b>	<b>Benefits</b>	<b>Effectiveness &amp; Efficiency</b>
<ul style="list-style-type: none"> <li>• Requires update to the notified PDP provisions.</li> <li>• Additional consent costs associated with new buildings. However the controlled activity status ensures that consent will be granted within appropriate limits.</li> </ul>	<ul style="list-style-type: none"> <li>• A degree of control will be retained over the built form outcomes within the zone.</li> <li>• Matters of control will ensure the potential bulk, form and location effects will be appropriately managed.</li> </ul>	<ul style="list-style-type: none"> <li>• Improves the efficient implementation of the PDP by improving clarity, and removing uncertainty.</li> <li>• Achieves Reply Objective 17.2.3 and Policy 17.2.3.2 as it provides for consideration of bulk, form and location effects.</li> </ul>

**Recommended New Rule 17.4.14 - Prohibited**

**Recommended New Rule – 17.4.14 - Prohibited**

17.4.14 Visitor Accommodation

<b>Costs</b>	<b>Benefits</b>	<b>Effectiveness &amp; Efficiency</b>
<ul style="list-style-type: none"> <li>• Requires update to the notified PDP provisions.</li> <li>• Visitor Accommodation will not be provided for within the Airport Zone at Queenstown.</li> </ul>	<ul style="list-style-type: none"> <li>• Provides clarity to the activity status of Visitor Accommodation since this have been removed from the definition of 'Airport Related Activity'.</li> <li>• Consistent with objectives, policies and rules contained elsewhere in the plan which</li> </ul>	<ul style="list-style-type: none"> <li>• Improves the efficient implementation of the PDP through removing inconsistencies with other chapters, improving clarity, and removing the need for unnecessary clarification within definition of 'Airport Related Activity'.</li> <li>• Reduces text as the definition of 'Airport Related Activity'</li> </ul>

	<p>prohibit visitor accommodation within the Outer Control Boundary (which the Queenstown Airport is within).</p> <ul style="list-style-type: none"> <li>• Is consistent with the other activities defined as ASAN which are also prohibited (residential activities, day care facilities)</li> </ul>	<p>does not have to have an exemption for Queenstown (as this is not provided for at Wanaka Airport).</p>
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**Recommended deletion of Redraft Rule 17.4.15 – Discretionary**

**Recommended deletion of Redraft Rule – 17.4.15 - Discretionary**

~~17.4.15 Community Activities limited to police stations, fire stations, medical facilities and aviation schools (provided they serve an aviation related purpose).~~

<b>Costs</b>	<b>Benefits</b>	<b>Effectiveness &amp; Efficiency</b>
<ul style="list-style-type: none"> <li>• Requires update to the notified PDP provisions.</li> </ul>	<ul style="list-style-type: none"> <li>• Removes duplication as police stations, fire stations, medical facilities and education facilities (provided they serve an aviation related purpose) are identified within the definition of 'Airport Related Activity' or within the activity table as a permitted activity (aviation schools).</li> <li>• These activities are considered ASAN however there is an exemption provided by Reply Rule 17.4.25 provided they serve an aviation purpose. Therefore the deletion of this rule removes unnecessary duplication.</li> <li>• Is consistent with the approach taken for Queenstown Airport in Reply Rules 17.4.1(permitted) and 17.4.12 (prohibited).</li> <li>• Removes inconsistency as some of these activities are permitted but this rule was stating that they were discretionary.</li> </ul>	<ul style="list-style-type: none"> <li>• Improves the efficient implementation of the PDP through removing inconsistencies in the chapter, improving clarity, and removing the need for unnecessary duplication.</li> </ul>

**Recommended New Rules 17.4.3, 17.4.16 – 17.4.20 – Permitted**

**Recommended New Rules – 17.4.15 – 17.4.20**

17.4.3 - Freight Facilities

17.4.17 - Scientific Aviation and Space Research Activities

17.4.18 - Aviation Schools

17.4.19 - Facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums and aero recreation.

17.4.20 - Air Shows

17.4.21 - Military Training Operations

<b>Costs</b>	<b>Benefits</b>	<b>Effectiveness &amp; Efficiency</b>
<ul style="list-style-type: none"> <li>• Requires update to the notified PDP provisions.</li> </ul>	<ul style="list-style-type: none"> <li>• Consolidates two definitions being included for 'Airport Related Activities' at both Wanaka and Queenstown Airports, incorporating activities that relate to only a specific airport within the activity table as permitted.</li> </ul>	<ul style="list-style-type: none"> <li>• Improves the efficient implementation of the PDP through removing duplication and improving clarity.</li> </ul>

**Recommended New Rule 17.4.23 – Activity Sensitive to Aircraft Noise**

**Recommended New Rule – 17.4.23 - Prohibited**

17.4.25 New Activity Sensitive to Aircraft Noise and Building Platforms for Activity Sensitive to Aircraft Noise within the Outer Control Boundary - Wanaka Airport.

Any new Activity Sensitive to Aircraft Noise (ASAN) or new building platforms to be used for an ASAN within the Outer Control Boundary - Wanaka Airport (except for police stations, fire stations and medical facilities provided they serve an airport related purpose).

<b>Costs</b>	<b>Benefits</b>	<b>Effectiveness &amp; Efficiency</b>
<ul style="list-style-type: none"> <li>• Requires update to the notified PDP provisions.</li> </ul>	<ul style="list-style-type: none"> <li>• Wanaka Airport will be protected from potential reverse sensitivity effects.</li> <li>• Consistent with ODP provisions for the Rural General Zone.</li> <li>• Wording of rule ensures that emergency services and flight schools can establish/continue to operate at Wanaka Airport provided they serve an aviation related purpose.</li> </ul>	<ul style="list-style-type: none"> <li>• Effective at achieving Reply Policy 17.2.3.3 by prohibiting incompatible activities within the zone.</li> <li>• Consolidates Redraft Rules 17.4.21 – 17.4.23 which provided a Prohibited Activity status for residential activities, community activities and day care facilities which are all classified as ASAN.</li> </ul>

**Amend Rule 17.5.2 – Minimum Building Setback, Rule 17.5.3 – Maximum Building Height and Rule 17.5.5 – Building Design and Glare**

**Recommended Amendment of Rules – 17.5.2, 17.5.3 and 17.5.5**

**17.5.2 Minimum Buildings Setback**

17.5.2.1 For ~~all~~ buildings at Queenstown Airport:

- a. Where the site adjoins the Residential Zone the setback shall be 5m.
- b. The setback ~~for~~from all other zones shall be 3m.
- c. The setback from any public road shall be 5m.

~~17.5.2.1~~ Except: Security fencing around the perimeter of Queenstown Airport and jet blast fences are not subject to the building setback standards in (a) above.

Discretion is restricted to ~~all of~~ the following: ~~\*Discretion is limited to consideration of~~  
~~the effects on urban design outcomes. And~~

- ~~the~~ positive economic, social and/or cultural effects that may be generated from the proposed activity.
- The external appearance and visual dominance of the building as viewed from the street and adjacent properties.
- Amenity and character of the streetscape.
- Access to sunlight, shading and privacy of adjoining properties.
- Views to and from Outstanding Natural Features and Landscapes.

**17.5.3 Maximum Building Height**

17.5.3 The maximum building height of all buildings ~~within the Queenstown Airport Zone~~ within the ~~Zone~~ is 15m. The limit specified above shall not apply to control towers, lighting towers, hangars or meteorological, navigation or communication masts and aerials which shall not be subject to a height limit.

Discretion is restricted to ~~all of~~ the following: ~~\*Discretion is limited to consideration of~~

- ~~the~~ effects on urban design outcomes, ~~and~~
- ~~visual~~ effects.
- ~~the~~ positive economic, social and/or cultural effects that may be generated from the proposed activity.
- The external appearance and visual dominance of the building as viewed from the street and adjacent properties.
- Amenity and character of the streetscape.
- Access to sunlight, shading and privacy of adjoining properties.
- Views to and from Outstanding Natural Features and Landscapes.

### 17.5.5 Building Design and Glare

17.5.5.1 The exterior of Bbuildings situated within the landside area at Queenstown Airport shall be designed so that roof and wall colours are limited to a maximum reflectivity of 36%, except where:

- a. Trims, highlights and signage totalling up to 10% of the façade area may exceed this level and be of contrasting colour.

17.5.5.2 Any landside activity which requires the lighting of outdoor areas shall ensure that direct or indirect illumination does not exceed 10 lux at the windows of residential buildings in any adjacent Residential Zone

17.5.5.3 All fixed exterior lighting on buildings associated with Airport Related Activities shall be directed away from adjacent sites and roads.

\*Discretion is restricted to all of the following:

- ~~limited to~~ the extent of adverse effects from lighting on Residential Activities. ~~And~~
- The extent to which the lighting is required for operational purposes.
- **The effects on urban design outcomes.**
- **Visual effects**
- **The purpose of the building and the operational requirements of the activity it contains.**

Costs	Benefits	Effectiveness & Efficiency
<ul style="list-style-type: none"> <li>• Requires update to the notified PDP provisions.</li> </ul>	<ul style="list-style-type: none"> <li>• The effects on adjoining neighbours are included in the matters of discretion, therefore giving effect to Reply Objective 17.2.3.</li> <li>• The new matters of discretion will ensure that effects outside of the zone are taken into consideration when assessing buildings that do not comply with minimum setback, maximum height and building design and glare requirements.</li> <li>• Outstanding Natural Features and Landscapes includes mountain ranges and rivers, which are identified on Planning Maps. Assessment of these would address s6 RMA matters (matters of national importance).</li> </ul>	<ul style="list-style-type: none"> <li>• These matters are effective in achieving Reply Objective 17.2.3 and Policy 17.2.3.2 as they seek to ensure that a consideration is given to the amenity outcomes.</li> <li>• The new matters of discretion will give rise to consenting consistency, through provision of clear matters of discretion should a development breach the standards specified.</li> </ul>

**Amend Rule 17.5.9 [Reply 17.5.6] – Transportation**

<p><b>Recommended Amendment of Rule – 17.5.9</b></p> <p><b>Transportation</b></p> <p>17.5.9.1 <del>Loading and Access</del></p> <p style="padding-left: 40px;"><del>Loading and Access shall comply with the requirements specified in Section 14 Transport of the Operative District Plan.</del></p> <p>17.5.9.2 Minimum Car Parking</p> <ul style="list-style-type: none"> <li>• <del>Activities undertaken within, or within the immediate environs of, or in association with the airport terminal facility are exempt from complying with any minimum parking requirement. Except for those activities undertaken within or in association with the airport terminal facility, on-site car parking shall comply with the car parking requirements specified in Section 14 of the Operative District Plan.</del></li> </ul>
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<b>Costs</b>	<b>Benefits</b>	<b>Effectiveness &amp; Efficiency</b>
<ul style="list-style-type: none"> <li>• Requires update to the notified PDP provisions.</li> </ul>	<ul style="list-style-type: none"> <li>• Provides clarity in that the minimum parking requirements do not apply to activities undertaken within or around the airport terminal.</li> </ul>	<ul style="list-style-type: none"> <li>• These matters are effective in achieving proposed Reply Objectives 17.2.2 and 17.2.3 and associated policies which seek to ensure that airport and airport related activities are enabled while giving consideration to amenity outcomes within and surrounding the Airport Zone.</li> </ul>

**Amend Redrafted Rule 17.5.7 – Minimum Building Setback and Redrafted Rule 17.5.8 – Maximum Building Height**

<p><b>Recommended Amendment of Redrafted Rules – 17.5.7 and 17.5.8</b></p> <p><b><u>17.5.7 Minimum Building Setback</u></b></p> <p>a. <u>The setback from all zone boundaries shall be 5m.</u></p> <p>b. <u>The setback from the eastern side of the centreline of the main runway (as at 2013) shall be 217 metres.</u></p> <p>c. <u>The setback from the western side of the centre line of the main runway (as at 2013) shall be 124 metres.</u></p> <p>d. <u>The setback from any public road shall be 5m.</u></p> <p><u>Except no setbacks shall apply to security fencing greater than 2m in height.</u></p> <p><u>Discretion is restricted to the following (where relevant):</u></p> <ul style="list-style-type: none"> <li>• <u>For non-compliances with (a) or (d) only:</u> <ul style="list-style-type: none"> <li>• <del>the external appearance, location and visual effects of the bulk and location when</del></li> </ul> </li> </ul>
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~~dominance of the building as viewed from the boundary of the zone or adjacent public roads and adjacent properties.~~

- Amenity and character of the surrounding Rural Zone.
- Access to sunlight, shading and privacy of adjoining properties.
- Views to and from Outstanding Natural Features and Landscapes.
- For non-compliances with (b) or (c) only, the effects on the current and future operation of the Airport.
- For all non-compliances, the purpose of the building and the operational requirements of the activity it contains.

**17.5.8 Maximum Building Height**

The maximum height of all buildings shall be 10m.

Except this limit shall not apply to control towers, lighting towers or navigation and communication masts and aerals which are not subject to a height limit.

Discretion is restricted to ~~all of~~ the following:

- Visual effects of the bulk and location non-compliance when viewed from the boundary of the zone.
- The purpose of the building and the operational requirements of the activity it contains.
- ~~the external appearance, location and visual effects of the bulk and location when dominance of the building as viewed from the boundary of the zone or adjacent public roads and adjacent properties.~~
- Amenity and character of the surrounding Rural Zone.
- Access to sunlight, shading and privacy of adjoining properties.
- Views to and from Outstanding Natural Features and Landscapes.

