

ANNEXURE A – Copy of QAC’s Submission

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By Email

23 October 2015

Queenstown Lakes District Council
Private Bag 50072
QUEENSTOWN 9348

Our Ref: 9010

Attention: Planning Department

Dear Sir/Madam

**RE: QUEENSTOWN AIRPORT CORPORATION SUBMISSION ON THE
PROPOSED QUEENSTOWN LAKES DISTRICT PLAN**

Please find enclosed submissions on the Proposed Queenstown Lakes District Plan
(Stage 1) on behalf of the Queenstown Airport Corporation.

We look forward to being kept informed of the process.

Yours sincerely,

MITCHELL PARTNERSHIPS LIMITED**K O'SULLIVAN**Email: kirsty.osullivan@mitchellpartnerships.co.nz

Enc

cc: R Tregidga
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FORM 5
SUBMISSION ON PUBLICLY NOTIFIED PROPOSED QUEENSTOWN LAKES DISTRICT
PLAN (STAGE 1)

Clause 6 of Schedule 1, Resource Management Act 1991

To: Queenstown Lakes District Council
Private Bag 50072
QUEENSTOWN 9348

Submission on: Proposed Queenstown Lakes District Plan (Stage 1)

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

Address: Queenstown Airport Corporation
c/- Mitchell Partnerships Ltd
PO Box 489
Dunedin 9054

1. **This is a submission on Stage 1 of the Proposed Queenstown Lakes District Plan 2015 (Proposed Plan).**
2. **QAC could not gain an advantage in trade competition through this submission.**
3. **The specific provisions of the proposal that QAC's submissions relates to are:**
 - **Chapter 2 Definitions**
 - **Chapter 3 Strategic Direction**
 - **Chapter 4 Urban Development**
 - **Chapter 6 Landscape**
 - **Chapter 7 Low Density Residential**
 - **Chapter 15 Local Shopping Centres**
 - **Chapter 17 Queenstown Airport Mixed Use Zone**
 - **Chapter 21 Rural Zone**
 - **Chapter 27 Subdivision and Development**
 - **Chapter 28 Natural Hazards**
 - **Chapter 35 Temporary Activities and Relocated Buildings**
 - **Chapter 36 Noise**
 - **Chapter 37 Designations**

4. QAC's Submission is:

General - Queenstown and Wanaka Airports

- 4.1 QAC operates the regionally and nationally significant Queenstown Airport, and the regionally significant Wanaka Airport.
- 4.2 **Queenstown Airport** is the main airport in the Queenstown Lakes District and is the primary take-off and landing point for much of the aircraft activity in the District. The Airport accommodates aircraft movements associated with scheduled, general aviation and helicopter operations. The Airport acts as an essential gateway to the Queenstown Lakes District and facilitates access to the District and economic activity in the local and regional economies. It is also a provider of emergency services and is a lifeline utility under the Civil Defence Emergency Management Act 2002 (CDEM 2002).
- 4.3 Queenstown Airport is one of the busiest airports in the country, accommodating in excess of 1.4 million passengers for the year ending June 2015. This represents a 12% increase in passengers from the previous year. Queenstown Airport has experienced a sustained period of growth, with passenger numbers expected to increase over the coming years as the District receives an increasing number of domestic and international visitors.
- 4.4 Queenstown Airport is managed by QAC. QAC is a network utility operator and a requiring authority under section 166 of the Resource Management Act 1991 (the RMA or the Act).
- 4.5 The Airport is the subject of three designations in the operative Queenstown Lakes District Plan (Operative Plan), namely:
- 4.5.1 Designation 2 – Aerodrome Purposes: The purpose of this designation is to protect the operational capability of the Airport, while at the same time minimising adverse environmental effects from aircraft noise on the community at least to year 2037;
- 4.5.2 Designation 3 – Air Noise Boundary: This designation defines the location of the Air Noise Boundary (ANB). The location of the ANB shown in the designation is outdated however, and was updated, to provide for airport operations until 2037, via noise boundaries promulgated as part of Plan Change 35; and,
- 4.5.3 Designation 4 – The Approach and Land Use Control (transitional slopes and surfaces): The purpose of this designation is to provide obstacle limitation surfaces around the Airport to ensure the safe operation of aircraft approaching and departing the Airport.

Excepting Designation 3, these designations are proposed to be “rolled over” (with modifications), in the Proposed Plan.

- 4.6 **Wanaka Airport** accommodates aircraft movements associated with scheduled, general aviation and helicopter operations, and is a major facilitator of commercial helicopter operations within the District. Wanaka Airport is also a key lifeline asset.
- 4.7 The Queenstown Lakes District Council (QLDC) is the requiring authority for Wanaka Airport, with QAC managing the operations of the Airport on QLDC's behalf.
- 4.8 Wanaka Airport is designated for "Aerodrome Purposes" (Designation 64) and for "Approach and Land Use Control" purposes (Designation 65) in the operative Queenstown Lakes District Plan. The purpose of these designations are to:
- 4.8.1 Protect the operational capability of the Airport, while at the same time minimising adverse effects from aircraft noise (Designation 64); and,
 - 4.8.2 Define essential airport protection measures, transitional slopes and surfaces, aircraft take off climb and approach slopes and airport height and obstacle clearances (Designation 65).
- 4.9 **Queenstown and Wanaka Airports** are significant infrastructure and assets that play a critical role in providing for the economic and social wellbeing of the Queenstown Lakes District.
- 4.10 Given its role in managing these Airports, QAC is concerned to ensure that the Proposed Plan appropriately recognises and provides for these Airports to operate in a safe, efficient and effective manner, whilst ensuring that reverse sensitivity effects are avoided.

Airports as significant infrastructure providers

- 4.11 Queenstown and Wanaka Airports are significant and strategic infrastructure.
- 4.12 The Operative and Proposed Regional Policy Statements for Otago provide specific policy recognition of such infrastructure and acknowledge its importance in providing for the social, economic and cultural wellbeing of people and communities¹. The Proposed Plan is required to give effect to these Policy Statements.
- 4.13 Functional, technical, operational and safety related constraints often influence the location of important infrastructure, such as airports. In the case of Queenstown Airport, given a lack of suitable alternative locations, providing for the ongoing operation, development and growth of Queenstown Airport in its current location and protecting it from potential reverse sensitivity effects by limiting the establishment of further noise sensitive land uses around the Airport is therefore of regional significance.

¹ Objective 9.4.2 and associated Policy 9.5.2 and 9.5.3 of the Operative Regional Policy Statement for Otago 1998 and Objectives 3.4 to 3.5 and associated Policies 3.4.1 and 3.5.1 to 3.5.3 of the Proposed Regional Policy Statement for Otago 2015.

- 4.14 Functional, technical, operational or safety related requirements may also necessitate the location of infrastructure in areas that are recognised for their significant natural values such as Outstanding Natural Landscapes (ONL) or Outstanding Natural Features (ONF). While it is appropriate for infrastructure occupying such locations to be located and designed, as far as reasonably practicable, to minimise the potential for adverse effects on the particular landscape character and/or visual amenity values inherent at the site, often provisions relating to these areas place undue weight on avoiding, remedying or mitigating adverse effects, even where there are regionally and/or nationally significant benefits of enabling an activity that, on balance, far outweigh any adverse effects.
- 4.15 Accordingly, the functional, operational technical or safety related requirements of infrastructure require appropriate recognition in the Proposed Plan. The significant social and economic benefits that can accrue from their operation also need to be given due consideration.

QAC as a Lifeline Utility Operator

- 4.16 QAC is a lifeline utility operator under the CDEM 2002 in respect of its operation of Queenstown Airport. Wanaka Airport is also a lifeline asset. Accordingly, QAC has duties under that Act, which are aimed at ensuring the wellbeing of people and the community is maintained. This further emphasises why it is important to appropriately recognise and provide for the ongoing operation and development of Queenstown and Wanaka Airports.

Queenstown Airport as a facilitator of economic growth and wellbeing

- 4.17 Research undertaken by the Queenstown Lakes District Council (QLDC) in 2013 estimated that more than a third of the local economy is based on tourism and around half of all employment is related to the tourism sector².
- 4.18 Queenstown Airport serves an important role in facilitating the movement of people and goods, which in turn feeds the Districts' tourism industry and commerce more generally. Queenstown Airport is the primary arrival and departure port for many visitors to District.
- 4.19 For the year ending June 2015, Queenstown Airport accommodated in excess of 1.4 million passengers. Recent growth projections have indicated that passenger growth is set to continue, with 1.78million passengers projected by 2025 and 2.57million passengers by 2037³.
- 4.20 Based on the Ministry of Business, Innovation and Employment tourism forecasts and passenger number growth rates, total tourism spending is projected to increase by between 3.4 per cent and 3.9 per cent per annum. This is expected to take the total tourism spending facilitated by Queenstown Airport to between \$1.1bn and \$1.4bn.

² Note, these figures did not the wider tourism activities inputs (supply chains).

³ Based projections by Market Economics Limited, set out in the report *Queenstown Airport: Mixed Use Zone, Economic Assessment November 2014*.

- 4.21 The on-going ability of Queenstown Airport to function and grow without undue constraint is therefore of significant importance to the tourism industry, both regionally and nationally.
- 4.22 Because the tourism industry is such a significant contributor to the District's economy, the ongoing operation and development of the Airport is also of significant importance to the social and economic wellbeing of the community.
- 4.23 Accordingly, at a strategic level, as significant infrastructure that significantly contributes to the social and economic wellbeing of the community Queenstown and Wanaka Airports require appropriate recognition in Strategic Directions Chapter of the Proposed Plan.

Specific Matters for Submission:

Queenstown Airport Mixed Use Zone

- 4.24 Queenstown Airport facilitates 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. It is a significant asset to the region that needs to be recognised and provided for.
- 4.25 Queenstown Airport is experiencing a sustained period of passenger growth. In order to accommodate this growth, QAC requires flexibility to quickly respond to changes and growth in the tourism market.
- 4.26 In the operative District Plan, Queenstown Airport, including the area contained within Designation 2, is predominantly⁴ zoned for Rural General purposes. Such zoning does not appropriately reflect the nature of or enable the activities currently occurring at the Airport, nor does it recognise or provide for the Airport as a strategic transportation hub and a centre of significant economic activity, as required by the Otago Regional Policy Statement. The operative Rural zoning is therefore inappropriate.
- 4.27 Rezoning the entirety of QAC's landholdings to "Queenstown Airport Mixed Use Zone" is an appropriate means of aligning the zoning with the activities that are currently occurring at the Airport and provided for by QAC's Aerodrome Purposes Designation. The range of activities provided within the notified zone is appropriate and reflects the range of activities demanded of modern airports.
- 4.28 The proposed Queenstown Airport Mixed Use Zone will ensure that the Airport is afforded with appropriate flexibility to provide for a range of airport and airport related activities that are expected of modern airports, while balancing the need to maintain an attractive and memorable gateway to the District.

⁴ The terminal building and car parking area are currently zoned 'Airport Mixed Use' in the Operative Plan.

Plan Change 35

- 4.29 Plan Change 35 (PC35) was promulgated by QAC in 2008. The purpose of PC35 was to put in place an appropriate management regime for land use around Queenstown Airport while providing for the predicted ongoing growth of the Airport. Accordingly, the Plan Change updated the Airport's noise boundaries (ANB and Outer Control Boundary (OCB)) to provide for predicted growth in airport operations to 2037, and amended various zone provisions relating to land within those updated boundaries likely to be affected by increased airport noise. PC35 was adopted by QLDC and following the hearing of submissions, was confirmed by QLDC on 1st November 2010.⁵
- 4.30 PC35 was the subject of a number of appeals to the Environment Court. The appeals were largely resolved by agreement in early 2012, which was jointly presented to the Court during the course of two hearings and the filing of subsequent memoranda.
- 4.31 During the course of the Court proceedings the provisions were, at the Court's direction, redrafted by the parties to correct errors, ambiguities and inconsistencies contained in QLDC's decision on the Plan Change. A final set of provisions, giving effect to the Court's directions, was filed jointly by the parties in May 2013.
- 4.32 The Court issued three interim decisions that together, confirmed the Plan Change, as agreed by the parties: *Air New Zealand Ltd v Queenstown Lakes District Council* [2013] NZEnvC 28, [2012] NZEnvC 195, [2013] NZEnvC 93.
- 4.33 The Court's decisions were framed as 'interim' because it did not make a final decision on the planning map⁶ which shows the location of the updated ANB and OCB, in particular, the location of these boundaries in the vicinity of Lot 6 DP 304345 (Lot 6).
- 4.34 Lot 6 is owned by Remarkables Park Limited (RPL), who was an appellant in the PC35 proceedings. Part of Lot 6 is subject to a notice of requirement (NOR) by QAC for Aerodrome Purposes (Lot 6 NOR). The Lot 6 NOR is opposed by RPL and is currently before the Environment Court for reconsideration, having being referred back by the High Court following successful appeals by both QAC and RPL against the Environment Court's first instance decision⁷.
- 4.35 The outcome of the Lot 6 NOR proceeding will affect the location of the PC35 ANB and, to a much lesser extent, the OCB, but in both cases, only in the vicinity of Lot 6.
- 4.36 The extent of the effect is known to the Court and to the parties to the PC35 proceedings however, because during the PC35 proceedings the parties jointly presented the Court with two different versions of the noise boundaries – one that provides for the designation of part of Lot 6 (i.e. assumes the Lot 6 NOR is confirmed, labelled "With Lot 6") and one that does not (labelled "Without Lot 6").

⁵ Excepting provision for a limited number of scheduled flights after 10pm, which decision was accepted by QAC (i.e. not appealed).

⁶ Planning Map 31a.

⁷ Noting the Lot 6 NOR proceeding commenced under section 149T of the RMA.

- 4.37 The ‘With Lot 6’ Map shows the location of the PC35 noise boundaries if the Lot 6 NOR is confirmed. QAC seeks that these noise boundaries, which are shown on in **Annexure B**, be included in the Proposed Plan.
- 4.38 QAC considers it is appropriate to include the “With Lot 6” noise boundaries, as shown in **Annexure B**, in the Proposed Plan because:
- 4.38.1 They are the same as those contained in QLDC’s first instance decision on PC35;
- 4.38.2 They are the larger of the two sets of boundaries currently before the Court, so including them is the conservative of the two available approaches;
- 4.38.3 If the “With Lot 6” noise boundaries are not included in the Proposed Plan, it is unclear how they can be incorporated into it at a later date when confirmed by the Environment Court, other than by way of a further plan change or variation, which would be inefficient when there is an opportunity to included them via the current review process.
- 4.39 Excepting the decision on the location of the noise boundaries in the vicinity of Lot 6, the appeals on PC35 have been resolved. There is no opportunity for any further debate as to the content or wording of the objectives, policies and rules addressed by PC35, and the Court is functus officio in respect its decisions on these provisions.
- 4.40 Accordingly, under section 86F of the RMA these PC35 provisions can be treated as operative.
- 4.41 Given the currency of the PC35 provisions, and the recent and extensive court proceedings involving QAC, QLDC and other affected parties to achieve them, it is imperative that the Proposed Plan adopts and incorporates the land use management regime established under PC35, including the objectives, policies and methods/rules, subject to minor amendments to ensure consistency with the Proposed Plan structure. The Proposed Plan should ensure that Queenstown Airport is protected from reverse sensitivity effects arising from Activities Sensitive to Aircraft Noise (ASAN) as follows:
- 4.41.1 Recognise, within the higher order provisions of the Proposed Plan, the need to manage existing and limit the establishment of further noise sensitive activities in proximity to Queenstown Airport to ensure that the operational capacity and integrity of the Airport is not significantly compromised now or in the future.
- 4.41.2 Within the Low Density Residential Zone (or areas of land proposed to be rezoned from Low Density Residential Zone in the Operative Plan to an alternative zoning in the Proposed Plan), require any new and/or alterations or additions to existing buildings containing ASAN to provide mechanical ventilation for Critical Listening Environments on sites located within the PC35 OCB, and mechanical ventilation and sound insulation for sites located within the PC35 ANB, to achieve an Indoor Sound Level of 40dB Ldn, based on 2037 Noise Contours. Failure to achieve this standard should result in a non-complying activity status.

