

IN THE MATTER

of the Resource  
Management Act 1991

AND

IN THE MATTER

of the Queenstown Lakes  
Proposed District Plan

**MINUTE CONCERNING PROVISIONS**  
**APPLYING TO WANAKA AIRPORT**

1. On 23 May 2016 we heard submissions of Queenstown Airport Corporation Limited (“QAC”) (Submission Number 433). Among the matters raised in the legal submissions of Ms Wolt and the evidence of Ms O’Sullivan was the resource management regime proposed for Wanaka Airport.
2. The submissions and evidence identified that the zoning of Wanaka Airport as Rural, with a Council designation for airport purposes, would not serve those private operators who own landside facilities at the airport. While QAC, as operator of the airport on behalf of the Council, can utilise the designation for its activities, the private operators would be obliged to operate in accordance with the underlying Rural Zone provisions. The Operative District Plan has this arrangement and QAC were able to show the difficulties faced by private operators under the existing regime.
3. Ms O’Sullivan presented supplementary evidence in which she opined that bespoke provisions for Wanaka Airport as a subset of the Queenstown Airport Mixed Use Zone would provide efficiencies. In her evidence-in-chief she had proposed additional provisions in the Rural Zone chapter to specifically address this issue, but after considering the Panel’s questions of Mr Barr during the Council opening she concluded more specific provisions were required.
4. Having heard these legal submissions and evidence the Panel considered that some specific zoning provision should be made for Wanaka Airport and advised Mr Barr of these preliminary conclusions later on 23 May. We requested that this matter be addressed in the Council’s reply.
5. In the legal submissions accompanying the Council’s reply, Mr Winchester identified that the QAC submission provided scope for the creation of a separate zone to apply to Wanaka Airport and stated that the Council’s preference was for that to be a zone in its own right or as a component of the Queenstown Airport Mixed Use Zone, within Chapter 17 of the PDP. In either event, it was his submission that the detail should be dealt with when hearing the submissions on

Chapter 17. Mr Winchester's submissions and Mr Barr's evidence were that the preliminary provisions provided by Ms O'Sullivan required further drafting work before they could be properly considered, and that the period available before hearing the provisions in Chapter 17 would enable that further work to be undertaken.

6. We remain of the view that some specific zoning provision should be made for Wanaka Airport distinct from the surrounding Rural Zone. We agree with Ms O'Sullivan that the Queenstown Airport Mixed Use Zone may provide the appropriate basis for such a zone. We do note that we would prefer not to see a proliferation of site specific zones and would be more favourably disposed to a single Airport Zone than two very similar zones.
7. We direct that the QAC submission concerning the zone provisions for Wanaka Airport be transferred to Hearing Stream 7 Business Zones for consideration by the Panel. We would expect QAC to provide the Panel with a fully drafted set of provisions (objectives, policies and rules) for its consideration. The Panel also expects that these will have been discussed with the Council prior to the hearing with a view to reaching agreement between the QAC and Council experts.
8. These directions do not apply to that part of submission 433 seeking the application of Runway End Protection Areas at Wanaka Airport.

For the Hearing Panel



Denis Nugent (Chair)

16 June 2016