Costs	Benefits	Effectiveness & Efficiency
<ul style="list-style-type: none"> <li>• Requires update to the notified PDP provisions.</li> </ul>	<ul style="list-style-type: none"> <li>• The new matters of discretion have been included to ensure that the wider benefits of a proposal can be weighed up against the effects of breaching the setback or maximum building height.</li> <li>• Outstanding Natural Features and Landscapes includes mountain ranges and rivers, which are identified on Planning Maps. Assessment of these would address s6 RMA matters (matters of national importance).</li> </ul>	<ul style="list-style-type: none"> <li>• The new matter of discretion is effective and directly effects to imperatives of Reply Objective 17.2.3.</li> <li>• Consistent with Rules 17.5.2 and 17.5.3 for Queenstown Airport Zone.</li> </ul>

	<ul style="list-style-type: none"> <li>• Considering the amenity and character of the surrounding Rural Zone addresses Part 6 matters.</li> </ul>	
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**Recommended New Rule 17.5.12 – Air Shows**

<p><b>Recommended New Rule – 17.5.12</b></p> <p><b><u>17.5.12 Air shows</u></b></p> <p><u>a. The air show (including set up, flying programmed and pack down) shall be limited to 12 days inclusive.</u></p> <p><u>b. The flying programme for the air show shall be limited to a period of not more than five days.</u></p> <p><u>c. The air show event does not operate outside of the hours of 0800 and 2000. Set up and pack down outside of these hours is permitted.</u></p> <p><u>d. The air show operator shall hold a Council approved plan detailing the noise, environmental management and traffic (vehicle and pedestrian movements, public transport, parking and management of adverse effects on operation of the State Highway) aspects of the air show. A report containing the draft plan shall be submitted to the Council for approval, no later than 30 working days prior to the air show taking place.</u></p> <p><u>Except that the relevant noise standards for the Zone shall not apply to Air Shows.</u></p> <p><u>Discretion is restricted to the following:</u></p> <ul style="list-style-type: none"> <li>• <u>Adverse amenity effects for surrounding landowners.</u></li> <li>• <u>Measures to avoid, remedy or mitigate the adverse amenity effects.</u></li> <li>• <u>Adverse traffic and transport effects including effects from parking.</u></li> </ul>
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<b>Costs</b>	<b>Benefits</b>	<b>Effectiveness &amp; Efficiency</b>
<ul style="list-style-type: none"> <li>• Requires update to the notified PDP provisions.</li> <li>• Noise and amenity effects on surrounding neighbours. These effects are existing however, and will be temporary in nature.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed new rule will provide for air shows to operate without requiring resource consent. These air shows provide economic benefits to the District.</li> <li>• Conditions (a) and (b) will provide certainty to surrounding neighbours as to the duration of the show, including set up and pack down.</li> <li>• Conditions (c) to (d) will ensure amenity and transportation effects will be appropriately managed for the duration of the show, whilst recognising their temporary</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed new rule is effective at providing for airport related activities at Wanaka Airport.</li> <li>• The rule is efficient as it avoids unnecessary consenting requirements, within defined limits.</li> </ul>

	<p>nature.</p> <ul style="list-style-type: none"> <li>• The exemption relating to noise standards recognises the importance of the air show events contributing to the economic and social wellbeing of the District while recognising that adverse noise effects will be temporary in nature.</li> </ul>	
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**Recommended Amendment to Rule 17.6.1 – Non-notification of Applications**

<b>Recommended Rule – 17.6.1</b>	
<b>17.6</b>	<b>Non-Notification of Applications</b>
17.6.1	<p><del>Except as provided for by the Act, a</del> All applications for controlled <del>or, restricted discretionary</del> activities or discretionary activities will be considered without <del>shall not require public notification or the need to obtain the written consent of other persons and shall not be notified or limited notified.</del> approval of or serve notice on affected persons.</p> <p><u>Except the following:</u>  <u>Rule 17.5.10 Minimum Building Setback – Wanaka Airport</u>  <u>Rule 17.5.11 Maximum Building Height – Wanaka Airport</u></p>

<b>Costs</b>	<b>Benefits</b>	<b>Effectiveness &amp; Efficiency</b>
<ul style="list-style-type: none"> <li>• Requires update to the notified PDP provisions.</li> <li>• Potential notification of some applications, which could result in consenting costs.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential effects on persons or on the wider environment (including roads) will be taken into consideration.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed new rule is effective at ensuring that actual or potential adverse effects on the environment or on people are taking into account when resource consents are processed.</li> </ul>

**Recommended Updated Definition – Airport Activity and Deleted Definition – Airport Activity - Wanaka**

<b><u>Airport Activity – Queenstown Airport</u></b>	<p>Means land used wholly or partly for the landing, departure, and surface movement of aircraft, including <del>but not limited to:</del></p> <p>(a) aircraft operations, <u>which include</u> <del>–</del>, private aircraft traffic, domestic and international aircraft traffic, rotary wing operations, aircraft servicing, general aviation, airport or aircraft training facilities and associated offices.</p> <p>(b) Runways, taxiways, aprons, and other aircraft movement areas.</p> <p>(c) Terminal buildings, hangars, <del>control towers,</del> <u>air traffic control facilities,</u> <u>flight information services, navigation and safety aids,</u> rescue facilities,</p>
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	<p><del>navigation and safety aids, lighting, car parking, maintenance and service facilities, catering facilities, freight facilities, quarantine and incineration facilities, border control and immigration facilities, medical facilities, fuel storage and fuelling facilities, and facilities for the handling and storage of hazardous substances, and associated offices.</del></p> <p><del>Grazing of stock for land management purposes.</del></p>
<p><del>Airport Activity – Wanaka Airport</del></p>	<p><del>Means land used wholly or partly for the landing, departure, and surface movement of aircraft, including but not limited to:</del></p> <p><del>(a) aircraft operations, rotary wing aircraft operations, helicopter aprons, and associated touch down and lift off areas, aircraft servicing, general aviation, navigational and safety aids, lighting.</del></p> <p><del>(b) Runways, taxiways, aprons, and other aircraft movement or safety areas.</del></p> <p><del>Terminal buildings, hangars, air traffic control facilities, flight information services, navigation and safety aids, rescue facilities, lighting, car parking, maintenance and service facilities, catering facilities, quarantine and incineration facilities, medical facilities, fuel storage and fuelling facilities, and associated offices.</del></p>

Costs	Benefits	Effectiveness & Efficiency
<ul style="list-style-type: none"> <li>Requires update to the notified PDP provisions.</li> </ul>	<ul style="list-style-type: none"> <li>Activities more fitting to be identified as 'Airport Related' are excluded within this definition providing clarity. Both are permitted activities therefore change is non-substantive.</li> </ul>	<ul style="list-style-type: none"> <li>Improves the effectiveness of the PDP through greater clarity.</li> <li>Is applicable to both Queenstown and Wanaka airports, therefore reduces unnecessary text within the District Plan.</li> </ul>

### **Recommended Updated Definition – Airport Related Activity**

<p>Airport Related Activity = <u>Queenstown Airport</u></p>	<p>Means an ancillary activity or service that provides support to the airport. This includes: <del>but is not limited to:</del></p> <p>(a) <u>land transport activities,</u></p> <p>(b) <u>buildings and structures,</u></p> <p>(c) <u>servicing and infrastructure,</u></p> <p>(d) <u>police stations, fire stations, medical facilities and education facilities provided they serve an aviation related purpose,</u></p> <p>(e) <u>retail and commercial services, and industry and visitor accommodation associated with the needs of Airport passengers, visitors and employees and/or aircraft movements and Airport businesses,</u></p> <p>(f) <u>catering facilities,</u></p> <p>(g) <u>quarantine and incineration facilities,</u></p> <p>(h) <u>border control and immigration facilities.</u></p>
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	<p>(i) <u>administrative offices (provided they are ancillary an Airport or Airport Related Activity),</u></p> <p>(j) <u>farming activities.</u></p>
<u>Airport Related Activity — Wanaka Airport</u>	<u>Means any ancillary activity or service that provides support to the airport. This includes, Means any retail activity, cafes and other food and beverage facilities, administrative offices, industrial and commercial activities, provided they are ancillary to the use of the Airport. Also includes aviation schools, space research and associated activities, facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums and aero recreation. Also includes Temporary Activities associated with Air Shows, Conferences and Meetings, and rental vehicles, valet activities, and public transport facilities. Includes Military Training Operations. Also includes grazing and the keeping of livestock for land management purposes.</u>

<b>Costs</b>	<b>Benefits</b>	<b>Effectiveness &amp; Efficiency</b>
<ul style="list-style-type: none"> <li>Requires update to the notified PDP provisions.</li> </ul>	<ul style="list-style-type: none"> <li>Provides certainty and clarification by combining definitions of Airport Related Activity for both Queenstown and Wanaka.</li> <li>Activities more fitting to be identified as 'Airport Related' are included within this definition providing clarity. Both are permitted activities therefore change is non-substantive.</li> <li>Inclusion of 'farming activity' clarifies that existing grazing practices at both Queenstown and Wanaka Airports are permitted activities. Links with definition of 'domestic livestock' and Policy</li> </ul>	<ul style="list-style-type: none"> <li>Improves the effectiveness of the PDP through greater clarity.</li> <li>Airport Related Activities specific to Wanaka Airport (and not provided for at Queenstown Airport) have been moved to Activity Table 1. This improves the efficient implementation of the PDP through removing duplication.</li> <li>Is applicable to both Queenstown and Wanaka Airports and therefore reduces unnecessary text within the District Plan.</li> </ul>

### **Recommended Updated Definition – Outer Control Boundary (OCB)**

<u>Outer Control Boundary (OCB) Wanaka</u>	<u>Means a boundary, as shown on the District Plan Maps 18A, the location of which is based on the future predicted day/night sound levels of 55 dBA Ldn from airport operations in 2036.</u>
<u>Outer Control Boundary (OCB) Queenstown</u>	<u>Means a boundary as shown in District Plan Maps, the location of which is based on the predicted day/night sound level of 55 dB Ldn from airport operations in 2037.</u>

<b>Costs</b>	<b>Benefits</b>	<b>Effectiveness &amp; Efficiency</b>
<ul style="list-style-type: none"> <li>• Requires update to the notified PDP provisions.</li> </ul>	<ul style="list-style-type: none"> <li>• Removes unnecessary duplication.</li> </ul>	<ul style="list-style-type: none"> <li>• Improves the effectiveness of the PDP through greater clarity.</li> <li>• Definition is applicable to both Queenstown and Wanaka Airports and therefore reduces unnecessary text within the District Plan.</li> </ul>

**APPENDIX 3**  
**WANAKA AIRPORT PLANNING AND DEVELOPMENT REPORT**  
**ASTRAL LIMITED**

# **FINAL REPORT**



## **WANAKA AIRPORT PLANNING AND DEVELOPMENT**

**REPORT PREPARED FOR  
QUEENSTOWN LAKES DISTRICT COUNCIL**

**and**

**QUEENSTOWN AIRPORT CORPORATION**

**by**

**ASTRAL LIMITED**



**20 April 2016**

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## **Summary**

The purpose of this study is to review the planning and development of Wanaka Airport on behalf of its owner, Queenstown Lakes District Council (QLDC) and its operator, Queenstown Airport Corporation (QAC).

The report is high level, confined to identifying the major issues facing the airport and proposals to address them, looking ahead 40-50 years.

Key issues identified are:

- The role of Wanaka Airport
- Shortage of available land for aviation business development and new hangar sites
- Airport revenues
- Capital works required and the level of capital investments
- Ongoing responsibility for governance and management of the airport

### **Role of the Airport**

The role of the Airport has been identified as being a complementary and supplementary facility to Queenstown Airport, able to accommodate aircraft spill over from Queenstown which is increasingly likely to occur as Queenstown focuses its capacity on accommodating jet air transport flights. Wanaka could increasingly become the base for general aviation (GA) in the region as well as accommodating scheduled and charter air transport service itself. Scientific aviation activities, such as the NASA balloon programme, may become increasingly important.

### **Land**

The existing commercial area is very constrained, especially when our recommended building set back of 200m is applied either side of the runway centreline to accommodate a possible future requirement for a 300m wide runway strip. Although the airport has land on the north side of the runway targeted for hangar development in the 2008 Master Plan, we do not consider this is an ideal location for expansion. Instead we recommend land on the south side currently owned by the Pittaway family and almost next to the existing airport commercial area. The Pittaways have indicated an interest in disposing of this

land. Its acquisition by the airport would provide nearly 40ha of flat land ideal for commercial development once zoning issues are addressed.

**Revenue**

The Airport has a modest income stream of about \$230,000 annual EBIT. This is split 40% to landing fees and 55% to hangar and office ground rents. Ground rents have fallen behind, most not having been reviewed for the last 2-3 years. Recommended revenue enhancements focus on land and property leases, increases in landing fees and increasing the volume of movements. We consider the recommencement of air scheduled transport services should be included in planning. Ideally these services will use larger 50 seat aircraft for improved per seat operating costs and lower fares.

**Capital works and funding**

Significant CAPEX will be required over the next 15 years largely to fund land acquisition and infrastructure development, as well as for asset maintenance and upgrade. Revenue will not be adequate to fund this programme and a considerable debt or equity injection from the shareholder will be required.