- 4.41.3 Within the Rural Zone, prohibit any new ASAN within the PC35 OCB. For alternations or additions to existing buildings containing ASAN, require mechanical ventilation of Critical Listening Environments for sites located within the OCB, to achieve an Indoor Sound Level of 40dB Ldn, based on 2037 Noise Contours
 - 4.41.4 Ensure that the number of ASAN occurring within the PC35 OCB is maintained as far as can be achieved at the levels currently anticipated by the Operative District Plan, avoiding an increase in the number of sensitive receivers being exposed to aircraft noise within the OCB.
 - 4.41.5 Ensure that appropriate noise boundaries are in place to enable operations at Queenstown Airport to continue and expand to meet foreseeable future demand until 2037, which requires the incorporation of the “With Lot 6” noise boundaries, as per **Annexure B**.
- 4.42 In addition to the general relief above, the detailed changes that are required to be made to the Proposed Plan to incorporate and give effect to PC35 are set out in **Annexure A** which is **attached** to and forms part of this submission.

Wanaka Airport Rural Land Zoning

- 4.43 Wanaka Airport is located approximately 10 kilometres from the township of Wanaka and is zoned for Rural General purposes in the Operative District Plan. The Proposed Plan proposes to retain this Rural zoning.
- 4.44 Wanaka Airport is the subject of a designation for “Aerodrome Purposes” but under section 176 of the RMA the designation only benefits QLDC, as the requiring authority. Other users of the Airport must comply with the provisions of the underlying Rural zoning, which in practical terms means they need to obtain resource consent before using the Airport, notwithstanding their activities are consistent with the intent and purpose of the Aerodrome Purposes Designation.
- 4.45 QAC therefore considers the underlying Rural zoning is inappropriate for Wanaka Airport as it results in unnecessary resource consent requirements for users of the Airport whose activities are consistent with the intent and purpose of the Aerodrome Designation, but not provided for by the existing zoning. The current zoning fails to recognise or provide for the nature and scale of activities currently being undertaken at the Airport, or future activities anticipated by the Aerodrome Purposes Designation.
- 4.46 QAC considers it is appropriate to provide for a range of airport and airport related activities that would not otherwise be anticipated within other areas of the Rural Zone.
- 4.47 Accordingly, QAC seeks amendments to the Rural Zone insofar as it applies to Wanaka Airport to provide for airport and airport related activities that would not otherwise be anticipated in the Rural Zone.

- 4.48 Informal Airports are provided for in the Proposed Plan by way of a specific set of provisions targeted at their operation and use. QAC considers a similar approach should be adopted for Wanaka Airport, whereby activities that are consistent with or ancillary to achieving the purpose of the Designation are provided for by way of controlled activity status via appropriate zone rules.

Plan Change 26 - Wanaka Airport

- 4.49 In November 2010, QLDC initiated Plan Change 26 (PC26). In a similar approach to PC35, PC26 sought to establish an appropriate land use management regime for ASAN around Wanaka Airport, while at the same time providing for the predicted and ongoing growth of the Airport.
- 4.50 PC26 updated Wanaka Airport's noise boundaries to provide for predicted growth in airport operations to 2036, and amended various zone provisions relating to land within the updated boundaries and likely to be affected by aircraft noise. PC26 was made operative on 14 March 2013.
- 4.51 Given the currency of PC26, it is imperative that the principles and provisions of PC26 are included in the Proposed Plan.
- 4.52 In particular, the resource management framework established under PC26 should be included in the Proposed Plan, subject to minor amendments to ensure consistency with the Proposed Plan structure. The Proposed Plan should ensure that Wanaka Airport is protected from reverse sensitivity effects arising from ASAN as follows:
- 4.52.1 Recognise, within the higher order provisions, the need to manage ASAN in proximity to Wanaka Airport to ensure that the operational capacity and integrity of the Airport is not significantly compromised now or in the future.
- 4.52.2 Prohibit any new ASAN within the OCB. For alternations or additions to existing buildings containing ASAN, or building platforms approved before 20 October 2010, require mechanical ventilation of Critical Listening Environments for sites located within the OCB, to achieve an Indoor Sound Level of 40dB Ldn.
- 4.52.3 Ensure that the number of ASAN occurring within the OCB is maintained as far as can be achieved at the levels currently anticipated within the Operative District Plan, avoiding an increase in the number of sensitive receivers being exposed to aircraft noise within the OCB.

REPA – Wanaka Airport

- 4.53 Runway end protection areas (REPA) are required at the end of the Wanaka Airport runway to protect the public (i.e. people and property on the ground beyond the end of the runway) from the risk of an aircraft undershooting or overshooting the runway.

- 4.54 Accordingly, QAC seeks the inclusion of new provisions within the Rural Chapter that enhance the safety of the public and those using aircraft at Wanaka Airport through avoiding activities that are likely to generate adverse safety effects on the operation of aircraft arriving at or departing from Wanaka Airport.
- 4.55 The map **attached** as **Annexure C** shows the extent of the Proposed REPA.

Natural Hazards

- 4.56 The natural hazards provisions of the Proposed Plan are vague and require further drafting amendments to provide clarity and certainty for plan users.
- 4.57 The Proposed Plan should avoid use of terms such as “intolerable”, where the level of tolerance is difficult to quantify and dependant on circumstance. The provisions should also clearly identify that they are seeking manage natural hazard effects.

Birdstrike – Queenstown and Wanaka Airports

- 4.58 Bird strike risk is a serious threat to the safe operation of Queenstown and Wanaka Airports.
- 4.59 The Proposed Plan should therefore seek to discourage land uses and activities which promote the congregation of birds within aircraft flight paths.

Obstacle Limitation Surfaces – Designations 4 (Queenstown Airport) and 65 (Wanaka Airport)

- 4.60 To ensure that QAC can continue to meet its obligations under Civil Aviation Regulations and provide a safe operational environment for aircraft approaching and departing Queenstown and Wanaka Airports, the obstacle limitation surfaces requirements of Designation 4 and 65 need to be rolled over into the Proposed Plan.
- 4.61 In accordance with section 176 of the Act, the designations should be sufficient to control the penetration by buildings and structures into these surfaces. QAC’s experience dictates however, that the statutory obligations to obtain QAC’s approval under section 176 of the Act is often overlooked when considering applications for resource consent.
- 4.62 Temporary activities in the vicinity of the Airports are most frequently overlooked and can be established reasonably quickly, providing QAC with limited time to advise aircraft pilots of the need for specific approach or departure requirements. The Proposed Plan should therefore include rules that ensure that QAC is advised of applications that propose to penetrate these surfaces.

Airport Designations Generally

- 4.63 Subject to minor amendments, as detailed in **Annexure A**, Designation 2, 4, 64 and 65 are all generally consistent with the NoRs given by QAC and QLDC prior to notification of the Proposed Plan.

Definitions

- 4.64 The definitions contained in the Proposed Plan should be consistent with and give effect to recent Environment Court decisions on:
- 4.64.1 Plan Change 19 (Frankton Flats B Zone);
 - 4.64.2 Plan Change 26 Wanaka Airport; and
 - 4.64.3 Plan Change 35 Queenstown Airport.
- 4.65 The definitions that were in place at the time the above plan changes were promulgated should also be included in the Proposed Plan to ensure the accurate interpretation and application of the provisions introduced by these plan changes.

Mechanical Ventilation

- 4.66 It has become apparent during QAC's implementation of acoustic treatment in accordance with the mechanical ventilation requirements of Table 5 of the Proposed Plan (or Table 2 of Appendix 13 of the Operative Plan, as amended by PC35), that there are some practical difficulties with implementing and financial implications with using a mechanical ventilation system in accordance with Table 5.
- 4.67 Specifically, QAC has sought technical advice around what is an achievable and appropriate air change rate for Bedrooms and other Critical Listening Environments located within the ANB and OCB.
- 4.68 In accordance with the technical advice, it is appropriate for the mechanical ventilation requirements set out in Table 5 to be amended to reduce the high setting air changes and include the ability to use more modern and efficient plant. The changes are set out in **Annexure D**.

Conclusion

- 4.69 Various other amendments, as detailed in **Annexure A**, are required to ensure that Queenstown and Wanaka Airport are appropriately recognised and provided for in the Proposed Plan.
- 4.70 QAC considers that in the absence of amendments to the Proposed Plan to address and give effect to the above submission points and those set out in **Annexure A**:
- 4.70.1 The Proposed Plan will not promote the sustainable management or efficient use and development of natural and physical resources;
 - 4.70.2 The Proposed Plan is not the most appropriate way to achieve the purpose of the RMA, particularly when having regard to the efficiency and effectiveness of the provisions relative to other means;

- 4.70.3 The Proposed Plan does not appropriately fulfil the requirements of section 32 of the RMA, particularly in terms of evaluation the costs of implementing the provisions under section 32(2)(a), and
- 4.70.4 The Proposed Plan does not represent sound resource management practice particularly with respect to planning for Airports in the Queenstown Lakes District.
- 4.71 QAC's submission points are addressed in further detail and additional points are made, in **Annexure A**, which is attached to and forms part of this submission.
5. **QAC seeks the following decision from the local authority:**
- a) That the submission points contained in Section 4 above and **Annexures A, B, C and D** which are attached to and form part of this submission be accepted, or that the Proposed Plan be amended in a similar or such other way as may be appropriate to address QAC's submission points; and,
 - b) Any consequential changes, amendments or decisions that may be required to give effect to the matters raised in QAC's submission.
6. **QAC wishes to be heard in support of its submission.**
7. **If others make a similar submission, QAC would be prepared to consider presenting a joint case with them at any hearing.**

Signed:



Rachel Tregidga

General Manager Property, Queenstown Airport Corporation

Dated at Queenstown this 23rd day of October 2015

Address for Service:

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ANNEXURE A

| Provision | Submission Position | Reason for submission | Relief Sought |
|---|---------------------|--|---|
| CHAPTER 2 DEFINITIONS | | | |
| <p>Activity Sensitive To Aircraft Noise (ASAN) 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.</p> | Support | Refer to Section 4.64 of QAC's submission, and because it is consistent with the Operative Plan as amended by PC35. | Retain the definition as notified. |
| <p>Activity Sensitive To Aircraft Noise (ASAN) Wanaka 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.</p> | Support in part | <p>Refer to Section 4.64 of QAC's submission, and because it is consistent with the Operative Plan as amended by PC35.</p> <p>This definition however is a near duplication of the definition for ASAN above. QAC would support the deletion of this definition and its replacement with the above definition, so the same definition of ASAN applies to Queenstown and Wanaka Airports.</p> | <p>Delete the definition and replace it with definition of 'Activities Sensitive to Aircraft Noise (ASAN)' above; or</p> <p>Retain the definition as notified.</p> |
| <p>Aerodrome Means a defined area of land used wholly or partly for the landing, departure, and surface movement of aircraft including any buildings, installations and equipment on or adjacent to any such area used in connection with the aerodrome or its administration.</p> | Support | Refer to Section 4.64 of QAC's submission. | Retain the definition as notified. |
| <p>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.</p> | Support | This definition is consistent with the Civil Aviation Authority definition of Aircraft. | Retain the definition as notified. |
| <p>Aircraft Operations Includes the operation of aircraft during landing, take-off and taxiing but excludes:</p> <ul style="list-style-type: none"> - Aircraft operating in an emergency - Aircraft using the Airport as an alternative to landing at a scheduled airport; - Military aircraft movements; and - Engine testing | Support | Refer to Section 4.64 of QAC's submission, and because it is consistent with the Operative Plan as amended by PC35. | Retain the definition as notified. |
| <p>Air Noise Boundary 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.</p> | Oppose | The ANB for Wanaka Airport was removed during PC26. This definition is therefore redundant and can be deleted. | Delete the definition. |

| | | | |
|--|-----------------|---|--|
| <p>Air Noise Boundary Queenstown (ANB) Means a boundary as shown on the District Plan Maps, the location of which is based on the predicted day/night sound level of 65 dB Ldn from airport operations in 2037.</p> | Support | Refer to Section 4.64 of QAC's submission and because it is largely consistent with the Operative Plan as amended by PC35. | Retain the definition as notified. |
| <p>Airport Activity Means land used wholly or partly for the landing, departure, and surface movement of aircraft, including but not limited to:</p> <p>(a) aircraft operations, 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, control towers, rescue facilities, 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, facilities for the handling and storage of hazardous substances, and associated offices.</p> | Support in part | <p>The definition is largely consistent with the range of activities provided for by QAC's Aerodrome Purposes Designation and accurately captures "airport activities" occurring at Queenstown Airport.</p> <p>The definition requires minor amendment however to clarify that it relates to Queenstown Airport.</p> <p>Refer also to Section 4.24 to 4.28 of QAC's submission.</p> | <p>Retain the definition as notified, however include a minor amendment as follows:</p> <p>Airport Activity – Queenstown Airport</p> |
| <p>New Definition Airport Activity – Wanaka Airport</p> | | <p>The new definition QAC seeks be included in the Proposed Plan is largely consistent with the range of activities provided for by QLDC's Aerodrome Purposes Designation and therefore appropriately captures the "airport activities" occurring at Wanaka Airport.</p> <p>Refer also to Section 4.43 to 48 of QAC's submission.</p> | <p>That the following new definition be included in the Proposed Plan:</p> <p><u>Airport Activity – Wanaka Airport</u> <i>Means land used wholly or partly for the landing, departure, and surface movement of aircraft, including but not limited to:</i></p> <p><i>(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, aviation schools, space research and associated activities, facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums and aero recreation;</i></p> <p><i>(b) Runways, taxiways, aprons, and other aircraft movement or safety areas.</i></p> <p><i>(c) Terminal buildings, hangars, rescue facilities, navigation and safety aids, lighting, car parking, maintenance and service facilities, catering facilities, freight facilities, quarantine and incineration facilities, medical facilities, fuel storage and fuelling facilities, and associated offices.</i></p> |
| <p>Airport Aerodrome Means any defined area of land or water intended or designed to be used whether wholly or partly for the landing, departure, movement or servicing of aircraft. Note: see proposed definition of AERODROME.</p> | Support | The definition should be deleted and the definition of "Aerodrome" as contained in the notified Proposed Plan should apply. | Delete the definition as proposed. |

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| <p>Airport Operator Means the person or body that has the necessary statutory authority for the establishment, maintenance, operation or management of the airport.</p> | Support | <p>The definition is consistent with the Operative Plan.</p> <p>Refer also to Section 4.65 of QAC's submission.</p> | Retain the definition as notified. |
| <p>Airport Related Activity Means an ancillary activity or service that provides support to the airport. This includes, but is not limited to, land transport activities, buildings and structures, servicing and infrastructure, police stations, fire stations, medical facilities and education facilities provided they serve an aviation related purpose, retail and commercial services, industry and visitor accommodation associated with the needs of Airport passengers, visitors and employees and/or aircraft movements and Airport businesses.</p> | Support in part | <p>The definition appropriately captures those ancillary activities which support the functioning and operation of Queenstown Airport.</p> <p>The definition requires minor amendment however to clarify that it relates to Queenstown Airport.</p> <p>Refer also to Section 4.24 to 4.28 of QAC's submission.</p> | <p>Retain the definition as notified, subject to a minor amendment as follows:</p> <p>Airport Related Activity – Queenstown Airport</p> |
| <p>New Definition Airport Related Activity – Wanaka Airport</p> | | <p>The new definition QAC seeks be included in the Proposed Plan appropriately captures those ancillary activities which support the efficient functioning and operation of Wanaka Airport.</p> <p>Refer also to Section 4.43 to 4.48 of QAC's submission.</p> | <p>Include the following new definition in the Proposed Plan:</p> <p><u>Airport Related Activity – Wanaka Airport</u> <i>Means any retail activity, restaurants and other food and beverage facilities, industrial and commercial activities, provided they are connected with and ancillary to the use of the Airport. Also includes Temporary Activities associated with Air Shows, Conferences and Meetings, and rental vehicles, valet activities and public transport facilities. Includes Military Training Operations.</i></p> |
| <p>Boundary Means any boundary of the net area of a site and includes any road boundary or internal boundary. Site boundary shall have the same meaning as boundary.</p> <p><u>Note: also see definitions of INTERNAL BOUNDARY and ROAD BOUNDARY.</u></p> | Oppose in part | <p>This definition should be amended to clarify that it does not apply to the Air Noise Boundary and Outer Control Boundary to avoid unintentional impacts on the interpretation of these terms.</p> | <p>Amend the definition as follows:</p> <p><i>Boundary</i> <i>Means any boundary of the net area of a site and includes any road boundary or internal boundary.</i></p> <p><i>This definition does not apply the Air Noise or Outer Control Boundary at Queenstown or Wanaka Airport.</i></p> |
| <p>Commercial Activity Means the use of land and buildings for the display, offering, provision, sale or hire of goods, equipment or services, and includes shops, postal services, markets, showrooms, restaurants, takeaway food bars, professional, commercial and administrative offices, service stations, motor vehicle sales, the sale of liquor and associated parking areas. Excludes recreational, community and service activities, home occupations, visitor accommodation, registered holiday homes and registered homestays.</p> | Support | <p>The definition is consistent with definition contained in the operative District Plan.</p> <p>Refer also to Section 4.65 of QAC's submission.</p> | Retain the definition as notified. |