**Governance and management**

Under the existing arrangement of QLDC asset ownership with QAC as the contracted Airport operator, long term strategic and master planning is being neglected. We reviewed five governance options (including the status quo) and recommend the further study of two of these; restructuring as a council controlled trading company or transfer of ownership to QAC. We believe this will provide the required focus and funding options to enable the airport to develop its full strategic potential for both Wanaka and the wider region.

## **1. Background**

This report was prepared at the initial suggestion of the Wanaka Airport Manager to provide an up to date basis for making long term decisions on airport development, in particular sewage services, and the siting of new and expanded facilities such as hangar space.

The commissioning of the report was actively supported by the airport owner, Queenstown Lakes District Council (QLDC) and the airport operator Queenstown Airport Corporation (QAC).

The report is high level and is confined to identifying the major issues facing the airport. It presents proposals aimed at ensuring the airport is well provided for and able to achieve its purpose looking ahead 40-50 years. It is envisaged as the platform for more detailed nearer term planning and, if justified, land acquisition.

The report was prepared in consultation with a steering group of representatives from QLDC and QAC. Two meetings of the group were held, facilitated by Astral, which primarily discussed the airport's role, infrastructure requirements, land requirements for aviation purposes and possible land acquisition. The intention was to ensure all key decision makers were apprised of the long term issues facing the airport, participated in developing recommendations and gained a shared commitment to the future of the airport.

In preparing the report the Astral team reviewed and drew on the following material:

- The Wanaka Airport Master Plan 11 Sep 2008 (Rev 2.41) prepared for the Wanaka Airport Management Committee by Peak Projects and the then Airport Manager.
- The 2010 Addendum to the 2008 Master Plan prepared by Airbiz. This addendum provided updated aircraft movement and passenger number forecasts.
- The 2011 Airport Purposes Designation. This was primarily introduced to provide for zoning of a total of 90ha of land acquired primarily on the north east side of the airport in 2004/06, a future replacement (and

extended) main runway, new flight path protection surfaces and new expanded noise contours.

- The 2013 Wanaka Airport Land Use Study prepared by Airbiz. This report reviewed the 2008 Master Plan and identified potential aviation related commercial activities that that could expect to be provided at the airport on current airport land and on adjacent land that may need to be rezoned for airport related activities. The report included a “composite future development plan” which integrated the various development plans arising out of the 2008 Master Plan and the 2011 Designation. The reported noted that developed area is nearing capacity but does not specifically mention the development potential of the land on the north side of the runway acquired in circa 2004/06 and rezoned in 2011. The report also identifies various commercial activities that may benefit from being located near the airport, or that may benefit the airport by being located there. It is understood Wanaka Airport management reviewed this report at the time and considered that the airport had sufficient land to meet projected demand.
- The 2014 Notice of Requirement (NoR) to modify the Airport Purposes Designation. This NoR seeks to include the strip of land, currently owned by the Toy and Transport Museum in the airport land holding to provide for a parallel taxiway.

In preparing this report we have taken a fresh look at the role of the airport, recent developments in airport planning, air navigation changes at Queenstown airport, and that airport's continued double digit growth in airline passenger movements, and increasing demand by corporate jet aircraft. We have not felt particularly bound by the recommendations of previous reports, including the 2008 Master Plan.

## 2. The role of Wanaka Airport

The 2008 Master Plan proposed a mission statement for the airport as below:

*“To operate a safe and reliable airport facility based on sound business principles that services and promotes a range of aviation operations including scheduled air transport services for the economic and social wellbeing of Wanaka and surrounding districts.*

*To recognise and protect the future of Warbirds over Wanaka Air Show event due to the significant economic benefit for Wanaka Ward and surrounding districts”*

It is noteworthy that the strategies identified in the Master Plan include reference to the airport acting as a complementary facility to Queenstown Airport, being operated on a safe and reliable basis, and in essence providing for growth to meet the needs of all airport users based on forecast growth.

The 2011 Designation and its 2014 modification had the objectives, *inter alia*, of:

- Maintaining and enhancing operating capacity at the Airport, particularly to maintain capacity for domestic services to and from Wanaka Airport.
- Allowing the airport to act as an alternate for certain aircraft types unable to land at Queenstown Airport because of weather conditions.
- Enabling sustainable future use of the Airport particularly to accommodate the ongoing growth in general aviation activities.

The 2010 and 2013 Airbiz reviews focused on projected demand without commenting on the Airport's role.

At its meeting on 5 Oct 2015 the QLDC/QAC steering group endorsed the role of the airport as a supplementary and complementary facility to Queenstown Airport. The view of the Astral team is that this role is going to become increasingly important in the future due to:

- Continued double digit growth of scheduled air transport operations at Queenstown Airport. Air transport passenger numbers have grown

9% annually compounding since 2005 and air transport movements  
4% annually (International movements 26%)

- Continued growth in corporate jet operations (movements up 20% in the 2015 financial year)<sup>1</sup>
- Continued growth in general aviation (movements up 10%)<sup>2</sup>
- Increasing airspace constraints resulting in aircraft not equipped for “RNP” (satellite based navigation) take-offs and landings operations being increasingly subject to delays at Queenstown.
- Lack of available real estate at Queenstown for aircraft parking and general aviation facilities. Note at the time of preparing this report the Environment Court latest decision on “Lot 6”, which would provide QAC with approximately 19ha more land for general aviation development, has not been finalised.
- The lack of any other airport with the facilities that Wanaka has, or can potentially have, in the region. We note recent plans to develop Alexandra airport but this has neither the scale of facilities Wanaka already has, the proximity to Queenstown or the tourist attractions already existing at Wanaka such as skiing.

For these reasons Astral has developed these proposals to ensure Wanaka Airport has the space, the planning framework and the governance structure to best ensure it can absorb overflow capacity from Queenstown, both general aviation and air transport, in the foreseeable future.

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<sup>1</sup> Source 20015-2015 Queenstown Airport Annual Review

<sup>2</sup> *Ibid*

### 3. Changes from 2008 Master Plan

The 2008 Master Plan was oriented around either:

- a) Expansion of the airport commercial and operational area in its existing south-side location by constructing a new runway parallel and 93m spaced to the existing on the land acquired in 2004/06 on the north side. The existing runway would revert to a parallel taxiway under this concept thereby enabling the building line, currently set back 160m from the runway centreline to be moved substantially closer to the existing runway, in its new role as a taxiway.

OR

- b) Retaining the runway in its existing location and developing the land on the north side as an aviation area. A substantial amount of land would be available as it is 310m from the existing runway centreline, allowing a depth of 260m (with the 150m wide runway strip proposed in the Master Plan) for building and access road development.

Since 2008 the following changes have occurred that affect the Master Plan:

- Queenstown airport growth and associated aircraft capacity and real estate shortages have become more apparent.
- Developments in satellite based navigation technology for aircraft approaches have made application of the international standard of a 300m wide runway strip more relevant, whereas the Master Plan was based on a continuation of the lesser New Zealand Civil Aviation standard of 150m. In light of this development Astral now recommends wherever possible protecting a 300m wide strip for air transport operations. Due to the location of the waste water treatment plant a 300m strip cannot be implemented with the proposed replacement parallel runway alignment included in the 2008 Master Plan.
- Land has become available for sale in areas of strategic benefit to the Airport.

## 4. Development considerations

Broadly, development considerations for Wanaka reduce to whether future aviation area/s are located:

- On the north side on existing or extended airport land (Figure 1)
- On the south side on extended airport land (Figure 2)
- Or on both north and south sides on existing airport land

The steering committee discussed these options, the advantages and disadvantages of which are listed in Table 1. The land areas and current ownership are shown in Figure 3.

It is clear the airport is very short of space in the existing south side aviation area. This is compounded by:

- The triangular shape of the area bounded by the runway separation building line on one side and SH6 on the other
- The ownership of the Warbirds facility and cafeteria by other parties
- The effect of protecting a 300m wide strip in moving the building line even closer to SH6

This makes even retention of the existing infrastructure on the south side marginal.

Other considerations include:

### **The visibility of the airport facilities to the public.**

The airport is an entry point to the Wanaka region and its businesses and facilities, especially those tourist related, are best served being in clear view of the travelling public. The south frontage with SH6 is ideal for this whereas the north side location is not.



Figure 2: South side development.