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| <p>Community Activity Means the use of land and buildings for the primary purpose of health, welfare, care, safety, education, culture and/or spiritual well being. Excludes recreational activities. A community activity includes schools, hospitals, doctors surgeries and other health professionals, churches, halls, libraries, community centres, police stations, fire stations, courthouses, probation and detention centres, government and local government offices.</p> | Support | <p>The definition is consistent with definition contained in the operative District Plan.</p> <p>Refer also to Section 4.65 of QAC's submission.</p> | Retain the definition as notified. |
| <p>Critical Listening Environment Means any space that is regularly used for high quality listening or communication for example principle living areas, bedrooms and classrooms but excludes non-critical living environments.</p> | Support in part | <p>The definition is generally consistent with the Operative Plan as amended by PC35, however it contains a typographical error that is inconsistent with PC35, the effect of which is that the definition can not be properly understood. The definition needs to be amended to clarify it does not include "Non-Critical <u>Listening</u> Environments", which is a term that is also defined in the District Plan, as opposed to "non-critical <u>living</u> environments" which is not defined.</p> <p>Refer also to Section 4.64 of QAC's submission.</p> | <p>Amend the definition as follows: "Critical Listening Environment" <i>Means any space that is regularly used for high quality listening or communication, for example principal living areas, bedrooms and classrooms, but excludes "Non Critical living Listening Environments".</i></p> |
| <p>Day Care Facility Means land and/or buildings used for the care during the day of elderly persons with disabilities and/or children, other than those residing on the site.</p> | Support | <p>The definition is consistent with definition contained in the operative District Plan.</p> <p>Refer also to Section 4.65 of QAC's submission.</p> | Retain the definition as notified. |
| <p>Design Sound Level Means 40 dB Ldn in all Critical Listening Environments.</p> | Support | <p>The definition is consistent with definition contained in the operative District Plan.</p> <p>Refer also to Section 4.65 of QAC's submission.</p> | Retain the definition as notified. |
| <p>Educational Facility Means any land and/or building used for the provisions of regular instruction or training and includes their ancillary administrative, cultural and commercial activities.</p> | Support | <p>The definition is consistent with definition contained in the operative District Plan.</p> <p>Refer also to Section 4.65 of QAC's submission.</p> | Retain the definition as notified. |
| <p>Hangar a structure used to store aircraft, including for maintenance, servicing and/or repair purposes.</p> | Support in part | <p>This definition should be retained as it accurately reflects the use of hangers at Queenstown and Wanaka Airport, subject to a minor amendment to ensure consistency with the structure of other definitions.</p> | <p>Amend the definition as follows: Hangar <i>Means a structure used to store aircraft, including for maintenance, servicing and/or repair purposes.</i></p> |

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| <p>Indoor Design Sound Level Means 40 dB Ldn in all Critical Listening Environments.</p> | Support | <p>The definition is consistent the Operative Plan as amended by PC35.</p> <p>Refer also to Section 4.64 of QAC's submission.</p> | Retain the definition as notified. |
| <p>Informal Airport Means any defined area of land or water intended or designed to be used for the landing, departure movement or servicing of aircraft and specifically excludes the designated 'Aerodromes', shown as designations 2, 64, and 239 in the District Plan.</p> <p>Note: This definition does not apply to the airspace above land or water located on any adjacent site over which an aircraft may transit when arriving and departing from an informal airport.</p> | Support | <p>This definition appropriately specifies that it is not applicable to Queenstown and Wanaka Airports.</p> | Retain the definition as notified. |
| <p>Landside Means that area of an airport and buildings to which the public has unrestricted access.</p> | Support | <p>Refer to Section 4.65 of QAC's submission.</p> | Retain the definition as notified. |
| <p>Non Critical Listening Environment Means any space that is not regularly used for high quality listening or communication including bathroom, laundry, toilet, pantry, walk-in-wardrobe, corridor, hallway, lobby, cloth-drying room, or other space of a specialised nature occupied neither frequently nor for extended periods.</p> | Support | <p>The definition is consistent with the definition contained in the operative District Plan.</p> <p>Refer also Section XX of QAC's submission.</p> | Retain the definition as notified. |
| <p>Outer Control Boundary (OCB) Queenstown 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.</p> | Support | <p>The definition is consistent with the Operative Plan as amended by PC35.</p> <p>Refer also to Section 4.64 of QAC's submission.</p> | Retain the definition as notified. |
| <p>Outer Control Boundary (OCB) Wanaka Means a boundary, as shown on the District Plan Maps, the location of which is based on the predicted day/night sound levels of 55 dBA Ldn from airport operations in 2036.</p> | Support in part | <p>The definition is consistent with the Operative Plan as amended by PC26.</p> <p>A minor amendment is required however to improve clarity and ensure full consistency with PC26 .</p> <p>Refer also to Section 4.64 of QAC's submission.</p> | <p>Amend the definition as follows:</p> <p>Outer Control Boundary (OCB) Wanaka <i>Means a boundary, as shown on the District Plan Maps-18A, the location of which is based on the predicted day/night sound levels of 55 dBA Ldn from airport operations in 2036.</i></p> |
| <p>Projected Annual Aircraft Noise Contour (AANC) Means the Projected Annual Aircraft Noise Contours calculated as specified by the Aerodrome Purposes Designation 2, Condition 14.</p> | Support in part | <p>Refer to Section 4.64 of QAC's submission. A minor amendment is required however, to refer to the correct designation condition.</p> | <p>Amend the definition as follows:</p> <p>Projected Annual Aircraft Noise Contour (AANC) <i>Means the Projected Annual Aircraft Noise Contours calculated as specified by the Aerodrome Purposes Designation 2, Condition 13.</i></p> |
| <p>Residential Activity Means the use of land and buildings by people for the purpose of permanent residential accommodation, including all associated accessory buildings, recreational activities and the keeping of domestic livestock. For the purposes of this definition, residential activity shall include</p> | Support | <p>The definition is consistent with the definition contained in the operative District Plan.</p> <p>Refer also to Section 4.65 of QAC's submission.</p> | Retain the definition as notified. |

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| Community Housing, emergency, refuge accommodation and the non-commercial use of holiday homes. Excludes visitor accommodation. | | | |
| <p>Residential Flat</p> <p>Means a residential activity that comprises a self-contained flat that is ancillary to a residential unit and meets all of the following criteria:</p> <ul style="list-style-type: none"> • Has a total floor area not exceeding 70m², not including the floor area of any garage or carport; • contains no more than one kitchen facility; • is limited to one residential flat per residential unit; and • is situated on the same site and held in the same ownership as the residential unit, but may be leased to another party. <p>Notes:</p> <ul style="list-style-type: none"> ➤ A proposal that fails to meet any of the above criteria will be considered as a residential unit. ➤ Development contributions and additional rates apply. | Oppose in part | <p>As drafted, the proposed definition may enable more than more than one residential flat to be established on a site where there is more than one residential unit.</p> <p>Refer also to Section 4.41 of QAC's submission.</p> | The definition should be amended to clarify that a residential flat is limited to one per residential unit or one per site, whichever is less. |
| <p>Residential Unit</p> <p>Means a residential activity (including a dwelling) which consists of a single self contained household unit, whether of one or more persons, and includes accessory buildings. Where more than one kitchen and/or laundry facility is provided on the site, other than a kitchen and/or laundry facility in a residential flat, there shall be deemed to be more than one residential unit.</p> | Support | <p>The definition is consistent with definition contained in the Operative Plan.</p> <p>Refer also to Section 4.65 of QAC's submission.</p> | Retain the definition as notified. |
| <p>Temporary Activity</p> <p>Means the use of land, buildings, vehicles and structures for activities of short duration and are outside the usual use of a site, that include the following:</p> <ul style="list-style-type: none"> • Temporary events • Temporary filming • Temporary activities related to building and construction • Temporary military training • Temporary storage • Temporary utilities • Temporary use of a site as an airport for certain community events <p>A temporary activity does not include the extension of an activity authorised by a resource consent where in contravention to any conditions of the resource consent.</p> | Support in part | Given their temporary effects, the definition should be amended to recognise and provide for airshows as a temporary event. | Amend the definition to include airshows. |

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| <p>Visitor Accommodation</p> <p>Means the use of land or buildings for short-term, fee paying, living accommodation where the length of stay for any visitor/guest is less than 3 months; and</p> <p>i. Includes such accommodation as camping grounds, motor parks, hotels, motels, boarding houses, guest houses, backpackers' accommodation, bunkhouses, tourist houses, lodges, homestays, and the commercial letting of a residential unit; and</p> <p>ii. (May include some centralised services or facilities, such as food preparation, dining and sanitary facilities, conference, bar and recreational facilities if such facilities are associated with the visitor accommodation activity.</p> <p>For the purpose of this definition:</p> <p>a. The commercial letting of a residential unit in (i) excludes:</p> <ul style="list-style-type: none"> • A single annual let for one or two nights. • Homestay accommodation for up to 5 guests in a Registered Homestay. • Accommodation for one household of visitors (meaning a group which functions as one household) for a minimum stay of 3 consecutive nights up to a maximum (ie: single let or cumulative multiple lets) of 90 nights per calendar year as a Registered Holiday Home. (Refer to respective definitions). <p>b. "Commercial letting" means fee paying letting and includes the advertising for that purpose of any land or buildings.</p> <p>c. Where the provisions above are otherwise altered by Zone Rules, the Zone Rules shall apply.</p> | Support | <p>The definition is consistent with the definition contained in the Operative Plan.</p> <p>Refer also to Section 4.65 of QAC's submission.</p> | Retain the definition as notified. |
| <p>2037 Noise Contours</p> <p>Means the predicted airport noise contours for Queenstown Airport for the year 2037 in 1dB increments from 70dB Ldn to 55dB Ldn inclusive. Note: These contours shall be available from the Council and included in the Airport Noise Management Plan.</p> | Support | <p>The definition is consistent with the Operative Plan, as amended by PC35.</p> <p>Refer also to Section 4.64 of QAC's submission.</p> | Retain the definition as notified. |
| <p>2037 60 dB Noise Contours</p> <p>Means the predicted 60 dB Ldn noise contour for Queenstown Airport for 2037 based on the 2037 Noise Contours.</p> | Support | <p>The definition is consistent with the Operative Plan, as amended by PC35.</p> <p>Refer also to Section 4.64 of QAC's submission.</p> | Retain the definition as notified. |

| CHAPTER 3: STRATEGIC DIRECTION | | | |
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| Goals, Objectives and Policies | | | |
| <p>Objective 3.2.1.5 Maintain and promote the efficient operation of the District's infrastructure, including designated Airports, key roading and communication technology networks.</p> | Support | Refer to Section 4.11 to 4.23 of QAC's submission. | Retain the objective as notified. |
| <p>New Policies 3.2.1.5.1 3.2.1.5.2 3.2.1.5.3</p> | | <p>QAC is concerned that there are no associated policies which give effect to Objective 3.2.1.5.</p> <p>Refer also to Sections 4.11 to 4.23 of QAC's submission.</p> | <p>Insert three new policies to give effect to Objective 3.2.1.5 as follows:</p> <p><u>Policy 3.2.1.5.1</u> <i>Recognise that infrastructure, including the district's airports, makes an essential contribution to the prosperity and economic resilience of the District.</i></p> <p><u>Policy 3.2.1.5.2</u> <i>Ensure that the efficient and effective operation of infrastructure, including the districts airports, is safeguarded and not compromised, now or in the future, by incompatible development.</i></p> <p><u>Policy 3.2.1.5.3</u> <i>To recognise that Queenstown Airport is an essential lifeline utility.</i></p> |
| <p>Goal 3.2.5 and associated Objectives and Policies</p> | Oppose in part | <p>QAC is concerned that Goal 3.2.5 and the associated objectives and policies do not recognise that the operational, technical, functional and safety related requirements of infrastructure will often dictate their location including, in some circumstances, within Outstanding Natural Landscapes and Outstanding Natural Features.</p> <p>This section of the Proposed plan requires amendment to recognise and provide for such circumstances.</p> <p>Refer also to Section 4.11 to 4.15 of QAC's submission.</p> | <p>Goal 3.2.5 and the associated objectives and policies should be amended to recognise that operational, technical, functional and safety related requirements of infrastructure may impose locational constraints on infrastructure.</p> |
| <p>New Goal, Objective and Policies</p> | | Refer to Section 4.11 to 4.15 of QAC's submission. | <p>The following new goal and associated objectives and policies should be inserted into the Proposed Plan:</p> <p><u>3.2.8 Goal –Provide for the ongoing operation and growth of regionally significant infrastructure</u></p> <p><u>Objective 3.2.8.1</u> <i>Recognise that the functional or operational requirements of regionally or nationally significant infrastructure can necessitate a particular location.</i></p> <p><u>Policy 3.2.8.1.1</u> <i>Enable the continued operation, maintenance and upgrading of regionally and nationally significant infrastructure and associated activities.</i></p> |

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| | | | <p>Policy 3.2.8.1.2 <i>Where practicable, mitigate the impacts of regionally and nationally significant infrastructure on outstanding natural landscapes and outstanding natural features.</i></p> |
| CHAPTER 4 URBAN DEVELOPMENT | | | |
| <p>Purpose (all text)</p> | <p>Oppose in part</p> | <p>Refer to Section 4.29 to 4.42 of QAC's submission. The Purpose section of this Chapter needs to be amended to ensure consistency with PC35. The text QAC seeks to be included in the Proposed Plan is taken from the explanatory text contained in Chapter 4 of the Operative Plan, as amended by PC35.</p> | <p>Insert the following text into the Purpose section of Chapter 4:</p> <p><u><i>Queenstown Airport is a significant asset to the region. It provides a transportation hub for residents, visitors and business travellers and offers both domestic and international scheduled flights. The Airport also facilitates and supports a number of local tourist and aviation related businesses.</i></u></p> <p><u><i>The Airport has been established at its current location in Queenstown since 1936. Since then the Airport has faced pressure from urban development. It is essential that such development is managed in a way that protects the current and future ability of the Airport to operate efficiently. It is also reasonable that noise boundaries are established for aircraft operations at the Airport in order to appropriately mitigate adverse effects on any Activity Sensitive to Aircraft Noise in the surrounding environment.</i></u></p> <p><u><i>Being within the township of Frankton, Queenstown Airport has some existing residential neighbours. It is recognised that the anticipated growth in operations at Queenstown Airport will necessitate sound insulation and mechanical ventilation works to Critical Listening Environments within some existing, new or altered buildings in order to mitigate the effects of aircraft noise.</i></u></p> <p><u><i>Queenstown Airport Corporation Limited will undertake regular monitoring to ensure that the owners or occupiers of existing buildings containing an Activity Sensitive to Aircraft Noise within the Projected 65 and 60 dB AANC are offered appropriate noise mitigation in accordance with Designation 2.</i></u></p> <p><u><i>The noise boundaries are also necessary to ensure new noise sensitive development does not occur in inappropriate locations, and new and alterations and additions to existing buildings are designed to achieve the Indoor Design Sound Level.</i></u></p> <p><u><i>Reverse sensitivity effects on Queenstown Airport may arise where Activity Sensitive to Aircraft Noise are established within the Airport's Air Noise Boundary or Outer Control Boundary.</i></u></p> |

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| <p>Policy 4.2.2.4 Not all land within the Urban Growth Boundaries will be suitable for urban development, such as (but not limited to) land with ecological, heritage or landscape significant; or land subject to natural hazards. The form and allocation of urban development shall take account of site specific features or constraints to protect public health and safety.</p> | Support in part | <p>The policy appropriately recognises that not all land within urban growth boundaries will be appropriate for all types of development.</p> <p>The policy requires amendment however to clarify that development includes intensification and may not be appropriate around airports.</p> <p>Refer also to Section 4.29 to 4.41 of QAC's submission.</p> | <p>Amend Policy 4.2.2.4 as follows:</p> <p>Policy 4.2.2.4 <i>Not all land within the Urban Growth Boundaries will be suitable for urban development or intensification, such as (but not limited to) land with ecological, heritage or landscape significant; or land subject to natural hazards or within close proximity to airports. The form and allocation of urban development shall take account of site specific features or constraints to protect public health and safety.</i></p> |
| <p>Policy 4.2.3.8 Land within the Air Noise Boundary or Outer Control Boundary of Queenstown Airport is managed to prohibit or limit the establishment of Activities Sensitive to Aircraft Noise.</p> | Support | Refer to Section 4.29 to 4.42 of QAC's submission. | Retain the policy as notified. |
| <p>Objective 4.2.4 Manage the scale and location of urban growth in the Queenstown Urban Growth Boundary.</p> | Support in part | <p>This objective is appropriate however it should be complemented by additional new policies that give effect to the objective and seek to manage the scale and location of urban growth within the Queenstown Airport Noise Boundaries.</p> | Retain the objective as notified, but amend the related policies as set out in the immediately subsequent submission point. |
| <p>Policy 4.2.4.3 Protect Queenstown Airport from reverse sensitivity effects, and maintain residential amenity through managing the effects of aircraft noise within critical listening environments of new or altered buildings within the Air Noise Boundary or Outer Control Boundary.</p> | Support in part | <p>This policy does not take into account zones within the urban growth boundaries where residential activity is prohibited.</p> <p>The policy needs to be amended to recognise those zones where residential activity is prohibited. The most appropriate way to do this is to split the policy into two parts and amend each part.</p> <p>The policy should be amended to bring it in to line with Proposed Policy 4.2.3.8.</p> <p>Refer also to Section 4.29 to 4.41 of QAC's submission.</p> | <p>Amend the policy as follows to create two separated policies:</p> <p>Policy 4.2.4.3 <i>Within existing residential zones, protect Queenstown Airport from reverse sensitivity effects, and maintain residential amenity through managing the effects of aircraft noise within critical listening environments of new or altered buildings within the Air Noise Boundary or Outer Control Boundary.</i></p> <p>And:</p> <p>Policy 4.2.4.3 <i>Within Rural and Industrial Zones, protect Queenstown Airport from reverse sensitivity effects through preventing the establishment of new activities sensitive to aircraft noise within.</i></p> |
| <p>Policy 4.2.4.4 Manage the adverse effects of noise from Queenstown Airport by conditions in Designation 2 including a requirement for a Noise Management Plan and a Queenstown Airport Liaison Committee.</p> | Support in part | <p>The proposed policy is consistent with Policy 7.3, Section 4.9.3 of the Operative Plan as amended by PC35.</p> <p>However, a new section needs to be included in Chapter 4, Urban Development, which specifically addresses urban development within the Queenstown Airport OCB and ANB. Proposed Policy 4.2.4.4 would be more appropriately located in this new section, which is detailed in the immediately subsequent submission points</p> <p>Refer also to Section 4.29 to 4.42 of QAC's submission.</p> | Retain the policy, however relocate it to sit alongside the new objectives and policies that are sought by QAC, as detailed below. |

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| <p>New Objectives and Policies</p> | | <p>New objectives and policies are required to be inserted into the Proposed Plan to ensure it is consistent with the Urban Growth Management Provisions of the Operative Plan, as amended by PC35, specifically Section 4.9.3, Objectives 7 and 8 and associated Policies 7.1 to 7.3 and 8.1 to 8.5.</p> <p>While some of these operative PC35 provisions refer to zones that are not subject to Stage 1 of the District Plan Review, it is not entirely clear from the notified Proposed Plan, including the Section 32 evaluation, how QLDC intends to include these provisions in the Proposed Plan at a later date. In the absence of any guidance, and given they relate to urban development in the District, which is a Stage 1 issue, QAC considers it appropriate to include these new objective and policies in the Proposed Plan now.</p> <p>Refer also to Section 4.29 to 4.42 of QAC's submission.</p> | <p>Insert the following new objectives and policies into the Proposed Plan:</p> <p><u>Objective 4.2.X</u> <u>Manage urban growth issues on land in proximity to Queenstown Airport to ensure that the operational capacity and integrity of the Airport is not significantly compromised now or in the future.</u></p> <p><u>Policy 4.2.X.1</u> <u>To protect the airport from reverse sensitivity effects of Activity-Sensitive to Aircraft Noise.</u></p> <p><u>Policy 4.2.X.2</u> <u>To prohibit all new Activity Sensitive to Aircraft Noise within the Rural, and Industrial Zones located within the Outer Control Boundary at Queenstown Airport and to limit such uses in the Frankton Flats (A) Zone.</u></p> <p><u>Policy 4.2.X.3</u> <u>To prohibit all Residential, Visitor Accommodation and Community Activities within that part of the Remarkables Park Zone within the 2037 60dB Noise Contour at Queenstown Airport.</u></p> <p><u>Policy 4.2.X.4</u> <u>To ensure that Critical Listening Environments of all new and alterations and additions to existing buildings containing Residential, Educational Facilities and Visitor Accommodation in the Remarkables Park Zone in the areas identified in Figure 2 – Airport Measures in the District Planning Maps achieve an Indoor Design Sound Level of 40 dB Ldn, based on the 2037 Noise Contours.</u></p> <p><u>Policy 4.2.X.5</u> <u>To ensure that any Critical Listening Environments of all new and alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise located in the existing Residential zones, and the Frankton Flats (A) Zone within the Queenstown Airport Outer Control Boundary are designed and built to achieve an Indoor Design Sound Level of 40 dB Ldn, based on the 2037 Noise Contours.</u></p> <p><u>Objective 4.2.X</u> <u>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.</u></p> |
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| | | | <p><u>Policies 4.2.X.1</u> <i>To ensure appropriate noise boundaries are established and maintained to enable operations at Queenstown Airport to continue and to expand over time.</i></p> <p><u>Policy 4.2.X.2</u> <i>To manage the adverse effects of noise from aircraft on any Activity Sensitive to Aircraft Noise within the airport noise boundaries whilst at the same time providing for the efficient operation of Queenstown Airport.</i></p> <p><u>Policy 4.2.X.2</u> <i>To manage the adverse effects of noise from Queenstown Airport by conditions in Designation 2 including a requirement for a Noise Management Plan and a Queenstown Airport Liaison Committee.</i></p> |
| CHAPTER 6 LANDSCAPES | | | |
| 6.2 Values | <u>Support in part</u> | The landscape chapter should acknowledge the functional, operational, technical and safety related requirements for infrastructure to establish in certain locations. Refer also Section 4.11 to 4.15 of QAC's submission. | Insert the following paragraph between the 6 th and 7 th paragraphs of Section 6.2 Value: <i>It is acknowledged that at times infrastructure has a functional, operational, technical or safety related requirement to be located or established at a certain site or in a certain area. In these situations infrastructure shall be located and designed to minimise, in so far as practicable, and without impacting the operational, technical or safety requirements of the infrastructure, the potential for adverse effects on the particular landscape character and/or visual amenity values inherent at the site.</i> |
| New Policy 6.3.1.X | | Refer to Section 4.11 to 4.15 of QAC's submission. | Insert the following new policy: <u>Policy 6.3.1.X</u> <i>Infrastructure within the Outstanding Natural Landscapes or Outstanding Natural Features or Rural Landscapes shall be acknowledged as appropriate development where there is an operational, technical or safety related requirement for that location.</i> |
| New Policy 6.3.3.X | | Refer to Section 4.11 to 4.15 of QAC's submission. | Insert the following new policy: <u>Policy 6.3.3.X</u> <i>Where there is an operational, technical or safety related requirement for infrastructure to be located within an Outstanding Natural Feature, the adverse effects of the infrastructure on the important qualities of the Outstanding Natural Feature should be mitigated as far as practicable.</i> |
| New Policy 6.3.4.X | | Refer to Section 4.11 to 4.15 of QAC's submission. | Insert the following new policy: <u>Policy 6.3.4.X</u> <i>Where there is an operational, technical or safety related requirement for infrastructure proposal to be located within an Outstanding Natural Landscape, the adverse effects of the infrastructure on the important qualities of the Outstanding Natural Landscape should be mitigated as far as practicable.</i> |

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| New Policy 6.3.5.X | | Refer to Section 4.11 to 4.15 of QAC's submission. | Insert the following new policy: <u>Policy 6.3.5.X</u> <i>Where there is an operational, technical or safety related requirement for infrastructure proposal to be located within a Rural Landscape, the adverse effects of the infrastructure on the important qualities of the Rural Landscape should be mitigated as far as practicable.</i> |
| CHAPTER 7 LOW DENSITY RESIDENTIAL | | | |
| Zone Purpose | Oppose in part | Refer to Section 4.29 to 4.42 of QAC's submission. The text QAC seeks to be included in the Zone Purpose statement reflects and is consistent with the explanatory text contained in Chapter 7 of the Operative Plan as amended by PC35. | Insert the following text at the end of the Zone Purpose: <i><u>Reverse sensitivity effects on Queenstown Airport may arise where Activity Sensitive to Aircraft Noise are established within the Airport's Air Noise Boundary or Outer Control Boundary.</u></i> |
| Objectives and Policies | | | |
| Objective 7.2.3 Allow higher housing densities than typical in the zone provided that it retains a low rise built form and responds appropriately and sensitively to the context and character of the locality. | Oppose in part | Refer to Section 4.29 to 4.42 of QAC's submission. | Amend the objective as follows: <u>Objective 7.2.3</u> <i>Allow higher housing densities than typical in the zone provided that it:</i> <ul style="list-style-type: none"> • <i>retains a low rise built form; and</i> • <i>responds appropriately and sensitively to the context and character of the locality; <u>and,</u></i> • <i><u>does not occur within the Queenstown Airport Air Noise Boundary or Outer Control Boundary.</u></i> |
| New Policy 7.2.4.2 | | Refer to Section 4.29 to 4.42 of QAC's submission. | Insert a new policy as follows: <u>Policy 7.2.4.2</u> <i><u>Discourage infill development of Activities Sensitive to Aircraft Noise within the Outer Control Noise Boundary on land around Queenstown Airport.</u></i> |
| Policy 7.2.10.1 Require, as necessary, mechanical ventilation of any Critical Listening Environment within new and alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise within the Queenstown Airport Outer Control Boundary. | Support in part | The policy is largely consistent with Policy 11, Section 7.2.3 of the Operative Plan as amended by PC35, but minor amendments are required to ensure full consistency. Refer to Section 4.29 to 4.42 of QAC's submission. | Amend the policy as follows: <u>Policy 7.2.10.1</u> <i>Require, as necessary, mechanical ventilation of any Critical Listening Environment within <u>any</u> new and alterations and additions to existing buildings that containing an Activity Sensitive to Aircraft Noise within the Queenstown Airport Outer Control Boundary <u>to achieve an Indoor Design Sound Level of 40dB Ldn, based on the 2037 Noise Contours.</u></i> |
| Policy 7.2.10.2 Require, as necessary, sound insulation and mechanical ventilation for any Critical Listening Environment within any new and alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise within the Queenstown Airport Air Noise Boundary. | Support in part | The policy is largely consistent with Policy 11, Section 7.2.3 of the Operative Plan as amended by PC35, but minor amendments are required to ensure full consistency. Refer to Section 4.29 to 4.42 of QAC's submission. | Amend the policy as follows: <u>Policy 7.2.10.2</u> <i>Require, as necessary, sound insulation and mechanical ventilation for any Critical Listening Environment within any new and alterations and additions to existing buildings that containing an Activity Sensitive to Aircraft Noise within the Queenstown Airport Air Noise Boundary <u>to achieve an Indoor Design Sound Level of 40dB Ldn, based on the 2037 Noise Contours.</u></i> |

| Rules- Activities | | | |
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| New Rule | | Refer to Section 4.29 to 4.42 of QAC's submission. Under the Operative Plan, failure to comply with the relevant acoustic treatment results in a non-complying activity status. It is appropriate that the same approach apply in the Proposed Plan. | Insert a new Rule to Table 7.4 as follows: <u>Rule 7.4.X</u> Activities located in the Low Density Residential Zone <u>Any Activity Sensitive to Aircraft Noise that does not comply with Standards 7.5.3 and 7.5.4.</u> Activity Status <u>NC</u> |
| Rule 7.4.12 Visitor Accommodation | Oppose in part | Refer to Section 4.29 to 4.42 of QAC's submission. | Amend the rule as follows: <i>Control is reserved to:</i> • <u>The acoustic treatment requirements in Rule 7.5.3 and 7.5.4.</u> |
| Rules - Standards | | | |
| Rule 7.5.3 Airport Noise – Queenstown Airport (excluding any non-critical listening environments) within the Air Noise Boundary (ANB) New buildings and alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise (ASAN) 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 4 of Chapter 36 and installation of mechanical ventilation to achieve the requirements in Table 5 of Chapter 36, 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. <i>Note – Refer to the Definitions for a list of activities sensitive to aircraft noise (ASAN)</i> | Support | Refer to Section 4.29 to 4.42 of QAC's submission. The proposed Standard is consistent with Standard 7.5.5.3(vi) in Chapter 7 of the Operative Plan as amended by PC35. | Retain the standard as notified. |

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| <p>Rule 7.5.4 Airport Noise – Queenstown Airport (excluding any non-critical listening environments) between the Outer Control Boundary (OCB) and the Air Noise Boundary (ANB)</p> <p>New buildings and alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise (ASAN) 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.</p> <p>Compliance shall be demonstrated by either installation of mechanical ventilation to achieve the requirements in Table 4 of Chapter 36 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><u>Support</u></p> | <p>Refer to Section 4.29 to 4.42 of QAC's submission.</p> <p>The standard is consistent with Standard 7.5.5.3(vi) in Chapter 7 of the Operative Plan, as amended by PC35.</p> | <p>Retain the standard as notified.</p> |
| <p>Rule 7.5.6 Density</p> <p>The maximum site density shall be one residential unit or dwelling per 300m² net site area, except for:</p> <ul style="list-style-type: none"> the Queenstown Heights Overlay Area where the maximum site density shall be one residential unit or dwelling per 1500m² net site area. | <p>Oppose</p> | <p>Refer to Section 4.29 to 4.42 of QAC's submission.</p> | <p>Amend the rule as follows:</p> <p>Rule 7.5.6 Density</p> <p><i>The maximum site density shall be one residential unit or dwelling per 300m² net site area, except for:</i></p> <ul style="list-style-type: none"> <i>the Queenstown Heights Overlay Area where the maximum site density shall be one residential unit or dwelling per 1500m² net site area.</i> <i><u>within the Outer Control Boundary at Queenstown Airport where the maximum site density shall be one Activity Sensitive to Aircraft Noise per 450m² net site area.</u></i> |
| <p>7.6 Non-notification of Applications</p> | <p>Oppose in part</p> | <p>The intent of the noise insulation rules is manage the effects of aircraft noise on residential amenity. QAC should therefore be considered an affected party for any resource consent application that does not comply with the acoustic treatment rules.</p> | <p>Insert a new notification parameter as follows:</p> <p><u>7.6.3 Notice shall be served on Queenstown Airport for applications which do not comply with the acoustic treatment requirements of Rule 7.5.3 and 7.5.4.</u></p> |
| CHAPTER 15 LOCAL SHOPPING CENTRE ZONE | | | |
| <p>Zone Purpose</p> | <p>Oppose in part</p> | <p>Refer to Section 4.29 to 4.42 of QAC's submission.</p> <p>QAC considers additional text needs to be included in the Zone Purpose to ensure it is consistent with and implements PC35. The additional text QAC seeks to be included is taken from the explanatory text contained in Chapter 7 of the Operative Plan as amended by PC35.</p> | <p>Insert the following text at the end of the Zone Purpose:</p> <p><u>The Frankton Local Shopping Centre is located within close proximity to Queenstown Airport and is located within with the Airport's Outer Control Boundary. Reverse sensitivity effects on Queenstown Airport may arise where Activity Sensitive to Aircraft Noise are established within the Airport's Air Noise Boundary or Outer Control Boundary.</u></p> |