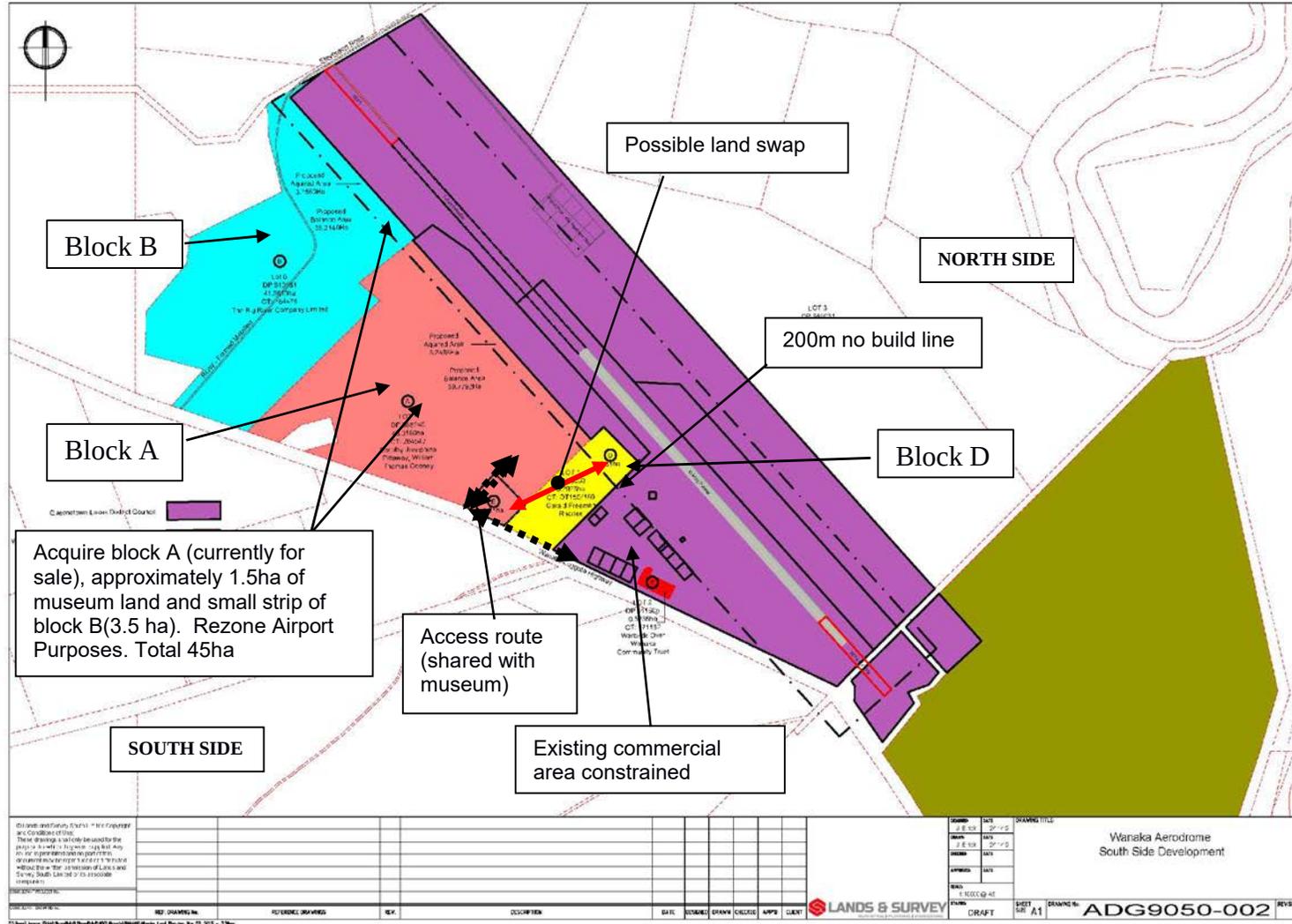


Figure 3: Land ownership

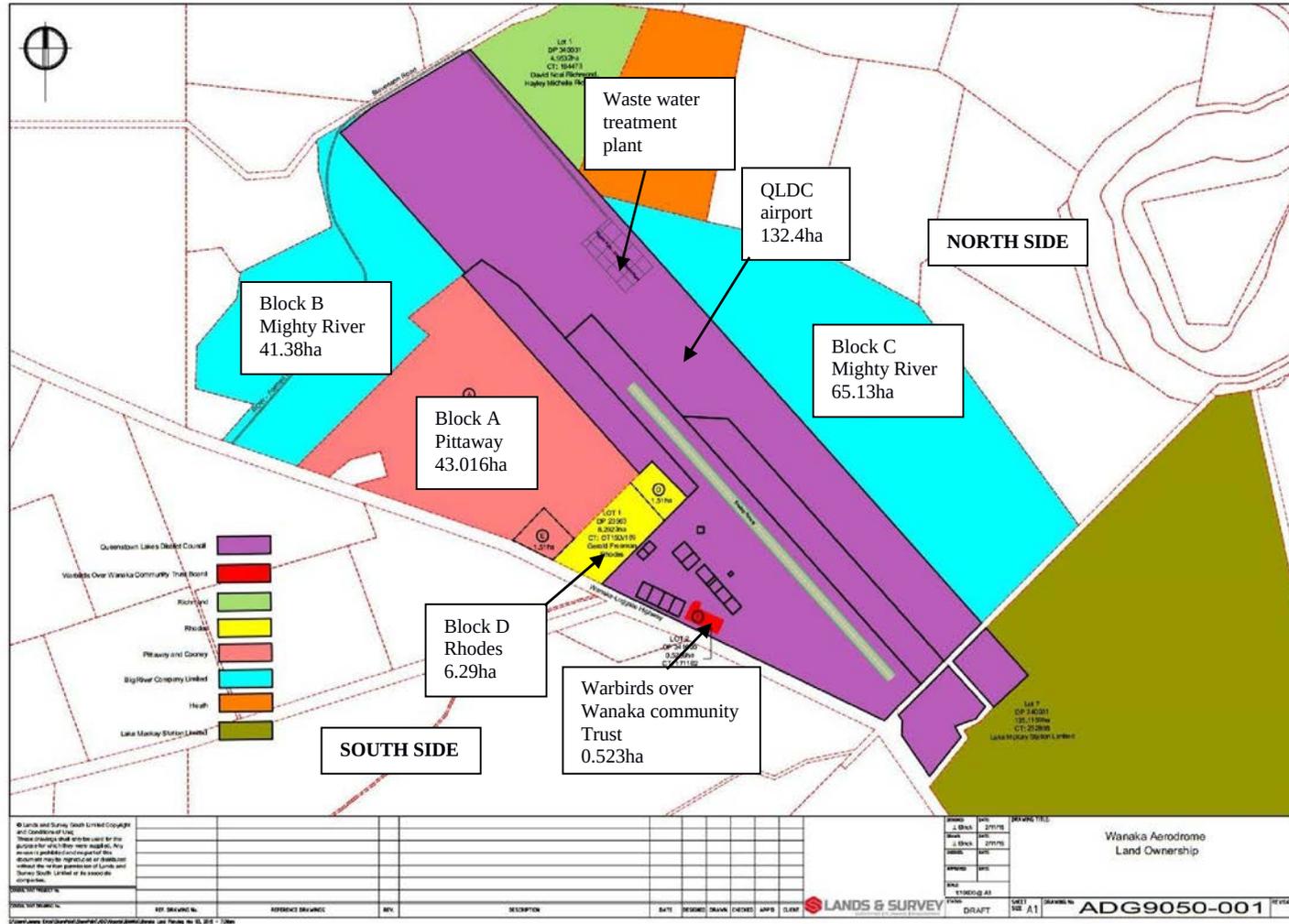


Table 1: Comparison of north and south side development options

Attribute	Attribute relative importance 1 = lowest, 5 = highest	Score out of 5: 1 = poor, 5=excellent		Weighted score	
		North side development	South side development	North side development	South side development
Good presence for passing traffic	4	1	5	4	20
Connection to services	4	3	3	12	12
Land area available	4	5	4	20	16
Indicative cost of land	4	4	3	16	12
Ease of development	4	3	5	12	20
Site shape	3	2	4	6	12
SH6 access	3	1	5	3	15
Connectivity between existing site and new area	5	1	3	5	15
Ease of re-zoning	4	2	4	8	16
<b>Total (out of 225 possible)</b>				<b>86</b>	<b>138</b>

**Real estate fragmentation.**

The existing south side location is very constrained for space. The only additional land that may be available on that side is separated from this area by the Toy and Transport Museum. Aircraft access between any new airport development on the west side of the museum and the existing area can only be via a parallel section of taxiway between the two, preferably spaced 168m from the runway centreline so that it remains outside a 300m wide strip. This requires the acquisition of a portion of land from the rear of the museum.

Road vehicle access requires either forming a road in front of the museum adjacent to SH6 or behind the museum but outside a future 300m strip and taxiway. While it is understood a legal access exists in front of the museum there may be issues with the NZ Transport Authority over proximity to SH6. Access behind would require a larger area of land to be acquired from the museum. The museum owner may be able to be motivated to agree to a land swap with the Airport/QLDC to obtain additional SH6 frontage to the west of its existing site.

## 5. Demand forecasts

Traditional airport growth forecasts are based on projections of passenger number growth over time translated into aircraft movements. This was the basis of the 2008, 2010 and 2011 forecasts. However, in the last four years it has become apparent that in the near term growth will not be as a result of scheduled aircraft movements as scheduled services have recently ceased at the airport. These appear unlikely to resume until Wanaka grows substantially in population or a “hub and spoke” demand emerges for turbo-prop services, that can’t be accommodated at Queenstown Airport, connecting the wider Wanaka-Queenstown area to regional centres.

In the near term Wanaka Airport is more likely to grow as a result of demand for:

- Hangar space for high value privately owned aircraft
- Hangar and facility space for scientific operations such as NASA super pressure balloon launches
- Operational offices and reception facilities for sport aviation activities

- Hangars and bases for helicopter and general aviation, including flight training.
- Ancillary services such as maintenance and repair of aircraft and components
- Aircraft parking, in particular corporate jet overflow from Queenstown airport
- Charter air services such as winter ski flights

Scheduled services cannot of course be excluded and provision needs to be made for a modest terminal building that could initially handle charter flights with provision for expansion. A terminal facility similar in size to that at Manapouri (approximately 400 sq. m) would be appropriate to provide for ad-hoc turbo-props. Airbiz recommended 1000 sq. m in the 2013 land plan study and the 2008 Master Plan allows for a 2500 sq. m terminal.

Currently the Airport Manager, without any advertising, has firm interest for 12 sites to accommodate 23 aircraft. At the current average site size of 1300 sq. m this equates to 1.56ha of land plus associated roading, taxiways and aircraft parking. In addition NASA has confirmed its interest in building a permanent facility for annual balloon launches. NASA requires a site of minimum 2500 sq. m.

Table 2 sets out the current area of tenancies and a projection of growth over the next 2 years.

In all we estimate an additional area of at least 30ha should be provided for facility development outside the 200m no build line on the south or north side of the runway. It is essential that this area has airside access to enable its development for aircraft operations.

**Table 2: Existing tenancies**

LOT	AREA m2	TENANT	USE
1	2453	Southern Alps Air	Commercial Scenic Flights
2	433	Z - Energy	Fuel Storage and Bowser Dispensing
2A	1343		Future Car Park
2B	406	U-Fly Ltd	Training and Scenic Flights
3	1557	The Alpine Group	Helicopter Commercial and Scenic
4	1639	The Alpine Group	Helicopter Commercial and Scenic
8	747	Wanaka Hangar Services	GA Aircraft Maintenance
9	1082	G & J Dickey	Private Hangar
12	784	Kittyhawk Aviation Ltd	Private Hangar
13	644	G G Brown & A Davey	Private Hangar
14	891	Jetflights Wanaka Ltd	Mustang Flights
15	891	Doran Family Trust	Private Hangar
16	2657	Wanaka Airport Ltd	Private Hangar
17	1152	Wanaka Hangar Services Ltd	Private Hangar Site
18	1350	Wanaka Hangar Services Ltd	Private Hangar Site
19	1350	Wanaka Hangar Services Ltd	Private Hangar Site
20	1161	Wanaka Helicopters Ltd	Commercial Operators Training and Scenic
21	1677	Wanaka Helicopters Ltd	Commercial Operators Training and Scenic
22	1195	Infinity Investment Group Holdings Ltd	Private Helicopter
23	1108	Tail Wind Licensees Ltd	Helicraft Engineering
24	1847	Buick Brothers Holdings Ltd	Helisupport Engineering
25	900	Marsden Trustee Company Ltd	Private Hangar
27	1184	Skydive Lake Wanaka Ltd	Commercial Operations
28	2432	Wanaka Airport Ltd	Performance Aviation Engineers
29	267		
30	314	BP	Airside Fuel
31	315	BP	Airside Fuel
2DP341605	5236	Warbirds Over Wanaka	Private Hangars
3DP23517	1750	Pembroke Hangars Ltd	Private Hangars
4DP23517	2000	Luggate Hangars Ltd	Private Hangars
5DP23517	2104	South Air Ltd	Engineering twenty-twenty four
6DP24685	1750	Nokomai Ltd	Classic Flight Training and Scenic
7DP22637	1500		Wanaka Airport Old Office Site

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LOT	AREA m2	TENANT	USE
8DP22637	400	Met Service	
10DP24410	700	Day Family Trust	Private Hangar
11DP24410	840	U-Fly Ltd	Hangar
33	609	Skydive Lake Wanaka Ltd	Skydive Carpark
<b>Total site area</b>	<b>48668</b>		
<b>Average area per site -all sites</b>	<b>1315</b>		
<b>Average area - private hangars</b>	<b>1549</b>		

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**Table 2a: Existing firm requests for sites**

	<b>Indicative site area</b>	<b>Group/organisation</b>	<b>Comments</b>
	6500	NASA	Minimum 2500m2 building
	4000	Private owner	6 Aircraft plus accommodation <sup>3</sup>
	1700	Private owner	2 Aircraft plus accommodation
	1500	Private owner	3 Aircraft
	2000	Private owner	4 Aircraft
	800	Private owner	1 Aircraft
	800	Private owner	1 Aircraft
	1000	Private owner	2 Aircraft
	1000	Private owner	1 Aircraft plus accommodation
	1100	Private owner	1 large aircraft
	800	Private owner	1 Aircraft
	800	Private owner	1 Aircraft
	800	Private owner	1 Aircraft
<b>Total site area</b>	22800		
<b>Average area/ site -all sites</b>	1754		
Average area excluding NASA	1358		

<sup>3</sup> Note there is no certainty accommodation uses could be approved under the District Plan

**Table 2b: Projection of future commercial and apron land required (40 years)**

Requirement	Area m2	Comments
Total known site demand	22800	
allowance for roads, parking	6840	30% allowance on site area
allowance for aprons, taxiways	<u>4560</u>	20% allowance on site area
<b>TOTAL</b>	<b><u>34200</u></b>	
3% allowance for growth 40 yrs.	111562	Total area compounded 3% for 40 years (approximately 11ha)
<b>Plus</b>		
Terminal building site	4000	Typical domestic NZ airport
Car parking	7000	Typical 100 spaces
Coach parking	2500	20 coaches
Apron	15000	Typical 4-5 aircraft stand positions
Corporate jet parking	12250	Based on 10 x 35m by 35m spaces
Rental car facilities	<u>7000</u>	Estimated
	47750	
20% landscaping, roading,	<u>9550</u>	Estimated 20% of total area
<b>total site area required</b>	<b><u>229780</u></b>	
Future growth requirement	23.0	Hectares
Existing commercial area	<u>9.0</u>	Hectares
<b>Total including existing area</b>	<b>32.0</b>	<b>Hectares</b>

## 6. Land acquisition

Land for expansion of the airport either north or south of the runway is currently available. Figure 3 shows the location and ownership of the relevant blocks.

Block A (43.02ha) is required for expansion to the south. For expansion to the north block C (65.13 ha) is required. For both scenarios small part of blocks B, C and D on the south side are also required to provide for a 300m wide runway strip on the current runway alignment.

For the south expansion the portion of the Toy and Transport Museum shown as block D in Figure 2 (1.5 ha) would need to be acquired from the Museum to provide for the 200m building set back (based on providing for a 300m runway strip) from runway centreline, which would include provision for a Code C taxiway and service road. It is envisaged this 1.5ha area would be swapped for a similar sized area along the west boundary of the museum site, possibly with road frontage (shown as block E in the plan). This would make the net south area outside the 200m line approximately 41.5ha.

Acquisition of block B (41.36ha) would provide additional expansion area on the south side, with some SH6 frontage. However except for a 3.16 ha portion, required to provide a 200m setback down the full length of the south west airport boundary to allow a parallel taxiway for the entire runway length, acquisition of block B is not considered necessary. Options would be to:

- Acquire block B and annex the 3.16 ha strip into the airport's ownership, releasing the balance of block B onto the market<sup>4</sup>; or
- Acquire a long term (99 year) lease on the 3.16ha strip with a short term lease back to the block owner for grazing or cropping pending its requirement for aviation use.
- For expansion to the north, block C would be more than adequate and would give a total area outside the 200m north setback of approximately 40ha.<sup>5</sup> This

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<sup>4</sup> Block B is zoned Rural General therefore activities which could be established on the site are reasonably limited. A significant portion of the block is located inside the airport noise Outer Control Boundary where activities sensitive to aircraft noise are prohibited.

<sup>5</sup> Block C also has Rural General zoning

would still leave an area of land significantly larger than that projected to be required. This would allow approximately 20ha of block C to be offered back to the owner(s) on its north boundary by way of sale or lease as shown in Figure 1.

## **7. Infrastructure requirements**

### **7.1.Sewage**

Sewage reticulation is the most pressing issue facing the airport. Currently the airport is on a septic tank system. This has reached capacity and a connection to reticulated sewage is required. The connection should not present a problem as the Project Pure waste treatment plan has the sewer main running to it.

It is understood that sewage reticulation is now on the QLDC 10 year plan for the airport with design scheduled for 2016-17

### **7.2.Water**

QLDC Infrastructure advises that a new supply is planned. Capacity will be dictated by firefighting requirements. Water supply design is also scheduled for 2016-17 in the current QLDC Long Term Plan.

### **7.3.Mains power**

We are advised that the electrical supply running to Project Pure has adequate capacity to service the expanded airport.

### **7.4.Internet**

NASA has funded a high speed high bandwidth internet cable which runs to the Alpine Helicopter hangar. Access to this is available and we are advised it has the capacity to provide internet for the whole airport.