| Objectives and Policies | | | |
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| New Policy 15.2.3.X | | <p>Refer to Section 4.29 to 4.42 of QAC's submission.</p> <p>A new policy is required to be inserted to implement and give effect to PC35. The new policy QAC seeks be included is largely consistent with Policy 11, Section 7.2.3 of the Operative Plan as amended by PC35.</p> | <p>Insert the following new policy:</p> <p><u>Policy 15.2.3.5</u> <u>Require, as necessary, mechanical ventilation of any Critical Listening Environment within any new and alterations and additions to existing buildings that contain an Activity Sensitive to Aircraft Noise on sites within the Outer Control Boundary to achieve an Indoor Design Sound Level of 40 dB Ldn, based on the 2037 Noise Contours.</u></p> |
| Rules | | | |
| New Rule 15.4.X | | <p>Refer to Section 4.29 to 4.42 of QAC's submission.</p> <p>A new rule should be included in the Proposed Plan that is consistent with the approach taken in the Operative Plan, and which provides that failure to comply with the relevant acoustic treatment rules results in a non-complying activity status.</p> | <p>Insert a new rule as follows:</p> <p><u>Rule 15.4.X</u> <u>Activities located in the Local Shopping Centre Zone</u> <u>Any Activity Sensitive to Aircraft Noise that does not comply with Standard 15.5.X [acoustic treatment provision within the OCB];</u></p> <p><u>Activity Status</u> <u>NC</u></p> |
| <p>Rule 15.4.3.1 Activities located in the Local Shopping Centre Zone Buildings</p> <p>Activity Status RD</p> | Oppose in part | <p>Under the Operative Plan, as amended by PC35, all new buildings and alterations to buildings containing ASAN need to be acoustically treated. In order to retain this approach in the Proposed Plan and implement PC35, acoustic treatment needs to be a matter of discretion.</p> <p>Refer to Section 4.29 to 4.42 of QAC's submission.</p> | <p>Amend Rule 15.4.3.1 as follows:</p> <p><u>Rule 15.4.3.1</u> <u>Activities located in the Local Shopping Centre Zone</u> Buildings</p> <p><i>* Discretion is restricted to consideration of all of the following: external appearance, material, sign platform, lighting, impact on street, <u>acoustic treatment of new buildings or alterations to existing buildings containing Activities Sensitive to Aircraft Noise within the Outer Control Boundary and natural hazards to ensure that:</u></i></p> <ul style="list-style-type: none"> • • <u>Queenstown Airport is protected from reverse sensitivity effects of Activities Sensitive to Aircraft Noise.</u> <p><u>Activity Status</u> RD</p> |
| <p>Rule 15.4.3.4 Activities located in the Local Shopping Centre Zone Visitor Accommodation</p> <p><i>*Discretion is restricted to consideration of all of the following:</i></p> <p>Activity Status RD</p> | Oppose in part | <p>In accordance with the Operative Plan as amended by PC35, all new buildings and alterations to buildings containing ASAN need to be acoustically treated. In order to retain this approach in the Proposed Plan and implement PC35, acoustic treatment needs to be a matter of discretion.</p> <p>Refer to Section 4.29 to 4.42 of QAC's submission.</p> | <p>Amend the rule as follows:</p> <p><u>Rule 15.4.3.4</u> <u>Activities located in the Local Shopping Centre Zone</u> Visitor Accommodation</p> <p><i>*Discretion is restricted to consideration of all of the following:</i></p> <ul style="list-style-type: none"> • • <u>Acoustic treatment of any new or additions or alterations to existing buildings containing Activities Sensitive to Aircraft Noise within the Outer Control Boundary at Queenstown Airport.</u> |

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| <p>Rule 15.4.3.3 Activities located in the Local Shopping Centre Zone Acoustic Insulation</p> <p>Activity Status RD</p> | Oppose in part | Refer to Section 4.29 to 4.42 of QAC's submission. | Amend proposed Rule 15.4.3.3 and insert a new rule as follows: Rule 15.4.3.3 Activities located in the Local Shopping Centre Zone <i>Acoustic Insulation in the Frankton Local Shopping Centre Zone</i> <i>New buildings and alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise 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 4 of Chapter 36 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.</i> Activity Status <u>NC</u> Rule 15.4.3.3X Activities located in the Local Shopping Centre Zone <i>Acoustic Insulation in all other Local Shopping Centre Zones</i> Activity Status RD |
| 15.6 Non-notification of Applications | Oppose in part | The intent of the noise insulation rules is manage the effects of aircraft noise on residential amenity. QAC should therefore be considered an affected party for any resource consent application that do not comply with the acoustic treatment rules. | Insert a new notification parameter as follows: <u>15.6.4 Notice shall be served on the requiring authority for Queenstown Airport for applications which do not comply with the acoustic treatment requirements of Rule 15.4.3.3.</u> |
| CHAPTER 17 QUEENSTOWN AIRPORT MIXED USE ZONE | | | |
| 17.1 Zone Purpose | Support | QAC submits this it supports the Zone purpose in its entirety. Refer to Section 4.24 to 4.28 of QAC's submission. | Retain as notified. |
| Objectives & Policies | | | |
| Objective 17.2.1 Policy 17.2.1.1 Policy 17.2.1.2 Policy 17.2.1.3 | Support | QAC supports these provisions in their entirety. Refer to Section 4.24 to 4.28 of QAC's submission. | Retain as notified. |
| Objective 17.2.2 Policy 17.2.2.1 Policy 17.2.2.2 Policy 17.2.2.3 | Support | QAC supports these provisions in their entirety. Refer to Section 4.24 to 4.28 of QAC's submission. | Retain as notified. |

| 17.3 Other Provisions and Rules | | | |
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| 17.3.1 District Wide | Support | QAC supports this provision in its entirety. Refer to Section 4.24 to 4.28 of QAC's submission. | Retain as notified. |
| 17.3.2 District Wide | Support | QAC supports these provisions, subject to a minor typographical amendment. Refer to Section 4.24 to 4.28 of QAC's submission. | Amend Clause 17.3.2 as follows: <i>17.3.2.2</i> <i>The Objectives and Policies of Section 6.2 17.2 apply to all activities. Site or location specific Objectives and Policy will apply in addition to other Objectives and Policies.</i> |
| Rules | | | |
| 17.4 Rules - Activities | Support | QAC supports the proposed rules in their entirety. Refer to Section 4.24 to 4.28 of QAC's submission. | Retain as notified. |
| 17.5 Rules - Standards | Support | QAC supports the proposed standards subject to a minor amendment to rule 17.5.2.1 to ensure that those activities not technically located at Queenstown Airport (i.e. not within the Aerodrome Purposes Designation or ownership of QAC) are still subject to building setback standards. Other minor amendments are also required to ensure appropriate cross referencing and numbering. Refer to Section 4.24 to 4.28 of QAC's submission. | Amend the Standards as follows: <i>Rule 17.5.2.1</i> <i>For <u>all buildings</u>: at Queenstown Airport:</i> <i>Rule 17.5.8.1</i> <i>.... Compliance shall be demonstrated by either adhering to the sound insulation requirements in Table 1 of Appendix 13 of the Operative District Plan <u>Table 4 of Chapter 36</u> and installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13 <u>Table 5 of Chapter 36</u>, or by submitting.....</i> <i>Rule 17.5.8.2</i> <i>.... Compliance shall be demonstrated by either installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13 <u>Table 5 of Chapter 36</u>, or by submitting.....</i> |
| 17.6 Non-Notification of Applications | Support | QAC supports the notification parameters in their entirety. Refer to Section 4.24 to 4.28 of QAC's submission. | Retain as notified. |
| 17.7 Non- Regulatory Methods | Support | QAC supports the non-regulatory methods in their entirety. Refer to Section 4.24 to 4.28 of QAC's submission. | Retain as notified. |
| CHAPTER 21 RURAL | | | |
| Zone Purpose | Oppose in part | Refer to Sections 4.11 to 4.23 and 4.29 to 4.42. The Zone Purpose should be amended so that it is consistent with and implements PC35. The amendments sought in this regard are consistent with the explanatory text included in Chapter 5 of the Operative Plan as amended by PC35. The Zone Purpose also needs to recognise the presence of Wanaka Airport as existing significant infrastructure located within the Rural Zone. | Include the following text in the Zone Purpose: <i><u>Significant infrastructure is located within the Rural Zone which needs to be recognised and provided for to ensure its ongoing sustainable use and development.</u></i> <i><u>Queenstown and Wanaka Airports are also located such that the effects of aircraft operations are experienced within some parts of the rural environment.</u></i> |

| Objectives and Polices | | | |
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| Objective 21.2.4 Manage situations where sensitive activities conflict with existing and anticipated activities in the Rural Zone. | Support | It is appropriate to recognise that existing activities such as Wanaka Airport, are located within the Rural Zone and require protection from reverse sensitivity effects. | Retain as notified. |
| Policy 21.2.4.1 Recognise that permitted and established activities in the Rural Zone may result in effects such as odour, noise, dust and traffic generation that are reasonably expected to occur and will be noticeable to residents and visitors in rural areas. | Support | It is appropriate to recognise that existing activities such as Wanaka Airport, are located within the Rural Zone and require protection from reverse sensitivity effects. | Retain as notified. |
| Objective 21.2.7 Separate activities sensitive to aircraft noise from existing airports through: <ul style="list-style-type: none"> • The retention of an undeveloped open area; or • at Queenstown Airport an area for Airport related activities; or • where appropriate an area for activities not sensitive to aircraft noise; within an airport's Outer Control Boundary to act as a buffer between airports and other land use activities. | Oppose | Refer to Section 4.29 to 4.42 of QAC's submission. The objective should be amended so that it is consistent with Objective 7 of the Operative Plan as amended by PC35. | Delete Objective 21.2.7 and replace with the following objective: Objective 21.2.7 Separate activities sensitive to aircraft noise from existing airports through: <ul style="list-style-type: none"> • The retention of an undeveloped open area; or • at Queenstown Airport an area for Airport related activities; or • where appropriate an area for activities not sensitive to aircraft noise; within an airport's Outer Control Boundary to act as a buffer between airports and other land use activities. <u>Retention of an area containing activities that are not sensitive to aircraft noise, within an airport's Outer Control Boundary, to act as a buffer between airports and Activities Sensitive to Aircraft Noise.</u> |
| Policy 21.2.7.1 Prohibit all new activity sensitive to aircraft noise on any Rural Zoned land within the Outer Control Boundary at Wanaka Airport and Queenstown Airport to avoid adverse effects arising from aircraft operations on future activities sensitive to aircraft noise. | Support | Refer to Sections 4.29 to 4.42 and 4.49 to 4.52 of QAC's submission. The proposed policy is consistent with the Operative Plan as amended by PC35 and PC26. | Retain as notified. |
| Policy 21.2.7.2 Identify and maintain areas containing activities that are not sensitive to aircraft noise, within an airport's outer control boundary, to act as a buffer between the airport and activities sensitive to aircraft noise. | Support in part / Oppose in part | This policy is redundant in light of Policy 21.2.7.1 and Policy 21.2.7.3. | Delete the policy, provided policies 21.2.7.1 and 21.2.7.3 are retained. |
| Policy 21.2.7.3 Retain open space within the outer control boundary of airports in order to provide a buffer, particularly for safety and noise purposes, between the airport and other activities. | Support | The retention of open space between the OCB and the airport to avoid reverse sensitivity effects is appropriate. | Retain as notified |
| Policy 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 | Support | Refer to Sections 4.29 to 4.42 and 4.49 to 4.52 of QAC's submission. The policy is consistent with the Operative Plan as amended by PC35 and PC26. | Retain as notified. |

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| <p>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.</p> | | | |
| <p>Policy 21.2.8.1 Assess subdivision and development proposals against the applicable District Wide chapters, in particular, the objectives and policies of the Natural Hazards and Landscape Chapters.</p> | Oppose | This is a requirement of any subdivision and development proposal in the Proposed Plan. Its inclusion as a policy is superfluous and unnecessary. | Delete the policy. |
| <p>New Objective 21.2.X and Policy 21.2.X.1 and 21.2.X.2</p> | | Refer to Section 4.43 to 4.48 of QAC's submission. | <p>Insert new provisions as follows:</p> <p><u>Objective 21.2.X</u> <i>Recognise and provide for Wanaka Airport as strategic infrastructure and a key asset that supports the social and economic wellbeing of the District.</i></p> <p><u>Policy 21.2.X.1</u> <i>Ensure that an appropriate noise boundary is established and maintained around Wanaka Airport to enable operations at the Airport to continue and to expand over time.</i></p> <p><u>Policy 21.2.X.2</u> <i>Provide for a range of airport related service, business, industrial and commercial activity at Wanaka Airport to support or complement the functioning of the Airport, where those activities are located on land within the Airport's Aerodrome Purpose Designation.</i></p> |
| <p>New Objective 21.2.X and Policy 21.2.X.1 and 21.2.X.2</p> | | Refer Section 4.53 to 4.55 of QAC's submission. | <p>Insert new provisions as follows to provide for new runway end protection areas at Wanaka Airport</p> <p><u>Policy 21.2.X.3</u> <i>Retain a buffer around Wanaka Airport to provide for the runway end protection areas at the Airport to maintain and enhance the safety of the public and those using aircraft at Wanaka Airport.</i></p> <p><u>Policy 21.2.X.1</u> <i>Avoid activities which may generate effects that compromise the safety of the operation of aircraft arriving at or departing from Wanaka Airport</i></p> |
| Rules – Activities | | | |
| <p>Rule 21.4.28 Activities – Rural Zone New Building Platforms and Activities within the Outer Control Boundary - Wanaka Airport On any site located within the Outer Control Boundary, any new activity sensitive to aircraft noise or new</p> | Support | Refer to Section 4.49 to 4.52 of QAC's submission. The proposed rule is appropriate as it is consistent with Rule 5.3.3.5 of the Operative Plan as amended by PC26. | Retain as notified. |

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| <p>building platform to be used for an activity sensitive to aircraft noise (except an activity sensitive to aircraft noise located on a building platform approved before 20 October 2010).</p> <p>Activity Status PR</p> | | | |
| <p>Rule 21.4.29 Activities – Rural Zone Activities within the Outer Control Boundary - Queenstown Airport On any site located within the Outer Control Boundary, which includes the Air Noise Boundary, as indicated on the District Plan Maps, any new Activity Sensitive to Aircraft Noise.</p> <p>Activity Status PR</p> | Support | Refer to Section 4.29 to 4.42 of QAC's submission. The proposed rule is appropriate as it is consistent with Rule 5.3.3.5(iii) of the Operative Plan as amended by PC35. | Retain as notified. |
| <p>New Rule Category</p> | | Refer to Section 4.43 to 4.48 of QAC's submission. | <p>Insert a new Activities Rule Category specifically relating to activities at Wanaka Airport and insert the following new rules:</p> <p>Rule 21.4.X Activities – Rural Zone <i>Airport Activity – Wanaka Airport</i> <i>Airport Related Activities – Wanaka Airport</i></p> <p>Activity Status <u>C</u> * <i>Control is reserved to the following:</i></p> <ul style="list-style-type: none"> • <i>Design, external appearance and siting of buildings and structures;</i> • <i>Traffic generation, vehicle parking, site access and servicing;</i> • <i>Landscaping and screening of any outdoor areas;</i> • <i>The extent to which the activity benefits from an Airport location.</i> |
| <p>New Rule</p> | | Refer to Section 4.53 to 4.55 of QAC's submission. | <p>Rule 21.4.X Activities – Rural Zone <i>Activities within the Runway End Protection Areas – Wanaka Airport</i> <i>Within the Runway End Protection Areas, as indicated on the District Plan Maps,</i></p> <ul style="list-style-type: none"> a) <i>Buildings except those required for aviation purposes;</i> b) <i>Activities which generate or have the potential to generate any of the following effects:</i> <ul style="list-style-type: none"> i. <i>mass assembly of people</i> |

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| | | | <ul style="list-style-type: none"> ii. <u>release of any substance which would impair visibility or otherwise interfere with the operation of aircraft including the creation of smoke, dust and steam</u> iii. <u>storage of hazardous substances</u> iv. <u>production of direct light beams or reflective glare which could interfere with the vision of a pilot</u> v. <u>production of radio or electrical interference which could affect aircraft communications or navigational equipment</u> vi. <u>attraction of birds</u> <p>Activity Status PR The Runway End Protection Area should be shown on the District Plan Maps in accordance with Annexure C.</p> |
| Rural Zone Map | | Refer Sections 4.43 to 4.48 and 4.53 to 4.55 of QAC's submission. | <p>Amend the District Plan Map 18a to identify a Runway End Protection Area overlay in the location shown in Annexure C (attached), where certain activities are prohibited in the interests of aircraft safety.</p> <p>With respect to providing for airport and airport related activities at Wanaka Airport, either:</p> <ul style="list-style-type: none"> a) Amend the District Plan Map 18a to identify a Wanaka Airport overlay which defines the extent of Wanaka Airport for purposes of the applying the aforementioned rules; or, b) Define Wanaka Airport (in the definitions section or the preamble text at the front the Rural Chapter) as the extent of the Wanaka Airport Aerodrome Designation as at the date the Notice of Requirement for the Wanaka Airport Aerodrome Designation is confirmed. |
| Rules – Standards | | | |
| <p>Table 2 General Standards Rule 21.5.12 Airport Noise – Wanaka Airport</p> <p>Alterations or additions to existing buildings, or construction of a building on a building platform approved before 20 October 2010 within the Outer Control Boundary, shall be designed to achieve an internal design sound level of 40 dB Ldn, based on the 2036 noise contours, at the same time as meeting the ventilation requirements in Table 5, Chapter 36. Compliance can either be demonstrated by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the internal design sound level, or by installation of mechanical ventilation to achieve the requirements in Table 5, Chapter 36.</p> | Support | Refer Section 4.49 to 4.52 of QAC's submission. The proposed rule is appropriate as it is consistent with Rule 5.3.5.2(x) of the Operative Plan as amended by PC26. | Retain as notified. |

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| Activity Status NC | | | |
| Table 2 General Standards Rule 21.5.13 Airport Noise – Queenstown Airport (a) Within the Queenstown Airport Air Noise Boundary (ANB) - Alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise 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 4 of Chapter 36 and installation of mechanical ventilation to achieve the requirements in Table 5 of Chapter 36, 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. (b) Between the Queenstown Airport Outer Control Boundary (OCB) and the ANB – Alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise 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 5 of Chapter 36 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. (c) Standards (a) and (b) exclude any alterations or additions to any non-critical listening environment. | Support | Refer Section 4.29 to 4.42 of QAC's submission. The proposed rule is appropriate as it is consistent with Rule 5.3.5.2(iii) of the Operative Plan as amended by PC35. | Retain as notified. |
| New Table Table 11 - Standards for Wanaka Airport | | Refer Section 4.43 to 4.48 of QAC's submission. | Insert a new Table 11 and associated standards for Wanaka Airport as follows: <u>Table 11</u> <u>Activities and Standards for Wanaka Airport</u> <u>21.5.53 Building Height</u> <i>The maximum height of any building shall not exceed 10 metres, except that:</i> <ul style="list-style-type: none"> • <u>this restriction does not apply to control towers, lighting towers or navigation and communication masts and aerials associated with airport operations.</u> |

| | | | |
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| | | | <ul style="list-style-type: none"> • <u>No permanent buildings other than the control tower shall infringe the restrictions of the Approach and Land Use Controls Designation.</u> <p>Activity Status <i>RD</i></p> <p><i>* Discretion is restricted to all of the following:</i></p> <ul style="list-style-type: none"> • <u>Rural amenity and landscape character.</u> • <u>Privacy, outlook and amenity from adjoining properties.</u> • <u>Visual prominence from both public places and private locations.</u> • <u>The effects of breaching the surfaces on aircraft safety.</u> <p><u>21.5.54 Building Setback</u> <u>The minimum setback for all buildings from all boundaries shall be 5m.</u> <u>The minimum setback for buildings from the eastern side of the centreline of the main runway (as at 2013) shall be 217 metres.</u></p> <p><u>Minimum setback for buildings from the western side of the centre line of the main runway (as at 2013) shall be 124 metres.</u></p> <p>Activity Status <i>RD</i></p> <p><i>* Discretion is restricted to all of the following:</i></p> <ul style="list-style-type: none"> • <u>Privacy, outlook and amenity from adjoining properties.</u> • <u>The effects operational and functional effects for aircraft using Wanaka Airport.</u> |
| <p>21.7.1 Outstanding Natural Features and Outstanding Natural Landscapes (ONF and ONL)</p> | <p>Oppose</p> | <p>The assessment matters do not acknowledge the functional, technical, operational and safety related requirements for infrastructure to establish in locations such as ONLs, ONF and RCL. The assessment matters require further drafting amendment to ensure that the functional, technical, operational and safety related requirements of infrastructure is provided for, as well as the economic, social and safety benefits that accrue from enabling infrastructure to locate in such landscapes.</p> | <p>Amend the assessment matters to take into consideration the functional, technical, operational and safety related locational constraints of infrastructure, both existing and future proposed.</p> |

| CHAPTER 27 SUBDIVISION AND DEVELOPMENT | | | |
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| New Policy 27.2.2.X | | Refer to Section 4.58 to 4.59 of QAC's submission. | Insert the following new policy: <u>Policy 27.2.2.X</u> <i>Discourage activities that encourage the congregation of birds within aircraft flight paths.</i> |
| Subdivision 27.5.1 Airport Mixed Use Zone | Support | Refer to Section 4.24 to 4.28 of QAC's submission. | Retain the minimum lot size for subdivision within the Queenstown Airport Mixed Use Zone. |
| Subdivision 27.5.1 Low Density Residential Zone | Oppose | Refer to Section 4.29 to 4.42 of QAC's submission. The operative minimum allotment size of 600m ² should be retained within the Low Density Residential Zone. | Retain the operative minimum allotment size of 600m ² . |
| 27.5.2 Subdivision associated with infill development The specified minimum allotment size in Rule 27.5.1, and minimum dimensions in Rule 27.5.1.2 shall not apply in the High Density Residential Zone, Medium Density Residential Zone and Low Density Residential Zone where each allotment to be created, and the original allotment, all contain at least one established residential unit (established meaning a Building Code of Compliance Certificate has been issued). Where the residential unit is not established, construction shall be completed to not less than the installation of the roof. | Oppose | Refer to Section 4.29 to 4.42 of QAC's submission. The infill provisions of the Proposed Plan enable residential activity within the Low Density Residential Zone at a rate of one residential unit or flat per 300m ² . This rule would therefore allow subdivision at a rate of 300m ² . This rate is inappropriate and may result in reverse sensitivity effects, particularly where subdivision is for the establishment of ASAN within the OCB. | Delete the rule. |
| Rule 27.5.3 Subdivision associated with residential development on sites less than 450m² in the Low Density Residential Zone In the Low Density Residential Zone, the specified minimum allotment size in Rule 27.5.1 shall not apply in cases where the residential units are not established, providing: a. A certificate of compliance is issued for a residential unit(s) or, b. A resource consent has been granted for residential unit(s). | Oppose | Refer to Section 4.29 to 4.42 of QAC's submission. The infill provisions of the Proposed Plan enable residential activity within the Low Density Residential Zone at a rate of one residential unit or flat per 300m ² . This rate is inappropriate and may result in reverse sensitivity effects, particularly where subdivision is for the establishment of ASAN within the OCB. | Delete the rule. |
| Rule 27.9.1 does not apply to the following. The provisions of the RMA apply in determining whether an application needs to be processed on a notified basis. Where the application site or activity: • | Support in part | In some instances, such as the subdivision of land within close proximity to Airports, it would be appropriate for the subdivision consent application to be served on QAC. | Amend the rule as follows: Where the application site or activity: • • Discretionary activities within the Jacks Point Zone; • <u>Is located within the Air Noise Boundary or Outer Control Boundary at Queenstown or Wanaka Airports.</u> |

| CHAPTER 28 NATURAL HAZARDS | | | |
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| Objectives and Policies | | | |
| Objective 28.3.1 The effects of natural hazards on the community and the built environment are minimised to tolerable levels. | Support in part | Refer to Section 4.56 to 4.57 of QAC's submission. | That the objective is amended as follows: Objective 28.3.1 <i>The effects of natural hazards on the community and the built environment are <u>appropriately managed</u>. minimised to tolerable levels.</i> |
| Policy 28.3.1.1 Ensure assets or infrastructure are constructed and located so as to avoid or mitigate the potential risk of damage to human life, property, infrastructural networks and other parts of the environment. | Support in part | Refer to Section 4.56 to 4.57 of QAC's submission. | Amend the policy as follows: Policy 28.3.1.1 <i>Ensure assets or infrastructure are constructed and located so as to avoid or mitigate the potential <u>adverse effects of natural hazards, including the risk of</u> risk of damage and to human life, property, infrastructural networks and other parts of the environment.</i> |
| Policy 28.3.2.1 Seek to avoid intolerable natural hazard risk, acknowledging that this will not always be practicable in developed urban areas. | Support in part | Refer to Section 4.56 to 4.57 of QAC's submission. | Amend the policy as follows: Policy 28.3.2.1 <i><u>Avoid significant</u> Seek to avoid intolerable natural hazard risk, acknowledging that this will not always be practicable in developed urban areas.</i> |
| Policy 28.3.2.5 Recognise that some infrastructure will need to be located on land subject to natural hazard risk. | Support | Refer to Section 4.56 to 4.57 of QAC's submission. | Retain the policy as notified. |
| CHAPTER 35 TEMPORARY ACTIVITIES & RELOCATED BUILDINGS | | | |
| Objectives and Policies | | | |
| Objective 35.2.1 Temporary Events and Filming are encouraged and are undertaken in a manner that ensures the activity is managed to minimise adverse effects. | Support | Warbirds over Wanaka airshow is a significant and important temporary event that occurs each year at Wanaka Airport. QAC supports this policy as it provides for the continued operation of such events while the adverse effects are appropriately managed. | Retain as notified. |
| Policy 35.2.1.1 Recognise and encourage the contribution that temporary events and filming make to the social, economic and cultural wellbeing of the District's people and communities. | Support | Warbirds over Wanaka airshow is a significant and important temporary event that occurs each year at Wanaka Airport. QAC supports this policy as it recognises the benefits of such events in providing for the social, economic and cultural wellbeing of the community. | Retain as notified. |
| New Policy 35.2.2.X | | Refer to Section 4.60 to 4.63 of QAC's submission. | Policy 3.2.1.5.4 <i><u>Keep airspace around Queenstown and Wanaka Airports free of obstacles through height and land use restrictions to ensure the safe and efficient operation of aircraft arriving at and departing from those Airports.</u></i> |
| Rules | | | |
| New Rule 35.4.X Temporary Events | Support in part | QAC submits that temporary airshows such as Warbirds of Wanaka provide for the social and economic wellbeing of the community. It is therefore appropriate to provide for them as a permitted activity, subject to a range of parameters. | Insert the following new rule: Rule 35.4.X Temporary Events <i><u>Temporary Airshows at Wanaka Airport provided that:</u></i> <ul style="list-style-type: none"> <i><u>The event only occurs between the hours of 0600-2000;</u></i> |

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| | | | <ul style="list-style-type: none"> <u>The event shall not take place for more than 12 days (including set up and removal); and,</u> <u>The airshow operator has provided notice to the Council of the details pertaining to the Airshow.</u> <p><u>The relevant noise standards for the Zone shall not apply.</u></p> <p>Activity Status <u>P</u></p> |
| New Rule 35.4.X Standards for Activities | | Refer to Section 4.60 to 4.63 of QAC's submission. | <p>Insert the following new standard:</p> <p><u>Rule 35.5.X Temporary structure</u></p> <p><u>All temporary buildings and structures (including cranes) shall not penetrate the Airport Approach and Land Use Controls of Figures 1 to 4.</u></p> <p>Activity Status <u>RD</u></p> <p><u>Discretion is restricted to the potential adverse effects on the safe and efficient operation of aircraft arriving and departing from Queenstown or Wanaka Airport.</u></p> |
| New Rule 35.6 Non Notification | | Proposed new Rule 35.5.X above specifically seeks to manage the effects of temporary activities on aircraft safety. It is therefore appropriate for applications that fail to comply with the proposed new rule to be served on the requiring authority for Queenstown or Wanaka Airport. | <p>Insert a new notification parameter as follows:</p> <p><u>7.6.3 Notice shall be served on the requiring authority for Queenstown or Wanaka Airport for applications which do not comply with Rule 35.5.X [Temporary Structures as noted above].</u></p> |
| CHAPTER 36 NOISE | | | |
| <p>Purpose</p> <p>Overflying aircraft have the potential to adversely affect amenity values. The Council controls noise emissions from airports, including take-offs and landings, via provisions in this District Plan, and Designation conditions. However, this is different from controlling noise from aircraft that are in flight. The RMA which empowers territorial authorities to regulate activities on land and water affecting amenity values, does not enable the authorities to control noise from overflying aircraft. Noise from overflying aircraft can be controlled through section 29A of the Civil Aviation Act 1990.</p> | Support | The reason for the submission relates to Section 4.29 to 4.42 of QAC's submission. | Retain the Purpose statement as notified. |
| <p>36.3.2.8</p> <p>The noise limits contained in Table 2 do not apply to sound from aircraft operations at Queenstown Airport.</p> | Support in part | The exemption provided in this clause should also apply to Wanaka Airport. | <p>Amend as follows:</p> <p>36.3.2.8</p> <p><u>The noise limits contained in Table 2 do not apply to sound from aircraft operations at Queenstown and Wanaka Airports.</u></p> |

| Rules – Activities | | | |
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| Rule 36.4.6 Sound from aircraft movements within designated airports. | Oppose | Noise associated with aircraft movements within designated airports is managed via conditions on the designations. This rule is superfluous and should therefore be deleted. | Delete the rule in its entirety. |
| Rules – Standard | | | |
| Rule 36.5.2 Sound from the Queenstown Airport Mixed Use Zone received in the Residential Zones and the Rural Zone | Oppose | The rule is inappropriate as it does not specify the level of acceptable land based noise received in the Remarkables Park Zone. This rule should be deleted. To ensure all noise provisions are located within one section of the Proposed Plan, Rule 17.5.6 should be removed from Chapter 17 and relocated to Chapter 36, to replace the currently proposed rule. | Delete Rule 36.5.2 and include relocated proposed rule 17.5.6 in its place. |
| Table 2 Rule 36.5.5 Activity or Sound Source Queenstown Airport Mixed Use Zone At any point within the zone. Assessment Location At any point within the Zone. Time Any time Noise Limits No limit Non-Compliance Status P | Support | It is appropriate for no noise limits to apply to activities occurring within the Queenstown Airport Mixed Use Zone as the effects are largely internalised to the zone, where QAC is the predominant landowner. | Retain the rule as notified. |
| 35.5.13 Helicopters *For the avoidance of doubt this rule does not apply to designated airports. | Support | Noise associated with Queenstown and Wanaka airports is controlled via conditions on the respective designations. It is therefore appropriate to avoid duplication of control via rules in Chapter 36. The stated exclusion is therefore appropriate. | Retain the rule as notified. |
| 36.5.14 Fixed Wing Aircraft *For the avoidance of doubt this rule does not apply to designated airports. | Support | Noise associated with Queenstown and Wanaka airports is controlled via conditions on the respective designations. It is therefore appropriate to avoid duplication of rules via this exclusionary statement. | Retain the rule as notified. |
| Airport Noise | | | |
| 36.6.2 Sound Insulation Requirements for the Queenstown and Wanaka Airport - Acceptable Construction Materials (Table 4). | Support in part | Refer to Sections 4.29 to 4.42 and 4.49 to 4.52 of QAC's submission. Table 4 is appropriate as it is largely consistent with Appendix 13 of the Operative Plan as amended by PC35 and PC26, subject to a minor typographical amendment. | Retain Table 4 as notified, subject to the following typographical amendment: Minimum Construction <i>Ceiling: 1 layer 4mm 9mm gypsum or plasterboard</i> |
| 36.6.3 Ventilation Requirements for the Queenstown and Wanaka Airport (Table 5) | Support | Refer to Section 4.66 to 4.68 of QAC's submission. | Retain Table 5 as notified, subject to the amendments set out in Annexure D . |

| DISTRICT PLAN MAPS | | | |
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| District Plan Maps 31a, 33 and 37 containing Queenstown Airport Air Noise Boundary and Outer Control Boundary | Support in part | The Queenstown Airport Air Noise Boundary and Outer Control Boundary as depicted on Map 31a, 33 and 37 are not the most appropriate to implement and give effect to PC35. Refer also to Section 4.29 to 4.42 of QAC's submission. | That the Queenstown Airport Air Noise Boundary and Outer Control Boundary is shown on the District Plan Maps as per the location shown in Annexure B . |