### **7.5.Roading and car parking**

Roading and car parking would have to be developed for the expanded airport. Subject to funding this should be straightforward with probably the only complication being connection between the existing airport commercial area and the new area.

## 7.6. Buildings

Refer to section 10.2.

## 8. Zoning requirements

Current zoning of airport land as depicted in the QLDC District Plan is shown in Figure 4. The underlying zoning of the existing airport is Rural Lifestyle but the airport itself is designated for “Aerodrome Purposes” in the Queenstown Lakes District Plan.<sup>6</sup> The designation is intended to protect the operational capability of the airport, while at the same time minimising adverse environmental effects from aircraft noise.

Blocks B and C in Figure 3 are zoned Rural General, and Block A is mostly zoned Rural Visitor with the balance Rural General. It is understood this was done to provide for future infrastructure (visitor accommodation) for Wanaka Airport, specifically the proposed Windermere Air Park. Within the Rural Visitor Zone visitor accommodation (understood to be aircraft hangars with transient accommodation) and residential activity for on-site custodian(s) is a controlled activity beyond the outer control boundary (OCB). Within the OCB resource consent is required for a discretionary activity. Airport use is not specifically provided for at Windemere. This would not give much certainty for the airport operator or its tenants.

The existing Airport Purposes zone requires any activities to be aviation related which has resulted in businesses wishing to establish on the airport having to gain a resource consent. This gives little certainty and impedes the airport from encouraging aviation businesses and associated airport revenue.

It is understood QAC currently has a submission on the District Plan review to make changes to the Rural General zoning on existing airport land to facilitate its use for wider airport purposes. This includes creating an overlay or similar over Wanaka Airport within which airport and airport related activities would be a controlled activity. This approach recognises that such activities are currently anticipated and provided for at Wanaka Airport, while acknowledging the surrounding rural character through retention of the Rural zone.

As the airport expands in the future, any newly acquired land will need to be

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<sup>6</sup> Designation 64 Airport Purposes

included in the overlay envelope. If the projected growth demand is realised, consideration to rezoning the site to a mixed use type zone should be given to elevate the strategic significance of the Airport.

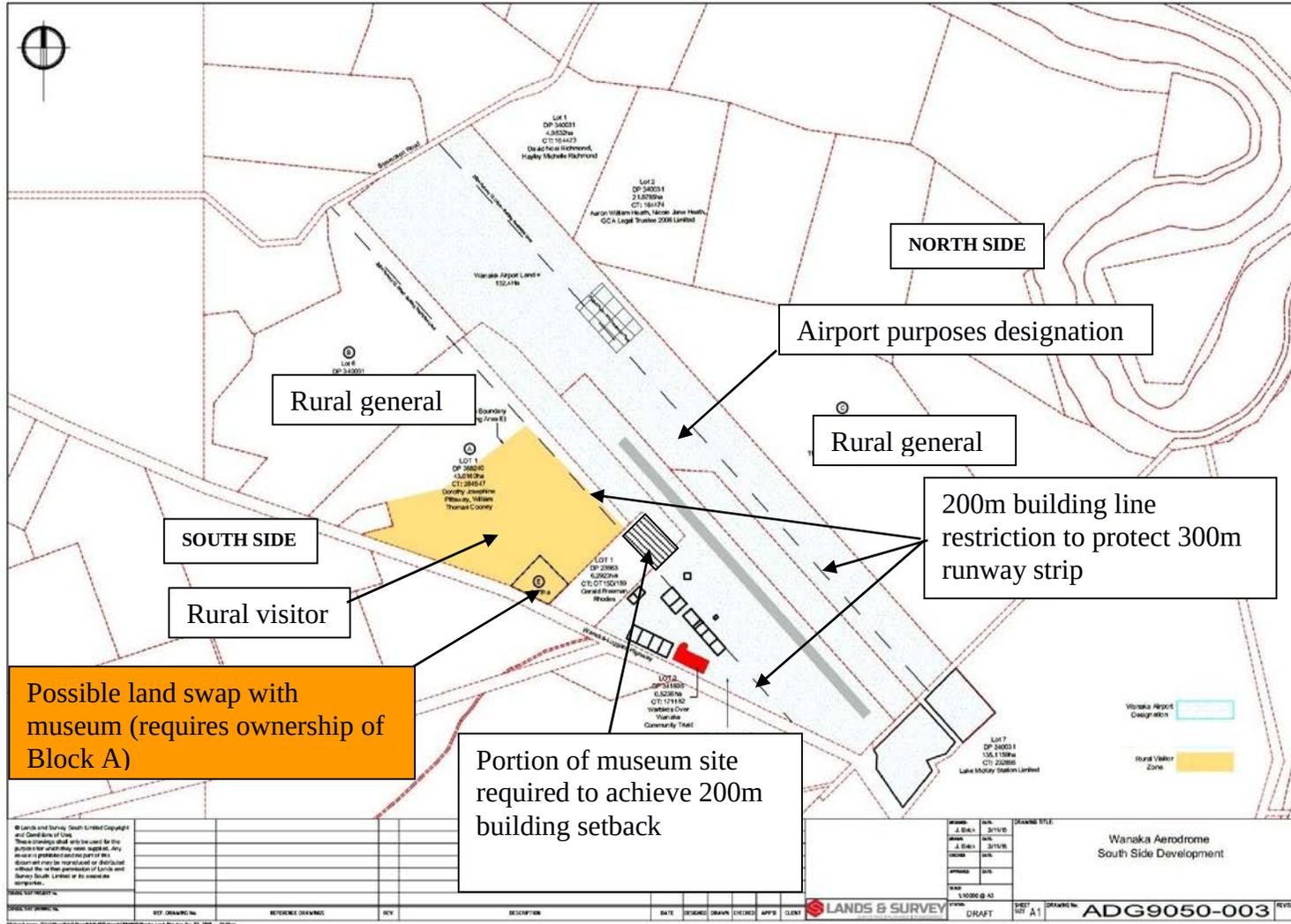
The QLDC planner's advice is to incorporate this into a wider review of zoning on the expanded land the airport needs to allow for normal airport uses as part of the current District plan review.

The existing strip of airport land on the north side (Block C), that is not required if expansion is to the south, could possibly be rezoned rural visitor or other zoning appropriate to the original Windemere Aeropark concept. However it is understood there are visual amenity concerns if tall developments occur in this area.

## **9. North or south side development?**

Table 1 sets out the pros and cons of north versus south side development. Our conclusion is that south side development will serve the airport's needs much better in the long term. Accordingly, we recommend acquisition of the Pittaway block by the Airport, and negotiation with the museum owner over a land swap to enable the north part of that site to become part of the airport.

Figure 4: Existing zoning



## 10. Ten year business plan

### 10.1. Current situation

#### Summary of assets

The Airport property consists of 132.4ha of land under designation by QLDC. A block of 0.52ha, owned by Warbirds over Wanaka Community Trust, exists as an 'island' in the centre of the Airport land-side estate. This site has the Warbirds hangar, shop and cafeteria on it. Access is by informal arrangement with the Airport and is currently not charged for. The main airside assets are the runway taxiway and apron areas the details of which are included in the Master Plan.

Upgrades over the years have been to cater for increases in services levels. These have included parking, roading, landscaping, fencing and upgraded utilities including potable water supply.

Some landside buildings are airport owned and areas have been set aside for future terminal development. There are two open areas providing access to the apron.

Apart from this the main infrastructure is roading, parking and lighting.

Support facilities and equipment are commensurate with a non-certificated airport and include vehicles. A Category 4 Rescue Fire appliance is being provided by QAC on loan over the summer months.

Very little land remains on the existing south side site that is suitable for redevelopment. However there is approximately 17ha of land on the north side envisaged for airport hangar developments in the 2008 Master Plan.

#### Income, expenses, P&L

In the financial year (FY) ended Jun 15 the Airport had a gross revenue of approximately \$472,000 and EBITA of \$237,000.

In the last FY to 30 Jun 15, income from landing fees (aeronautical income) made up 39% of total revenue and ground leases ( non-aeronautical) made up 55%. Frequent scheduled air transport services from heavy aircraft (50 plus seats) would be required to significantly lift aeronautical revenue. A twice daily service of a 50 seat aircraft would increase annual landing fee income by about 80%. It is very difficult to gather significant revenue from general aviation operations, most aircraft

being charged only \$10-\$15 per landing, equating to 26-40 extra landings per day to achieve the same 80% increase.

Warbirds over Wanaka contributes \$25,000 every 2 years paid by the organiser to the Airport in the form of an access fee. Associated costs and any damage are paid by the organiser.

The Airport currently has 34 sites totalling 35.4ha under lease at an average of \$6.75 per sq. m giving a gross income of approximately \$258,400. We understand the leases reviews were last done about 3 years ago and current market rates should be closer to \$10 per m<sup>2</sup> which would provide an increment of \$115,000 pa or approximately 44% additional gross revenue.

A review of all leases and user fees should be undertaken every two years to ensure maximum revenue generation and currency, and should include an element to recover a portion of the airport operating costs, if allowed under the leases in place.

Landing fees were last reviewed about five years ago and are less than half those in place at Queenstown Airport.

### **Operating costs**

Airport operating funds are currently used to cover the day-to-day operation of the Airport facility. In the last two years the airport has had annual EBITDA of \$225-\$235,000. With net assets of about \$900,000 and long term internal debt of \$789,000 the Airport currently has insufficient equity and leverage to fund a large asset purchase or major maintenance. For example, the runway resealing in 2008 was funded by an internal loan from QLDC.

Since 1999 QLDC has “ring fenced” surplus revenue for airport improvements and this has largely funded airfield development since then.

Administration, professional services and corporate costs account for approximately 70% of annual expenditure. Airfield maintenance and services have been about 30% of total costs over the last two years.

## **10.2.Growth opportunities**

We believe there is considerable opportunity for Wanaka Airport to grow its aviation activities revenue. The Airport's competitive advantages are:

- Proximity to Queenstown making its use as an alternative airport viable.
- Aerodrome environment much less challenged by terrain than Queenstown, allowing a wider range of aircraft to operate in adverse weather conditions.
- Local attractions, residential development and a choice of rest homes making Wanaka a desirable place to live and retire to.
- Uncrowded airspace and minimal incompatible surrounding land use.
- Very scenic flying environment.
- Increasing tourism and aircraft charter opportunities.
- State highway frontage with nearby catchment
- Existing demand for hangar sites and, from overseas persons, semi-residential premises for use for part of the year.

### **Revenue enhancements**

Revenue enhancements by way of increased landing fees and a more realistic rental income improve the airport finances to an extent that provides for a reasonable surplus before depreciation and interest costs.

The financial forecast extrapolates growth on the existing base model of operations that exist today. We believe these targets are realistic.

Discrete specialist developments such as a NASA facility and aviation servicing companies will provide improved revenue streams in an environment that is a natural attractor. None of these facilities will be available to be established at Queenstown airport due to operational and airspace constraints.

These and other revenue opportunities are described below.

### **Property**

As described in Section 5 the Airport currently has firm requests for 12 new sites and this can be expected to grow steadily in line with general aviation (GA) growth rates and the increasing attraction of aviation minded people to the area as a lifestyle choice.

Employment on site has increased from about 80 in 2009 to 200 today. Increased employment will also drive demand for sites as existing businesses expand and new one set up.

We see greatest value in a land development model where the Airport retains freehold ownership of the site and builds facilities “on order” to a uniform design and construction standard to meet lessees' (reasonable) requirements. In return lessees would commit to usual commercial property rental terms and conditions.

We believe this “walk in build to measure option” for airport businesses will provide a much better return for the Airport in the long term with the inflation value increment falling to the airport balance sheet. Currently this increment in value accrues to the building owner not the airport. While a developer may be looking at a 20% return, the rate of return for buildings on already consented airport land is approximately 12-13%. While a speciality build such as the proposed NASA building may attract a return of around \$400m<sup>2</sup> the normal return for a business park building is \$190-\$220 m<sup>2</sup> (including land) with a build cost of around \$2000m<sup>2</sup>.

Providing the appropriate rate of return and discounted cash flow is positive then each development stands on its own as an earning asset.

### **NASA**

The opportunity NASA presence gives for the Airport and Wanaka itself is immense, particularly as its activity in late summer coincides with the summer visitor season. A very visible NASA presence from SH6 would attract more visitors to the airport and increased activity for the Airport's tenants that rely of tourist traffic.

### **Internet**

The high speed and capacity Internet link to the airport, funded by NASA, also creates benefits and opportunities for the Airport tenants. Extension of the Internet access to all new sites should be provided for along with other services. The ownership of the Internet access point and its funding should be investigated. Currently it is understood NASA fund

access 4 months of the year at a cost of around \$4200/mo. and the rest of the year it is turned off. It may be a revenue stream for the Airport to pick this up and on-sell to tenants who specifically require speed and capacity.

### ***Landing fees***

We believe there is scope for landing fees to increase, both in quantum given there has been no increase in 5 years, and with growth in movements. A 15% catch up in the next year and 3% growth per year ongoing should be the minimum achievable. This would provide a revenue increase of \$90,000 over 10 years.

The landing fee structure is very attractive to larger air transport operators, being a half to a third of rates at Queenstown Airport, an advantage of about \$5-6 per seat on a 50 seat aircraft. In addition the lack of air traffic control also reduces costs for air transport but this may not be sustainable if the airspace risk increases significantly resulting in the CAA requiring a form of Air Traffic Service<sup>7</sup>. This would have a dual benefit of reducing non-RNP demand at Queenstown and diverting it to Wanaka.