Table 2: QAC's submission on the Notice of Requirements relating to Queenstown and Wanaka Airports

| Provision | Submission Position | Reason for Submission | Relief sought |
|---|---------------------|---|---|
| Designation 64 – Queenstown Lakes District Council – Aerodrome Purposes Designation | | | |
| General | Support | QAC (on behalf of QLDC) supports the contents of the notified Aerodrome Purposes Designation and confirms it is largely consistent with the NOR given in respect of it. Some minor amendments are required for clarity however. Refer also to Section 4.63 of QAC's submission. | That the Territorial Authority recommends that the NOR be confirmed, subject to the amendments detailed below. |
| Schedule of Designations | Support | The schedule of designations should clarify that the Airport Approach and Land Use Control designation applies to airspace. | Amend Schedule 37.2 as follows: No: 65 Maps No: 48a Fig 4 and Fig. 5 Purpose: Approach and Land Use Control (transitional slopes and surfaces) Site/Legal Description and Conditions: Wanaka Airport and the surrounding airspace. For conditions and location description refer to E2 below. |
| Minor typographical amendments (pages 37 – 93 to 37 – 97 of the Proposed Plan) | | There are a number of minor typographical amendments required to ensure the Designation is correct and accurate. General paragraph spacing amendments are also required. | That following typographical amendments are made to the Aerodrome Purposes Designation: <i>Permitted Activities</i> (e) <i>public transportation, facilities</i> <i>Building Height</i> (a) <i>shall not exceed 10.0 metres....</i> <i>Building Setback</i> (c) <i>main runway (as at 2013), shall</i> <i>Airport Noise</i> <i>[second paragraph]</i> <i>The Airport shall be managed so airport noise does not....</i> |
| Wanaka Airport Liaison Committee Within one year of this designation being confirmed by the Requiring Authority, the airport operator shall establish and maintain at its cost a Wanaka Airport Liaison Committee ('WALC'). The WALC shall include (but not be limited to) membership from: (a) An independent chair appointed by the airport operator, (b) The airport operator, (c) Queenstown Lakes District Council (as the Consent Authority), (d) Wanaka Airport Users Group, | | Given the number and type of aircraft using Wanaka Airport, it is no longer necessary to require the establishment of a mandatory Wanaka Airport Liaison Committee (WALC). It is more efficient and effective for all management and reporting requirements relating to Wanaka Airport (as set out in sub-paragraphs (a) to (f) of the NOR) to be undertaken by Airport Management. The conditions of Designation 64 therefore require amendment to acknowledge that the management and reporting role of the WALC can be undertaken by Wanaka Airport Management. The drafting should not preclude however, the ability for such a committee to form in the future should the need arise. | That the Territorial Authority recommends that the NOR be confirmed, subject to the following amendments relating to the Wanaka Airport Liaison Committee: Wanaka Airport – Management and Reporting <u>The Airport Operator shall be responsible for:</u> (a) <u>Reviewing any complaints or issues relating to the operation of the airport,</u> (b) <u>Developing procedures to minimise adverse environmental effects on the community,</u> (c) <u>Communication and engagement with the community,</u> |

| Provision | Submission Position | Reason for Submission | Relief sought |
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| <p>(e) Commercial airlines, (f) Airways Corporation, and (g) The Wanaka Community Board.</p> <p>The WALC shall meet at least once every six months with a quorum of four members including the chair and at least one representative of each of the airport operator, Queenstown Lakes District Council (as the Consent Authority) and the Wanaka Community Board.</p> <p>The WALC shall:</p> <p>(a) Review any complaints or issues relating to the operation of the airport, and responses by the airport operator, (b) Assist the airport operator develop procedures to minimise adverse environmental effects on the community, (c) Assist the airport operator to communicate and engage with the community, (d) Develop noise management procedures for unplanned engine testing of aircraft for scheduled passenger services, and review any such occurrences, (e) Review progress on airport development and the master plan, and (f) Encourage parties to work together co-operatively, sharing information and making recommendations by consensus and agreement.</p> | | | <p>(d) Developing noise management procedures for unplanned engine testing of aircraft for scheduled passenger services, and review any such occurrences, and (e) Reviewing progress on airport development and the master plan.</p> <p>The Airport Operator may establish and maintain, at its cost, a Wanaka Airport Liaison Committee ('WALC') to undertake the tasks set out in (a) to (e) above. The WALC may include (but not be limited to) membership from:</p> <p>(a) An independent chair appointed by the airport operator, (b) The airport operator, (c) Queenstown Lakes District Council (as the Consent Authority), (d) Wanaka Airport Users Group, (e) Commercial airlines, (f) Airways Corporation, and (g) The Wanaka Community Board.</p> <p>If established, the WALC should meet at least once every six months with a quorum of four members including the chair and at least one representative of each of the airport operator, Queenstown Lakes District Council (as the Consent Authority) and the Wanaka Community Board.</p> <p>Wanaka Airport Liaison Committee</p> <p>Within one year of this designation being confirmed by the Requiring Authority, the airport operator shall establish and maintain at its cost a Wanaka Airport Liaison Committee ('WALC'). The WALC shall include (but not be limited to) membership from:</p> <p>(a) An independent chair appointed by the airport operator, (b) The airport operator, (c) Queenstown Lakes District Council (as the Consent Authority), (d) Wanaka Airport Users Group, (e) Commercial airlines, (f) Airways Corporation, and (g) The Wanaka Community Board.</p> <p>The WALC shall meet at least once every six months with a quorum of four members including the chair and at least one representative of each of the airport operator, Queenstown Lakes District Council (as the Consent Authority) and the Wanaka Community Board.</p> |

| Provision | Submission Position | Reason for Submission | Relief sought |
|--|---------------------|---|--|
| | | | <p>The WALC shall:</p> <p>(a) Review any complaints or issues relating to the operation of the airport, and responses by the airport operator,</p> <p>(b) Assist the airport operator develop procedures to minimise adverse environmental effects on the community,</p> <p>(c) Assist the airport operator to communicate and engage with the community,</p> <p>(d) Develop noise management procedures for unplanned engine testing of aircraft for scheduled passenger services, and review any such occurrences,</p> <p>(e) Review progress on airport development and the master plan, and</p> <p>(f) Encourage parties to work together co-operatively, sharing information and making recommendations by consensus and agreement.</p> |
| Designation 65 – Queenstown Lakes District Council – Airport Approach and Land Use Controls | | | |
| General | Support | QAC (on behalf of QLDC) supports the contents of the notified Airport Approach and Land Use Controls Designation and confirms it is largely consistent with the NOR given in respect of it. Some minor amendments are required for clarity however. Refer also to Section 4.63 of QAC's submission. | That the Territorial Authority recommends that the NOR be confirmed subject to the amendments detailed below. |
| Minor typographical amendments | | There are a number of minor typographical amendments required to ensure the Designation is correct and accurate. General paragraph spacing amendments are also required. | <p>That the following typographical amendments are made to the Airport Approach and Land Use Controls Designation:</p> <p><i>North West End of Future Main Runway</i></p> <p>(ii) <i>The takeoff/approach surface inner edge location is defined in table 21 and its length is 243.0m.</i></p> <p><i>Penetration of airport protection surfaces</i></p> <p><i>[Last paragraph]</i></p> <p><i>Note: any person proposing to construct or alter a structure that penetrates the airspace protection surfaces described in this designation is subject to the requirements of Part 77 of the Civil Aviation Rules and must notify the director of Civil Aviation Rules and must notify the director of Civil Aviation</i></p> |
| Designation 2 – Queenstown Airport Corporation – Aerodrome Purposes Designation | | | |
| General | Support | QAC support the contents of the notified Aerodrome Purposes Designation and confirms it is largely consistent with the NOR given in respect of it. | That the Territorial Authority recommends the NOR be confirmed as notified (subject to the minor amendments below). |
| | | Refer also to Section 4.63 of QAC's submission. | |
| Minor typographical amendments | | The designation incorrectly references Appendix 13 of the Operative Plan. This needs to be updated to reflect the new referencing in the Proposed Plan. | That the following amendment is made to Condition 16: <i>Airport Noise Mitigation</i> |

| Provision | Submission Position | Reason for Submission | Relief sought |
|---|---------------------|--|--|
| | | | 16. Mechanical ventilation shall be in accordance with Table 2 of Appendix 13 Table 5 of Chapter 13 of <u>the Proposed District Plan.</u> |
| Designation D4 – Queenstown Airport Corporation – Airport Approach and Land Use Controls Designation | | | |
| General | Support | QAC support the contents of the Airport Approach and Land Use Controls Designation and confirm that it is largely consistent with the NOR given in respect of it. Minor amendments are required however for clarity. Refer also to Section 4.63 of QAC's submission. | That the Territorial Authority recommends the NOR be confirmed subject to the amendments detailed below. |
| Schedule of Designations | Support in part | The schedule of designations should clarify that the Airport Approach and Land Use Control designation applies to the airspace. | Amend Schedule 37.2 as follows: No: 4 Maps No: Fig. 1, Fig. 2 Purpose: Approach and Land Use Control (transitional slopes and surfaces) Site/Legal Description and Conditions: Queenstown Airport <u>and the surrounding airspace.</u> For conditions <u>and location description</u> refer to D3 below. |
| Minor formatting error (page 37 – 92 of the Proposed Plan) | | A minor formatting amendment is required on page 37-92 to ensure it is clear that the "Note" located at the end of the designation relates to activities in all surfaces, not just the Lakes Hayes Flight Path. | Amend the formatting as follows: [Last Paragraph of the designation] Note [make the "Note bold"] |

Table 3: QAC's submission on Notice of Requirements of other Requiring Authorities

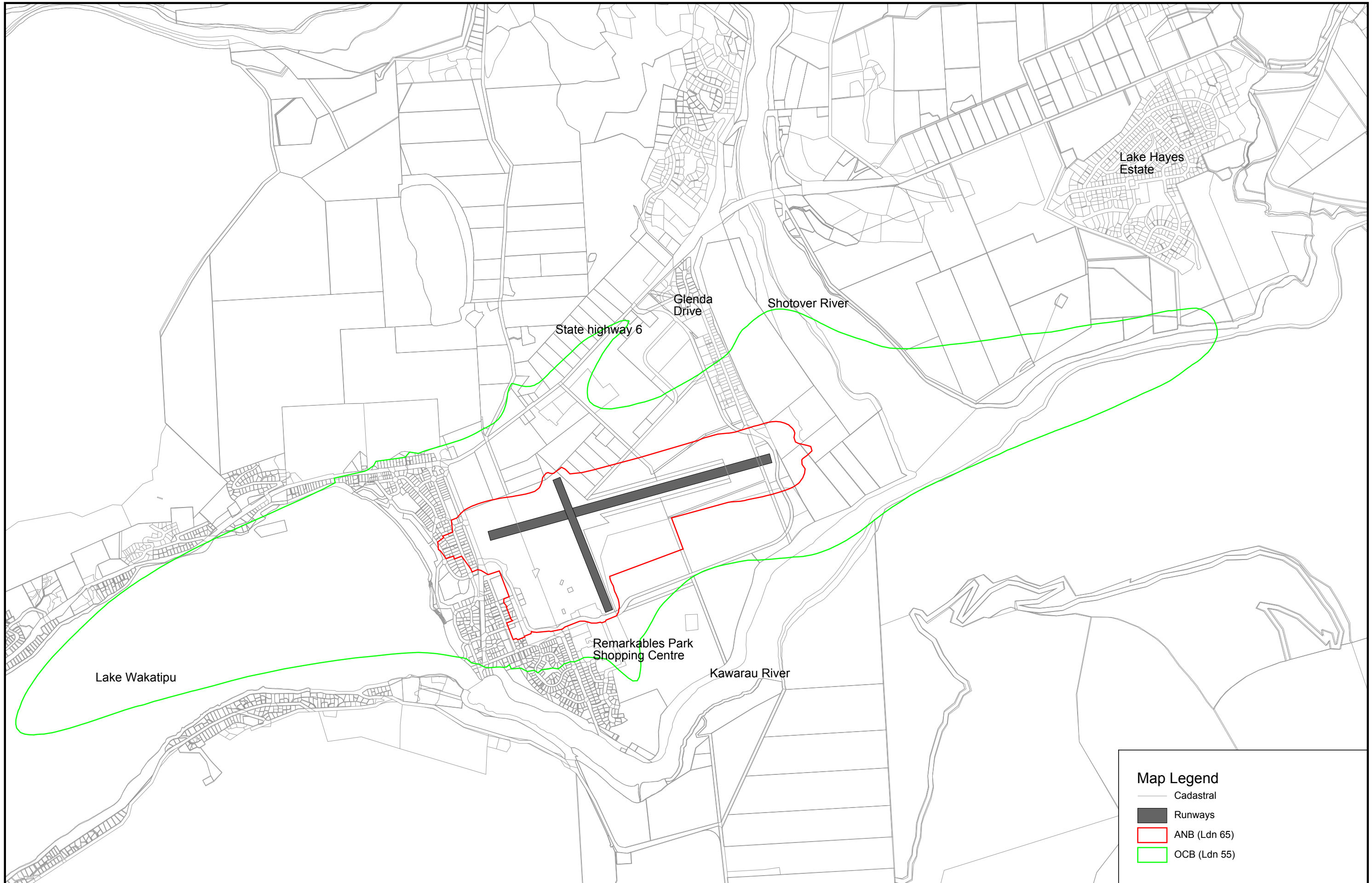
| Provision | Submission Position | Reason for Submission | Relief sought |
|---|---------------------|---|---|
| Designation 29 – Queenstown Lakes District Council – Multi Purpose Indoor and Outdoor Recreation, Cultural and Conference Complex | | | |
| Map 31a Designation 29 Boundary | Support in part | <p>As described in the Designation 29 Form 18 and as shown on Attachment [B] – ‘Proposed Designation Survey Plan’ to the Form 18, Designation 29 is proposed to be modified to remove the large triangular shaped piece of land that is also contained within Designation 2 (Aerodrome Purposes) and also an “L” shaped piece of land that adjoins Grant Road.</p> <p>The boundary for the existing portion of Designation 29 as shown on Proposed District Plan Map 31a – Queenstown Airport does not appear to have been updated to incorporate this modification.</p> <p>In light of the above, the Proposed Plan maps should be amended to correctly reflect the extent of Designation 2 and Designation 29, as per the NOR given for Designation 29.</p> | The Proposed District Plan Map 31a – Queenstown Airport is amended to correctly illustrate the boundary of Designation 29; |
| <p><u>Allowed Activities</u></p> <p><u>Condition 4</u></p> <p><i>The provision of day care facilities and school holiday programmes for children. Parents and/or guardians whose children are attending the day care facilities and/or school holiday programmes do not have to remain at the QEC whilst their children are being cared for or partaking in organised programmes. The hours of operation for the day care facility and school holiday programmes shall be limited to 7am to 7pm, daily.</i></p> | Oppose | <p>The underlying zoning of Designation 29 is Rural in both the Operative and Proposed Plans. The entirety of Designation 29 is also located within the OCB. Under both the Operative and Proposed Plans, new ASAN within the OCB are prohibited in the Rural Zone.</p> <p>In the Operative Plan, Condition 16 of Designation 29 specifically requires that the use of childcare facilities shall be restricted to children whose parents or guardians are, at the time of requiring childcare, using the Events Centre /Aquatic Centre for its designated purpose. Condition 18 then goes on to require that the room containing the childcare facility shall be acoustically treated to achieve indoor sound levels of Ldn 40dBA.</p> <p>QAC is concerned that the designation no longer places parameters around the use of the day care facility, with the facilities no longer requiring the parents and/or guardians whose children are attending the day care facilities to be at the Queenstown Events Centre whilst their children are being cared for. This is significant departure from the current designation and is not necessary to achieve the purpose of the designation.</p> | <p>That the following amendments to Condition 4 are recommended by the Territorial Authority:</p> <p><i>The provision of day care facilities and school holiday programmes for children. Parents and/or guardians whose children are attending the day care facilities and/or school holiday programmes do not have to remain at the QEC whilst their children are being cared for or partaking in organised programme. <u>The day care facility shall be restricted to use by children whose parents or guardians are at the time of requiring the childcare, using the site for its designated purpose.</u> The hours of operation for the day care facility and school holiday programmes shall be limited to 7am to 7pm, daily</i></p> <p>And, that the following new condition is recommended by the Territorial Authority:</p> <p><i><u>Any room/s containing Activities Sensitive to Aircraft Noise 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 5 of Chapter 36 (Noise) 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.</u></i></p> |