### ***Aircraft parking***

Aircraft parking capacity at Queenstown is currently very limited. While achieving QAC's desired outcome on "Lot 6" (still before the Court) will provide more space for high value corporate jet parking, even that may be inadequate in the longer term given recent increases in demand. Aircraft parking charges for corporate jets at Wanaka are currently 40% of those at Queenstown and for smaller aircraft are as low as 25%.

### ***Air transport services***

The key to successfully attracting and retaining air transport services is; operator quality (reliability, standard of aircraft, and safety record), effective marketing and distribution, competitive fares and the ability to build volume. Previous services with 19 seat aircraft suffered from lack of frequency and high per seat operating costs resulting in uncompetitive airfares. A single destination of Christchurch was probably also a factor post earth quake.

If air transport services could be developed to (for example) four landings of 50 seat (circa 18,000kg) aircraft per day in the longer term, the increase in landing fees would be

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<sup>7</sup>As happened at Paraparaumu with the introduction of Q300 services there. CAA required a Flight Information Service to be set up, provided by Airways Corporation. Airways are currently refining this model to minimise costs for users while maintaining a suitable standard of service.

approximately \$300,000 per year. The demand for air transport services will be driven by:

- local population growth
- increased “knowledge” and service based industries
- increased tourism especially ski fields and adventure activities
- displacement of operations from Queenstown Airport.

The use of 50 seat aircraft (such as the Bombardier Q300 operated by Air New Zealand) would substantially reduce ticket prices compared to the B1900.<sup>8</sup> These aircraft could operate from the existing runway length subject to the provision of runway end safety areas. These would be relatively easy to provide to the minimum 90m.

Destinations tend to be limited by the flying range of turbo-prop aircraft which, rather than jets, are best suited to the existing runway length. The growth of Christchurch as the rebuild gathers momentum will make this an increasingly attractive link. However the issues are whether the market can support a year round operation, adequacy of local demand, new destinations and return on investment for airport facilities required.

A viable development model could be to start with seasonal charter flights, as Queenstown did with trans-Tasman winter ski flights services. As well as Christchurch, Wellington and Palmerson North could have good demand from skiers.

While the Air New Zealand services by 19 seat B1900D aircraft were accommodated using the existing Aspiring Air facility this is very small and a modest terminal building would be required for scheduled passenger flights by larger aircraft. For this reason we recommend a provision in the capital budget.

Runway lighting may substantially boost demand as, due to airborne equipment limitations, it is not expected night landing capability at Queenstown will be generally available for turbo-prop aircraft in the foreseeable future.<sup>9</sup> Unlike Queenstown, the terrain around Wanaka airport will potentially allow a range of aircraft to operate at night.

The possibility of night operations, for example air ambulance or ski charters, should be

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<sup>8</sup>A recent study by Astral and Market Economics found the Q300 to be over 20% cheaper to operate on a per seat basis than the B1900D.

<sup>9</sup> Night take offs and landings (i.e. within the permitted operating hours of 10pm to 7am) at Queenstown Airport require aircraft to be equipped for “RNP” navigation capability. To date night operating approval effort has focused on 737/A320 aircraft. Astral understands the Air New Zealand ATR72-600 aircraft will have basic RNP (RNP 0.3nm) capability by 2017, however it is not certain if the basic level will be adequate for night operations.

kept in mind.<sup>10</sup>

Most air transport aircraft can use the existing RNAV(GNSS) approaches at Wanaka without requiring ground based navigation aids.

## **10.3. Proposed 10 year objectives**

### **Infrastructure and CAPEX plans**

A proposed infrastructure plan and associated capital programme has been developed aimed at providing key assets such as:

- Potential runway and apron expansion
- Provision of a terminal building or fixed base corporate aircraft facility similar to that provided by Queenstown's sister city, Aspen Colorado.
- Expansion of vehicle parking
- Provision for a building to cater for NASA (or other aeronautical/aerospace research organisation's) future needs
- Provision for general aviation hangars
- Provision for aviation business office/workshop development (e.g. aircraft servicing)
- Upgraded sewer, potable and storm water, phone, data and power utilities

In summary the plan calls for a total CAPEX of \$15.5m over 15 years.

### **Revenue Growth**

In the proposed plan, revenue growth will come from increases in (% over 10 years):

- Landing fee increases (45%)
- Scheduled air transport operations (100%)
- Increased land leases (66%)

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<sup>10</sup> Currently the Wanaka "Airport Purposes" Designation contained in Section E of Appendix 1 to the QLDC Operative District Plan does not permit operation of aircraft at the airport between 10pm and 7am, except emergency flights.

- Increased sundry income (aircraft parking, internet provision etc.) (30%)
- Total (43%) revenue increases from \$472k (2015) to \$675k in 2026.

**Capital Funding Sources**

Even with modest revenue growth and conservative expenditure increments year on year, the surplus before depreciation and finance costs is not sufficient to sustain the annual Capex wish list without the introduction of capital. While the airport asset remains within Council then funding will remain as an increment to Council borrowings. If the option is to incorporate Wanaka airport within the QAC then funding will fall within the company balance sheet and be funded accordingly.

Without this capital introduction, the annual enhanced revenue surplus could sustain between \$1m and \$2m of borrowings for development at 5%.

The governance model for Wanaka airport in the future is discussed in the following section, however we believe QAC should give consideration to becoming the commercial developer for hanger and aviation related investments. The returns from these investments would then remain 'in house' plus provide a return by way of the dividend paid to QLDC from QAC. The alternative is that a partner would be required to become the commercial developer.

With careful treasury and financial management along with a signal to Wanaka airport users that a more reasonable return on investment is required by the owners a substantial number of Capex investments can be achievable. All of this pre supposes that there will not be regular passenger operations or charters in the near future. If these were to return, then the revenue picture is enhanced along with the incremental activities that would ensue.

## **11. Future ownership, governance and management**

### **11.1. Governance history since 1990**

Wanaka Airport's original ownership model endures today with the land ownership vesting with QLDC.

The airport languished in the 70's and 80's supporting helicopter deer recovery and some fixed wing tourist operations. Alpine Deer Group was the main player and contributed significant day to day 'management'.

Sir Tim Wallace had a vision for the airport through his business acumen and enthusiasm for vintage aircraft which culminated in the Warbirds over Wanaka.

Various land purchases, swaps and vesting has provided the land ownership of today.

Sir Tim became a Director of the QAC and until the time of his accident was the touch point for the airports operations in Wanaka along with day to day management by the then QAC General Manager.

The airport thrived with a business model applied to rentals, licences and landing fees, all being properly accounted for. Development of new businesses, roading, hangers and utilities saw the airport begin to grow. This model also incorporated an element of capital provision which was carried in a separate QAC ledger at the time.

Given the now evident potential financial contribution it was decided by Council that the airport could be run back under Council control. A Wanaka based Council committee was set as well as an airport management committee. An Airport Manager was appointed and the income stream (and expenses) were received direct by Council. The handover included a financial wash up with no benefit to QAC.

QAC handed over control and maintained a watching compliance brief.

After several years for various reasons including lack of the right local governance skills, enthusiasm, and Council focus at the time, QLDC requested QAC resume management. This was by informal arrangement for some time and a more formal agreement was with a modest management fee has prevailed since.

The Wanaka Airport Corporation Ltd was incorporated at the same time as QAC in the early 1990's but little was done to transfer the Council's Wanaka assets into the Company.

The shell company endured for some years until the Council requested it be voluntarily struck off in the late 90's.

Since then some of the airport land has been taken over for Council utility projects, notably Project Pure.

## **11.2. Existing governance and management arrangements**

Governance responsibility currently rests with QLDC. Day to day management is done by QAC under the original 2009 five year management agreement. Under the agreement, which does not appear to have ever been signed:

- QAC employs the staff and receives a management fee. It administers debtors and creditors and co-ordinates projects as well as CAA compliance and day to day management.
- QLDC funds planning and capital projects.
- The airport authority lies with Council who assumes the ultimate liability to comply. QAC agrees to run the airport in an efficient and compliant manner ensuring performance of a variety of tasks listed in the agreement against performance indicators.
- Management fees have been invoiced at \$70,000 ( 2013/14), \$110,000 (2014/15), \$158,500 (2015/16). Included in this fee are direct costs such as website hosting fees, subscriptions, telecommunications charges, insurance costs.

Within QAC the management functions have been undertaken according to the nature of the function i.e. accounting by Finance, compliance by Operations and Rescue Fire, property management by Property and governance by various reports to the QAC Chief Executive. There has not been a person wholly dedicated to Wanaka Airport within the QAC team.

We are advised that more recently QAC has become heavily involved in strategic planning and regulatory planning activities. However, these functions are not contemplated, or compensated, by the current management agreements. The lack of compensation is a disincentive for QAC to dedicated the time required to capitalise on the opportunities presented at Wanaka Airport.

The Airport Manager works full time to keep on top of the workload and retains most of the institutional knowledge. Despite the recent addition of a part time administrator to assist it is clear from observation that most of the Manager's time is spent dealing with immediate issues. Despite this the airport is run well and compliant but thin on the ground with no room to think about, plan or action future development projects.

Similarly, responsibility for the Airport within QLDC appears to be very fragmented and the strategic value of the airport asset is at risk of being lost through this and high staff turnover with little institutional knowledge. Recently QLDC Infrastructure has become more involved and is understood to be preparing an asset management plan for the airport. Major infrastructure projects such as sewage and water reticulation are now included in Council's 10 year plans, but the process for this appears to be very ad hoc and subject to arbitrary decisions.

It is understood QLDC and QAC commenced a discussion on compensation for management services in 2013/14. This conversation is ongoing, with the Mayor specifically requesting that an option be presented of what might be able to be delivered for a reduced management fee. This directive appears to be at odds with the increasing management workload.

It is clear to us that effective long term planning for the airport has languished as there is no specific responsibility and budget for it. We recommend that this is addressed urgently.

### **11.3. Alternative governance and management models**

In considering changes to the governance and management structure the following issues are relevant:

- Strategic planning and Master Planning
- Management of the planning framework (e.g. outline plans and resource consents)
- Asset development and funding
- Asset values to take over and effect on balance sheet
- Funding
- Effect on management and ability to govern
- Retention of local control
- Treaty settlement issues

- Regulatory compliance
- The need to manage Wanaka and Queenstown Airports in a complementary not competitive way.

Table 3 shows the various options identified and their advantages and disadvantages summarised.

Further comments on the options are:

### **Options 1 and 2**

On balance we consider neither Option 1 or the status quo (Option 2) is appropriate to provide the strategic benefit to the region and community the airport is capable of achieving. We are particularly concerned that Option 1, which devolves responsibility to QLDC for all but day to day operational management and CAA compliance will greatly disadvantage the Airport due to fragmentation of responsibility within Council and lack of institutional knowledge. In all cases we are aware of where the Airport is totally or largely under the control of a Council, there is an individual senior manager in Council with the identified responsibility for the Airport.

In particular, should the airport become certificated, which is would be required for air transport operations by aircraft with 30 or more seats, CAA Rules require an individual to be nominated as the Chief Executive. This person holds the ultimate accountability for the airport and for ensuring the adequacy of safety compliance and funding. Clearly under option 1 this could not be an individual in QAC as QAC would not have control of funding and if in QLDC the person would have to be at a sufficiently senior level in Council to have the required authority over funding and delegated tasks. Given the fragmented governance of the Airport to date within QLDC and the staff turnover this seems to us problematic.

### **Option 3**

Option 3 effectively retains the status quo but incentivises QAC to focus more on the profitability of the Airport by giving it a profit or revenue share. However, given Wanaka's relatively low profit and its need to reinvest profits to fund development any incentive to QAC may be very small and ineffective.

Table 3: Governance and management options

Option	1	2	3	4	5
	Reduced QAC Management	Status Quo	Status Quo with Revenue Share Option	Separate Company with Board (i.e. Separate CCTO)	Merge with QAC
Description	Reduce QAC's Management to delivery of Operational and Compliance services only	Retain current management arrangements	Retain current management arrangements but recognise QAC's drivers and motivations as a commercially focussed organisation by a "profit / revenue share" option	Create a separate company with separate board	Merge Wanaka Airport assets with QAC. Alternatives could include a long term lease of QLDC assets.
Underlying Asset Owner & Authority	QLDC	QLDC	QLDC	New CCTO	QAC
Manager	QLDC / QAC	QAC	QAC	QAC	QAC
Compensation Arrangements	\$110,000	\$158,500 <sup>11</sup>	Management Fee + Revenue / Profit share	TBC	n/a
Pro(s)	Concentration of QAC management time on QAC activities which will result in direct efficiency and revenue improvements to QAC.	Maintaining management activities, maintaining strong relationship with QLDC and retaining the ability to influence direction	Public perception of value for money	Separate structure will focus on driving the business forward and capitalising on opportunities.	<ul style="list-style-type: none"> <li>- Subsidiary of QAC with same or separate Board is simple</li> <li>- Retains growth potential within QAC</li> <li>- An already strong QLDC appointed Board with established relationships</li> <li>- Strong balance sheet, can fund development</li> <li>- Governance &amp; management systems in place</li> <li>- Already meets Councils objectives</li> <li>- Meets the strategy aspirations of Council and the QAC into the future</li> <li>- District ownership with a proven corporate</li> </ul>

<sup>11</sup> This is the currently invoiced amount but we are advised the cost incurred by QAC is significantly greater.

Option	1	2	3	4	5
	Reduced QAC Management	Status Quo	Status Quo with Revenue Share Option	Separate Company with Board (i.e. Separate CCTO)	Merge with QAC
					<ul style="list-style-type: none"> <li>- return by way of increased dividends</li> <li>- Facilitates growth aspirations under one structure.</li> <li>- Proven ability to manage such a facility.</li> <li>- Integrated asset management</li> </ul>
Con(s)	Less involvement in activities not associated with operational or compliance activities could result in inability to influence the direction of the development of Wanaka Airport	Not fully compensated for all activities undertaken. Inability to effectively contribute to moving Wanaka Airport forward (time / resource constraints)		Unnecessary cost of dual governance No perceived appetite for Wanaka asset self-governance Level of service and income does not warrant own individual organisational structure	<ul style="list-style-type: none"> <li>- Potential resistance from lease/licence holders and operators to increases in fees in order to match development aspirations</li> <li>- A perceived profit ahead of outcomes for the Wanaka community</li> <li>- A treaty claim may be triggered depending on method of transfer (Legal opinion to be obtained)</li> <li>- QLDC does not pay tax on Wanaka Airport income if received directly</li> </ul>

#### **Option 4**

This option sets up Wanaka Airport as a separate Council controlled company, as was envisaged when QAC was incorporated in the early 1990s. It has the advantage of a Board of Directors who have a fiduciary duty to consider what's best for the Airport ahead of any related party interests. We believe this would give the degree of focus required to drive the strategic direction of the Airport.

The Airport would remain owned by QLDC but we envisage the Board of Directors would be made up of two senior QLDC executives (GMs Infrastructure and Finance are suggested) and two QAC executives (GM Aeronautical and Property). An independent Chair would be appointed. It is suggested QLDC and QAC could waive Directors fee to minimise costs. The appointment of QAC Directors would be on the basis that QAC held the airport management contract. The Regulatory Airport chief executive would logically be either QAC GM Aeronautical or Property, making that person effectively the Managing Director.

This structure has the advantage of retaining asset ownership 100% within QLDC thereby not triggering any Treaty claim process. It also provides a development opportunity for senior QLDC and QAC managers to obtain governance experience.

#### **Option 5**

This involves sale of the Airport to QAC which, while effectively retaining Council ownership through Council's 75% ownership of QAC, would vest 25% in the minority shareholder, Auckland International Airport. Under this model Wanaka Airport could be completely integrated into QAC's operations or could be held as a wholly owned subsidiary with its own Board of Directors. It has the advantage of integrating asset control and management with day to day operations under one organisation and would ensure governance and management of the two facilities is a complimentary way.

This option would also integrate Wanaka's capital funding in with that of Queenstown Airport, and provide Wanaka with access to funding on commercial terms.

Possible disadvantages of this option are the requirement for a return to the shareholder on the Airport asset rather than the ring fencing of profit for reinvestment in the Airport that occurs now, and the Treaty claim process that could arise from sale of the airport to a non-Government entity. This issue requires a legal opinion to clarify the implications.

**Conclusions**

We believe either Options 4 or 5 are likely to be best in ensuring Wanaka Airport achieves its long term strategic potential while retaining local control and ownership. We recommend that these options are studied further and discussed between QLDC and QAC as appropriate.

**APPENDIX 4  
DRAFT QUEENSTOWN AIRPORT MIXED USE ZONE PROVISIONS PRIOR TO  
NOTIFICATION**

# QUEENSTOWN AIRPORT MIXED USE ZONE 6

## 6 Queenstown Airport Mixed Use

### 6.1 Zone Purpose

Queenstown Airport provides facilities for the transportation of people and freight and is a key asset to the District in terms of supporting the tourism industry and the needs of local and business travellers.

Queenstown Airport acts as an important gateway into the District and facilitates access and economic activity in the local and broader regional economies.

The Airport's main function is for domestic and international scheduled passenger movements as well as freight. The Airport is recognised as a nationally significant asset in the light of its significant contribution to the tourism industry. Queenstown Airport also provides facilities and infrastructure for helicopter, flightseeing and general aviation operations. It is also a critical provider of emergency services and is lifeline utility under the Civil Defence Emergency Management Act 2002.

International tourism is New Zealand's largest foreign exchange earner and the Queenstown Lakes District tourism industry is heavily reliant on air transport. The airport is a significant source of employment for the District.

The Airport Mixed Use zone applies to all land used for airport and airport-related activities at Queenstown Airport. The Zone rules apply a range of performance standards to manage the effects of land uses carried out at the Airport on amenity values.

### 6.2 Other Relevant Provisions

#### 6.2.1 District Wide Rules

Attention is drawn to the following District Wide Rules which may apply in addition to the Airport Mixed Use Zone. If the District Wide Rules are not met then consent will be required in respect of that matter. If the District Wide Rules are inconsistent with any particular Airport Mixed Use Zone Rule the latter shall prevail.

- |     |         |   |
|-----|---------|---|
| i   | Part 14 | Transportation  |
| ii  | Part 15 | Subdivision, Development and Financial Contributions              |
| iii | Part 17 | Utilities   |
| iv  | Part 18 | Signs   |
| v   | Part 19 | Relocated Buildings, Temporary Buildings and Temporary Activities |
| vi  | Part 22 | Earthworks  |

### 6.3 Objectives and Policies

#### 6.3.1 Queenstown Airport is recognised as a generator of nationally and regionally significant economic, social and cultural benefits.

- 6.3.1.1 Provide for those aviation activities necessary to enable Queenstown Airport to operate in a safe and efficient manner.
- 6.3.1.2 Provide for a range of airport related service, business, industrial and commercial activity to support or complement the functioning of Queenstown Airport.
- 6.3.1.3 Zone sufficient land to meet the foreseeable future requirements of activities that support or complement the functioning of Queenstown Airport.

## 6 Queenstown Airport Mixed Use

### 6.3.2 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.

6.3.2.1 Maintain Queenstown Airport as a memorable and attractive gateway to the District.

6.3.2.2 Manage adverse effects on amenity values arising from the on-going development, use and maintenance of Queenstown Airport.

6.3.2.3 Avoid the establishment of activities that are incompatible with the ongoing operation and functioning of Queenstown Airport.

## 6.4 Rules

### 6.4.1 Clarification

6.4.1.1 The following tables describe activities, standards and subsequent level of activity for resource consent purposes. Any activity that is not Permitted requires resource consent, and any activity that is not specifically identified in a level of activity, but breaches a standard, requires resource consent as a non-complying activity.

6.4.1.2 The following abbreviations are used in the tables.

P	Permitted	C	Controlled
RD	Restricted Discretionary	D	Discretionary
NC	Non Complying	PR	Prohibited

### 6.4.2 Activities – Queenstown Airport Mixed Use

Activities shall be subject to the following rules set out in Table 1. All activities, including permitted activities shall be subject to the standards in rule 6.5.

Activity		Activity Status
6.4.2.1	Aircraft operations; including general aviation, aircraft parking and aircraft engine testing.	P
6.4.2.2	Runways, taxiways, aprons and other aircraft movement areas.	P
6.4.2.3	Aviation navigation and safety aids, fire and rescue facilities, including associated medical facilities.	P
6.4.2.4	The addition, alteration, and construction of buildings.	P
6.4.2.5	Control towers and facilities for maintaining air traffic control services.	P
6.4.2.6	Fuel storage and fuelling facilities, facilities for the handling and storage of hazardous substances, storage of ground service equipment.	P
6.4.2.7	Fixed Based Operations, including aircraft maintenance and servicing facilities and flight	P

# QUEENSTOWN AIRPORT MIXED USE ZONE 6

	Activity	Activity Status
	training facilities.	
6.4.2.8	Border control and immigration facilities, including quarantine and incineration activities.	P
6.4.2.9	Offices associated with the administration of the airport, aviation industry or other activities permitted at the airport. Includes aviation related club rooms.	P
6.4.2.10	Visitor Accommodation.	P
6.4.2.11	Industrial, yard based service, commercial and warehousing activities, including freight facilities.	P
6.4.2.12	Airport Terminal Facilities including: <ul style="list-style-type: none"> <li>- Terminal buildings</li> <li>- Public facilities such as restrooms</li> <li>- Check in and baggage handling facilities</li> <li>- Associated commercial and retail activity</li> </ul>	P
6.4.2.13	Commercial Aviation Activities and associated facilities and infrastructure.	P
6.4.2.14	Bus, taxi, vehicle rental and other land transport facilities, including but not limited to valet, parking, garaging, servicing and rental facilities.	P
6.4. 2.15	Monitoring activities, Meteorological Activities, Site Investigation Activities.	P
6.4. 2.16	Access roads and car parking, stormwater facilities, fencing and landscaping	P
6.4. 2.17	Public artworks and sculptures, street furniture, car park vending machines, barrier arms and associated infrastructure.	P
6.4. 2.18	Farming Activities	P
6.4. 2.19	Signage	P
6.4. 2.20	Meeting and function facilities	P
6.4. 2.21	Forestry, Factory Farming and Mining Activities; any Activity requiring an Offensive Trade Licence under the Health Act 1956	PR
6.4. 2.22	Residential Activities, Community Activities, excluding police stations, fire stations, medical facilities, club rooms or education facilities which serve an aviation related purpose; Day Care Facilities	PR
6.4. 2.23	Signage	Except as provided for by Rule 6.4.3.19, Section 18 of the District Plan applies.

## 6 Queenstown Airport Mixed Use

Activity		Activity Status
6.4.2.24	Any activity not listed as a permitted, controlled, restricted discretionary, discretionary or prohibited activity and is not provided for elsewhere in the plan.	NC

### 6.5 Standards

The following standards in Table 2 apply to all activities including permitted activities within the Queenstown Airport Mixed Use Zone. Failure to comply with the standards in Table 2 results in the requirement for resource consent, with the relevant activity status identified in the non-compliance column.

**Table 2.**

	Standard	Non-compliance:
6.5.1	<p><b>Maximum Building coverage</b></p> <p>75% of the site area</p>	D
6.5.2	<p><b>Minimum Buildings Setback</b></p> <p>(a) For buildings at Queenstown Airport:</p> <p>(i) Where the site adjoins the Residential Zone the setback shall be 5m.</p> <p>(ii) The setback for all other zones shall be 3m.</p> <p>(iii) The setback from any public road shall be 5m.</p> <p>(b) Security fencing around the perimeter of Queenstown Airport and jet blast fences are not subject to the building setback standards in (a) – (b) above.</p>	D
6.5.3	<p><b>Maximum Building Height</b></p> <p>The maximum building height of all buildings within the Zone is 18m. The limit specified above shall not apply to control towers, lighting towers, hangars or meteorological, navigation or communication masts and aerials which shall not be subject to a height limit.</p>	D
6.5.4	<p><b>Landscaping</b></p> <p>At Queenstown Airport, those properties fronting Lucas Place and Hawthorn Drive to the west of Copper Beech Ave shall provide and maintain a landscape strip extending the full length of the road boundary, except across vehicle and pedestrian entranceways. The strip shall be not less than 1m deep and shall have an average depth of 3m over its entire length.</p>	D
6.5.5	<p><b>Building Design and Glare</b></p> <p>(a) Buildings situated within the landside area at Queenstown Airport shall be designed so that roof and wall colours are limited to a maximum reflectivity of 36%, except where:</p> <p>(i) Trims, highlights and signage totalling up to 10% of the façade area may exceed this level and be of contrasting</p>	D

# QUEENSTOWN AIRPORT MIXED USE ZONE 6

	<p>colour.</p> <p>(b) Any landside activity which requires the lighting of outdoor areas shall ensure that direct or indirect illumination does not exceed 10 lux at the windows of residential buildings in any adjacent Residential Zone.</p>	
6.5.6	<p><b>Maximum Noise – Land Based Activities</b></p> <p>(a) Sound from land based activities measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802: 2008 shall not exceed the following noise limits at any point within any Residential Zone, the notional boundary in the Rural Zone, or at any point within Activity Areas 1, 3, 4, 6 and 8 of the Remarkables Park Zone On any site within the zone, land based activities shall be conducted such that the following noise levels are not exceeded at any adjacent Zone boundary</p> <p>i) Daytime (0700 to 2200 hrs) <span style="float: right;"><i>55 dB L<sub>Aeq</sub> (15 min)</i></span></p> <p>ii) Night-time (2200 to 0700 hrs) <span style="float: right;"><i>45 dB L<sub>Aeq</sub> (15 min)</i> <i>70 dB L<sub>AFmax</sub></i></span></p> <p>(b) The noise limits in (a) shall not apply to any aircraft noise activities subject to the Queenstown Airport noise provisions managed through Designation 2.</p> <p>(c) The noise limits in (a) shall not apply to construction noise which shall be assessed in accordance with NZS6803:1999 “Acoustics – Construction Noise”.</p>	D
6.5.7	<p><b>Transportation</b></p> <p><b>(a) Loading and Access</b></p> <p>Loading and Access shall comply with the requirements specified in Section 14.</p> <p><b>(b) Minimum Car Parking</b></p> <p>Except for those activities undertaken within or in association with the airport terminal facility, on-site car parking shall comply with the car parking requirements specified in Section 14.</p>	D
6.5.8	<p><b>Signs</b></p> <p>(a) For any advertising or promotional signage located within 20m of the zone boundary whether it is affixed to a building or freestanding the rules in Section 18 – Signs apply.</p> <p>(b) For signage to be viewed by persons within the zone not directed at persons outside the site no limits apply.</p> <p>(c) There are no restrictions on the dimensions or location of instructional and directional signage.</p> <p>(d) No signage shall be permitted on building roofs.</p>	D
6.5.9	<p><b>Hazardous Substances</b></p> <p>Hazardous substances must be used, stored and transported in accordance with the HSNO regulations and any CAA requirements (NB Chapter 16 does not apply).</p>	D

## 6 Queenstown Airport Mixed Use

6.5.10	<p><b>Visitor Accommodation – Queenstown Airport</b></p> <p>(a) <b>Within the Air Noise Boundary (ANB)</b> – New buildings and alterations and additions to existing buildings containing Visitor Accommodation shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either adhering to the sound insulation requirements in Table 1 of Appendix 13 and installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13, or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the Indoor Design Sound Level with the windows open.,</p> <p>(b) <b>Between the Outer Control Boundary (OCB) and the ANB</b> - New buildings and alterations and additions to existing buildings containing Visitor Accommodation shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13 or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the Indoor Design Sound Level with the windows open.</p>	D
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### 6.6 Non Regulatory Methods

- 6.6.1 Council will use advocacy to promote good urban design and form in the Queenstown Airport Mixed Use Zone.
- 6.6.2 As the major requiring authority in the Mixed Use Airport Zone, the Queenstown Airport Corporation will adopt best practice urban design.
- 6.6.3 The Queenstown Airport Corporation shall prepare an urban design guideline for the Queenstown Airport Mixed Use Zone. The urban design guideline shall promote a built form and character which maintains the Airport and its surrounds as an attractive gateway to the district.

### 6.7 Non-Notification of Applications

- 6.7.1.1 Any application for resource consent for the following matters shall not require the written consent of other persons and shall not be notified or limited-notified:
- i Except as provided for by the Act, all controlled and discretionary activities shall be considered without public notification, or the need to obtain written approval or serve notice on affected persons.

### 6.8 Assessment Matters

#### 6.8.1 Discretionary Activities

The consideration of applications for discretionary activities shall be restricted to the standard with which the Activity does not comply. The assessment matters taken into account shall only be those relevant to that standard and any positive economic, social and/or cultural effects that may be generated from the proposed activity.

# QUEENSTOWN AIRPORT MIXED USE ZONE 6

## CONSEQUENTIAL AMENDMENTS

### Section 14 – Transport

#### 14.2.4.1

(xiii) Landscaping

(a) **Other than** for residential activities and activities within the Town Centre, Business, Industrial, Airport Mixed Use and Corner Shopping Zones, every outdoor car park area shall include landscaping at a minimum rate of...

### ADD NEW DEFINITIONS

**Aircraft maintenance and servicing facilities** – means the use of land and buildings for the primary purpose of undertaking work necessary for the continued operation and/or functioning of an aircraft.

**Air shows** – a sequence of unscheduled aircraft operations of a maximum of seven days in duration, occurring at a frequency not exceeding one per year, which is organised to provide a spectacle for members of the public.

**Airside** – The runway, taxiway or apron areas of an airport, adjacent land and buildings or portions thereof, public access to which is controlled.

**Aviation industry** – industry, education and businesses directly or indirectly associated with the operational and functional need of scheduled and general aviation.

**Apron** – An area of land intended to accommodate aircraft for the purposes of loading or unloading passengers or cargo, refuelling, parking or maintenance.

**Fire and rescue facilities** – means facilities associated with aviation related firefighting, and search and rescue co-ordination and operation. Includes facilities required for aircraft related medical transfers.

**Fixed based operations** – means a commercial entity providing aeronautical services such as fuelling, maintenance, storage, ground and flight instructions to the public.

**Flight training facilities** – means facilities used for the primary purpose of aviation related education, training and seminars. Includes indoor and/or outdoor facilities.

**Freight facilities** – includes facilities used for receiving, despatching or consolidation goods in transit by road or air.

**General Aviation** – all civil aviation flights other than scheduled airlines and regular cargo flights. Includes helicopters, fixed wing and corporate jet aircraft.

**Hangar** - a structure used to store aircraft, including for maintenance, servicing and/or repair purposes.

**Landside** – That area of an airport and buildings to which the public has unrestricted access.

**Meteorological activities** – facilities and installations or equipment to measure, collect and distribute meteorological information, including the installation, operation and maintenance of new or existing facilities and/or equipment.

**Runways** – A defined area of an aerodrome prepared for the landing and take-off of aircraft.

**Site investigation activities** – means intrusive investigations undertaken in accordance with the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.

**Stormwater facilities** – Stormwater pipes, open channels, devices and associated ancillary structures used for the purpose of conveying, diverting, storing, treating or discharging stormwater.

## 6 Queenstown Airport Mixed Use

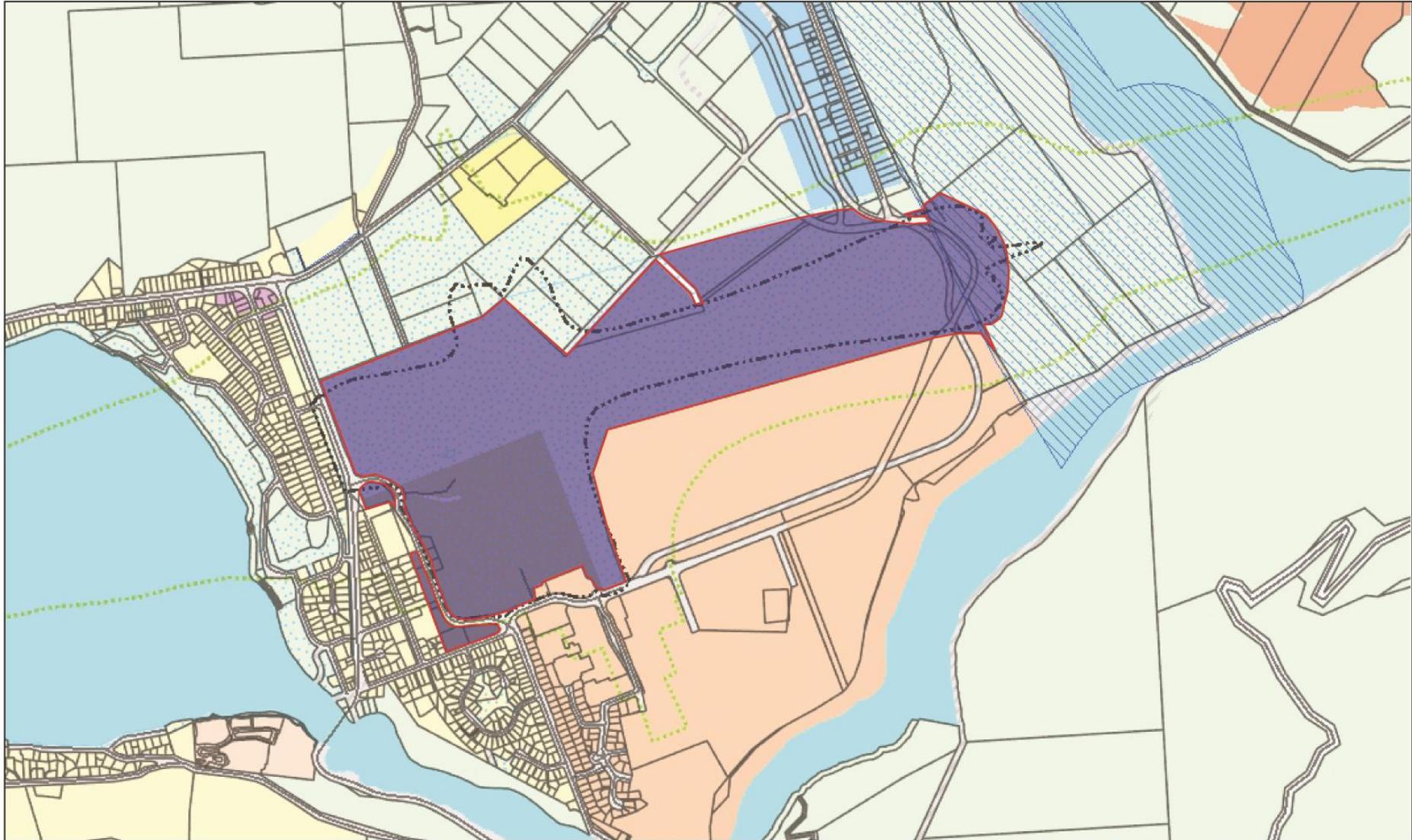
**Taxiways** – A defined path on an aerodrome for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another.

**Warehouse activities** – facilities used for the receipt, storage, handling and distribution of materials, articles or goods destined for a retail outlet, trader or manufacturer and includes:

- Direct collection of materials
- Articles or goods by traders.

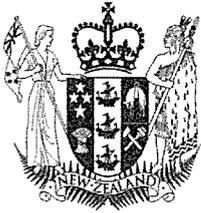
Excludes retail.

# QUEENSTOWN AIRPORT MIXED USE ZONE 6



*Figure 1: Zoning Concept Queenstown Airport*

**APPENDIX 5**  
**HISTORICAL TITLE SHOWING TRANSFER OF LAND SURROUNDING WANAKA AIRPORT**



# COMPUTER FREEHOLD REGISTER UNDER LAND TRANSFER ACT 1952



## Historical Search Copy

**Identifier** 164475  
**Land Registration District** Otago  
**Date Issued** 03 October 2005

### Prior References

24573

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**Estate** Fee Simple  
**Area** 106.4938 hectares more or less  
**Legal Description** Lot 3, 6 Deposited Plan 340031

**Original Proprietors**  
The Big River Company Limited

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### Interests

Subject to Part IV A Conservation Act 1987

Subject to Section 11 Crown Minerals Act 1991

824737.15 Encumbrance to (now) Contact Energy Limited - 26.2.1993 at 12:07 pm

Appurtenant to the part formerly contained in CT 15961 are rights to convey water created by Transfer 844307.5 - 8.12.1993 at 9:17 am

Appurtenant to the part formerly contained in CT 1257 is a right of way specified in Easement Certificate 948177.2 - 21.5.1998 at 11:45 am

The easements specified in Easement Certificate 948177.2 are subject to Section 243 (a) Resource Management Act 1991

Subject to a right of way over part Lot 6 marked H, I, J, K, L, F, F2, P, P1, Q, Q1, R, R1, L3 and to convey water over part Lot 6 marked I, B, XX, Z2 on DP 340031 specified in Easement Certificate 5008194.6 - 31.8.2000 at 1:44 pm

The easements specified in Easement Certificate 5008194.6 are subject to Section 243 (a) Resource Management Act 1991

Fencing Covenant in Transfer 5054819.1 - 3.7.2001 at 11:43 am (affects part formerly CT 1257)

Subject to a right to transmit electricity over part Lot 6 marked P, P1, Q, Q1, R, R1, F, F1, F2, G1, H1, I1, to convey water over part Lot 6 marked J1, L1, L2, H1 and a right of way over part Lot 6 marked H, I, J, K, L, L3, F1, G1, H1, I1 on DP 340031 created by Transfer 5270450.2 - 2.7.2002 at 11:06 am

5427415.2 Mortgage to Westpac Banking Corporation - 9.12.2002 at 9:00 am

The easements created by Easement Instrument 5943501.4 are subject to Section 243 (a) Resource Management Act 1991

Subject to an electricity easement (in gross) over part Lot 6 marked A, B, C, D, E, F, F2, H, I, J, K, L, L3, F1, K1, J1, H1, I1, G, Z6 on DP 340031 in favour of Aurora Energy Limited created by Easement Instrument 5992299.12 - 5.5.2004 at 9:00 am

The easements created by Easement Instrument 5992299.12 are subject to Section 243 (a) Resource Management Act 1991



**Identifier****164475**

The easements created by Easement Instrument 5992299.16 are subject to Section 243 (a) Resource Management Act 1991

Subject to a right to convey water, electricity and pump water over part Lot 6 marked Z10 on DP 340031 on DP 340031 created by Easement Instrument 5992299.17 - 5.5.2004 at 9:00 am

Appurtenant hereto is a right of way created by Easement Instrument 5992299.19 - 5.5.2004 at 9:00 am

Subject to Section 241(2) Resource Management Act 1991 (affects DP 340031)

7095691.1 Application pursuant to Section 99A Land Transfer Act 1952 vesting Mortgage 5427415.2 in Westpac New Zealand Limited - 2.11.2006 at 9:00 am

Appurtenant hereto is a right to convey water and an electricity easement created by Deed of Easement 7200926.1 pursuant to Section 17ZA Conservation Act 1987 Computer Interest Register 332802 issued - 23.1.2007 at 9:00 am

8551656.1 Discharge of Mortgage 5427415.2 - 13.8.2010 at 12:01 pm

8551656.2 Mortgage to Bank of New Zealand - 13.8.2010 at 12:01 pm

9056789.1 Mortgage to Bank of New Zealand - 7.5.2012 at 9:09 am

9403590.3 Discharge of Mortgage 8551656.2 - 6.6.2013 at 3:41 pm

9403590.4 Discharge of Mortgage 9056789.1 - 6.6.2013 at 3:41 pm

9403590.5 Mortgage to ASB Bank Limited - 6.6.2013 at 3:41 pm

10643955.1 Discharge of Mortgage 9403590.5 - 9.12.2016 at 10:31 am

10643955.2 Transfer to Queenstown Airport Corporation Limited - 9.12.2016 at 10:31 am