| Provision | Submission Position | Reason for Submission | Relief sought |
|---|---------------------|---|---|
| | | <p>QAC accepts that recreation focused school holiday programmes using the events centre may be considered a 'recreational activity', and thus contributes towards achieving the purpose of the designation.</p> <p>QAC is also concerned that the condition relating to the acoustic treatment of the room containing the childcare facility has not been carried through to the amended conditions for Designation 29.</p> <p>QAC considers that the Conditions for Designation 29 in the Proposed Plan fail to address the issue of the adverse health, amenity and reverse sensitivity effects of aircraft noise. Accordingly, QAC considers that it is appropriate that Condition 4 is amended and a new condition is inserted to address the effects of aircraft noise.</p> | |
| <p>Condition 7 <u>Allowed Activities</u> The provision of community activities that support the overall operation of the QEC.</p> | Oppose | <p>Community activities are classified as ASAN. For the reasons described in relation to Condition 4 above, QAC considers that the Conditions for Designation 29 in the Proposed Plan fail to address the issue of the adverse amenity and reverse sensitivity effects of aircraft noise. Accordingly, QAC considers that it is appropriate that a new condition is to address the effects of aircraft noise.</p> | <p>QAC seeks that the following amendments to Condition 7 are recommended by the Consent Authority:</p> <p><i>The provision of community activities that support the overall are directly related or ancillary to the operation of the QEC.</i></p> <p>QAC also seeks that the following new conditions is recommended:</p> <p><i>Buildings containing an Activity Sensitive to Aircraft Noise 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 5 of Chapter 36 (Noise) 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.</i></p> |
| <p>Condition 10(a) <u>Buildings</u> New buildings and extensions/alterations to existing buildings located within the Central Development Area as illustrated on the Queenstown Events Centre – Structure Plan shall be subject to the following controls:</p> <p>a) Maximum building height: 18 metres</p> | Oppose | <p>The site subject to Designation 29 in the Proposed Plan is located beneath the Queenstown Airport Approach and Land Use Controls Designation (Designation 4) which is located at a height ranging between 5 metres to 45 metres above airport datum level (of 355m) across the site.</p> <p>Accordingly, depending on the location of a building with a height of 18m, the buildings and / or construction machinery may intrude into the Airport Approach and Land Use Controls Designation.</p> <p>It is noted that Conditions 13 and 19(g) for Designation 29 in the Operative District Plan protect Designation 4.</p> | <p>QAC seeks that the following amendments to Condition 10(a) are recommended by the Consent Authority:</p> <p><i>No temporary or permanent buildings, structures, facilities or landscaping shall be placed in a position such that it penetrates the take-off climb and approach or transitional protection surfaces for the <u>main runway or the cross-wind runway at Queenstown Airport</u> except where the new object or extension is shielded by an existing immovable object or the penetration is a temporary short term penetration (e.g. construction machinery or equipment) of these surfaces that has been authorised by the Queenstown Airport Corporation Limited. unless prior written consent of Queenstown Airport Corporation is obtained.</i></p> |





| Provision | Submission Position | Reason for Submission | Relief sought |
|---|---------------------|--|--|
| | | Condition 13 has not been carried across into the amended Designation 29 conditions. QAC considers that an additional condition needs to be inserted to require future land use activities to comply with the Airport Approach and Land Use Controls Designation. | |
| <p>Condition 12(a)</p> <p><u>Buildings</u></p> <p>New floodlights to be established within the QEC shall be subject to the following controls:</p> <p>a) Maximum building height: 21 metres</p> | Oppose | <p>As described in relation to 10(a) above, the site subject to Designation 29 is located beneath the Queenstown Airport Approach and Land Use Controls Designation (Designation 4) which is located at a height ranging between 5 metres to 45 metres above airport datum level (of 355m) across the site.</p> <p>Accordingly, depending on the location of floodlights with a height of 21m, the floodlights and / or construction machinery may intrude into the Airport Approach and Land Use Controls Designation.</p> <p>QAC considers that an additional condition needs to be inserted to require future land use to comply with the Airport Approach and Land Use Controls Designation.</p> | <p>QAC seeks that the following amendments to Condition 12(a) are recommended by the Consent Authority:</p> <p><i>No temporary or permanent buildings, structures, facilities or landscaping shall be placed in a position such that it penetrates the take-off climb and approach or transitional protection surfaces for the <u>main runway or the cross-wind runway at Queenstown Airport</u> <u>except where the new object or extension is shielded by an existing immovable object or the penetration is a temporary short term penetration (e.g. construction machinery or equipment) of these surfaces that has been authorised by the Queenstown Airport Corporation Limited. unless prior written consent of Queenstown Airport Corporation is obtained.</u></i></p> |
| <p>Condition 13(f)</p> <p><u>Buildings</u></p> <p>Subject to compliance with all conditions within Designation 29, temporary buildings and structures can be established within the QEC. The following restrictions shall apply:</p> <p>f) The maximum height of any temporary building or structure established within the QEC shall be 10m.</p> | Oppose | <p>As described in relation to 10(a) above, the site subject to Designation 29 in the Proposed Plan is located beneath the Queenstown Airport Approach and Land Use Controls Designation (Designation 4) which is located at a height ranging between 5 metres to 45 metres above airport datum level (of 355m) across the site.</p> <p>Accordingly, depending on the location of the temporary building or structure, the buildings and / or construction machinery may intrude into the Airport Approach and Land Use Controls Designation.</p> <p>QAC considers that an additional condition needs to be inserted into the Proposed Plan to apply to Designation 29 to require future land use to comply with the Airport Approach and Land Use Controls Designation.</p> | <p>QAC seeks that the following amendments to Condition 13(f) are recommended by the Consent Authority:</p> <p><i>No temporary or permanent buildings, structures, facilities or landscaping shall be placed in a position such that it penetrates the take-off climb and approach or transitional protection surfaces for the <u>main runway or the cross-wind runway at Queenstown Airport</u> <u>except where the new object or extension is shielded by an existing immovable object or the penetration is a temporary short term penetration (e.g. construction machinery or equipment) of these surfaces that has been authorised by the Queenstown Airport Corporation Limited. unless prior written consent of Queenstown Airport Corporation is obtained.</u></i></p> |
| <p>Condition 14</p> <p>No temporary or permanent buildings, structures, facilities or landscaping shall be placed in a position such that it penetrates the take-off climb and approach or transitional protection surfaces for the cross-wind runway at Queenstown Airport unless prior written consent of Queenstown Airport Corporation is obtained.</p> | Oppose | <p>As described in relation to 10(a) above, the site subject to Designation 29 in the Proposed Plan is located beneath the Queenstown Airport Approach and Land Use Controls Designation (Designation 4) which is located at a height ranging between 5 metres to 45 metres above airport datum level (of 355m) across the site.</p> <p>It is noted that Conditions 13 and 19(g) for Designation 29 in the Operative District Plan protect Designation 4.</p> | <p>QAC seeks that the following amendments to Condition 14 are recommended by the Consent Authority:</p> <p><i>No temporary or permanent buildings, structures, facilities or landscaping shall be placed in a position such that it penetrates the take-off climb and approach or transitional protection surfaces for the <u>main runway or the cross-wind runway at Queenstown Airport</u> <u>except where the new object or extension is shielded by an existing immovable object or the penetration is a temporary short term penetration (e.g. construction machinery or equipment) of these surfaces that has been authorised by the Queenstown</u></i></p> |

| Provision | Submission Position | Reason for Submission | Relief sought |
|---|-------------------------|---|--|
| | | <p>It is unclear why Condition 14 refers only to the surfaces associated with the cross-wind runway. The surfaces that protect the main runway also cross Designation 29. QAC considers that Condition 14 should be amended to apply to both the cross-wind runway and the main runway.</p> | <p>Airport Corporation Limited, unless prior written consent of Queenstown Airport Corporation is obtained.</p> |
| Designation 230 – Meteorological Service of NZ Ltd – Meteorological Purposes | | | |
| <p>Map 31a Designation Boundary</p> | <p>Support in part</p> | <p>No amendments have been made to the location of Designation 230 (within Designation 2 – Aerodrome Purposes). There are no conditions associated with Designation 230 in the Operative District Plan or the Proposed Plan.</p> <p>However, the Meteorological Services of NZ Ltd (“MetService”) advised Queenstown Lakes District Council (email dated 25 September 2014) that the Queenstown automatic weather station has been moved twice because of airport operational changes. The current location is approximately 400m north east of the location in the designation (230 on Map 33). MetService provided two survey plans showing the automatic weather station site and advised that the site is essentially a 20m x 20m site as before. MetService noted that it wishes to roll over the Queenstown Airport automatic weather station (230 on Map 33) with modification to update the location on the airport.</p> <p>Accordingly, QAC considers that the location of the automatic weather station (and thus MetService’s designation) should be modified to reflect the location illustrated on the survey plans provided by MetService. QAC is of the understanding that there should be only one MetService designation within its site.</p> | <p>That Proposed District Plan Map 31a – Queenstown Airport is amended (if necessary) to correctly illustrate the location of the MetService’s designation within the Queenstown Airport boundary, being an automatic weather station.</p> |
| Designation 576 | | | |
| <p>Map 31a Designation Boundary</p> | <p>Support in part.</p> | <p>This designation is illustrated on Proposed District Plan Map 31a – Queenstown Airport (within Designation 2 – Aerodrome Purposes) but not listed in the Schedule of Designations.</p> <p>As discussed in relation to Designation 230 above, QAC considers that the location of the automatic weather station (and thus MetService’s designation) should be confirmed and updated to reflect the location illustrated on the survey plans provided by MetService. QAC is of the understanding that there should be only one MetService designation within its site.</p> | <p>That Proposed District Plan Map 31a – Queenstown Airport is amended (if necessary) to correctly illustrate the location of the MetService’s designation within the Queenstown Airport boundary. Designation 576 should also be included in the Schedule of Designations</p> |

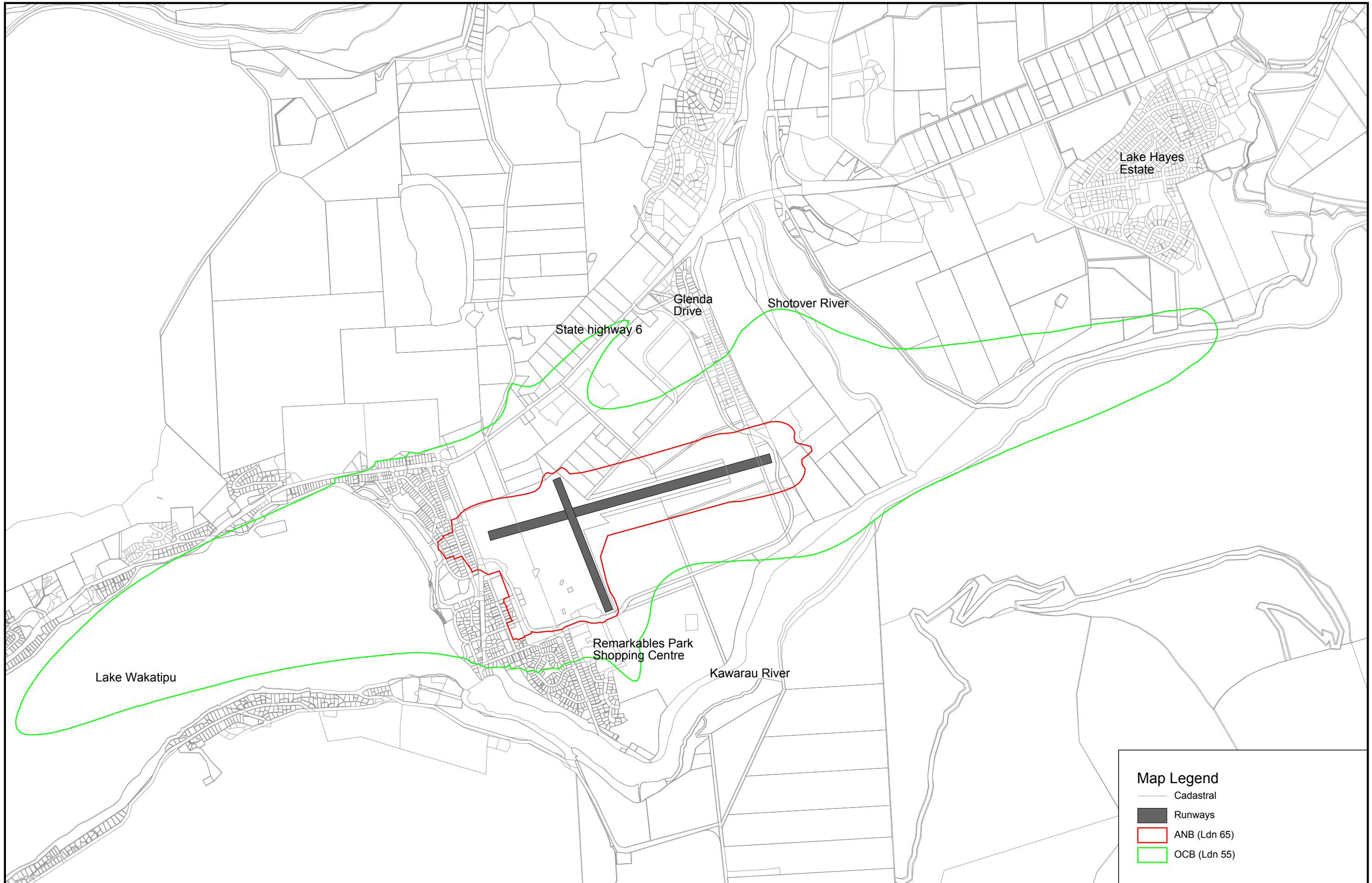
ANNEXURE B







Map Legend

-  Cadastral
-  Runways
-  ANB (Ldn 65)
-  OCB (Ldn 55)



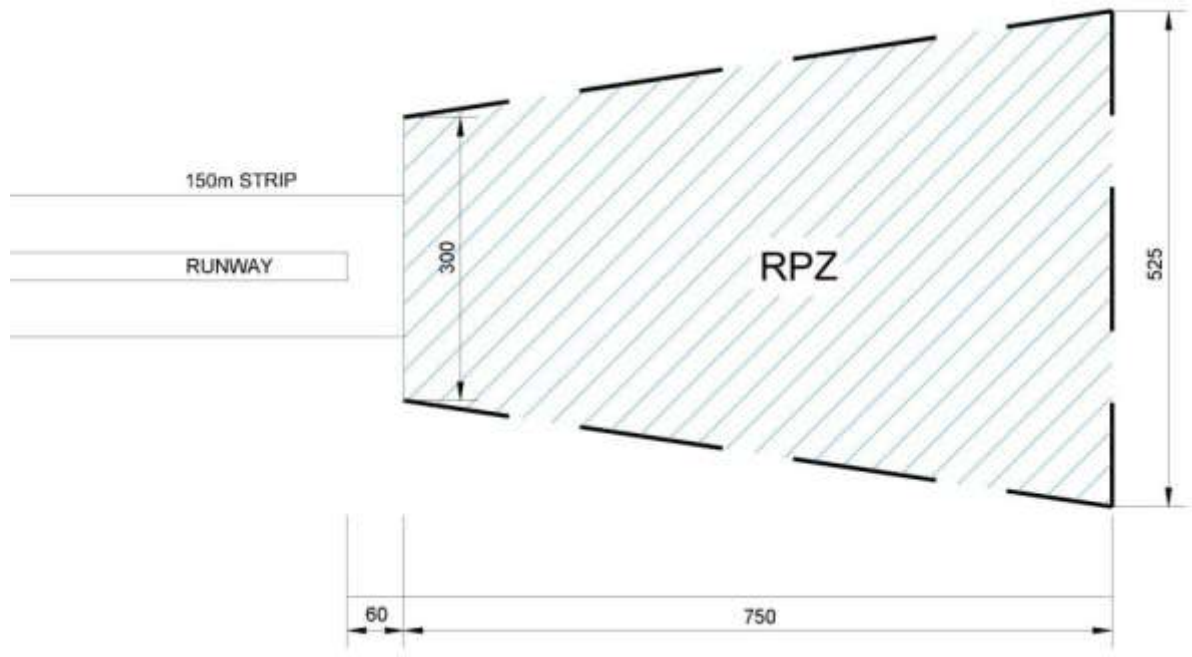


Map Legend

-  Cadastral
-  Runways
-  ANB (Ldn 65)
-  OCB (Ldn 55)



ANNEXURE C



ANNEXURE D

36.6.6 Ventilation Requirements for the Queenstown and Wanaka Airport (Table 5)

| Room Type | Outdoor Air Ventilation Rates (Air Changes Room Type per Hour, ac/hr) | | |
|--|--|-------------------------------|--------------------------------------|
| | <u>Option 1</u> | | <u>Option 2</u> |
| | Low Setting | High Setting | <u>Low Setting (no high setting)</u> |
| Bedrooms | <u>0.5 +/- 0.1 ac/hr</u> 1-2 ac/hr | Min. 5 ac/hr | <u>0.5 +/- 0.1 ac/hr</u> |
| Other Critical Listening Environments | 0.5 +/- 0.1 ac/hr 1-2 ac/hr | Min. 5 ac/hr Min. 15 ac/hr | <u>0.5 +/- 0.1 ac/hr</u> |
| <u>Associated Equipment</u> | <u>Ventilation plus heating or ventilation plus heat recovery</u> | | <u>Ducted type Heat Pump</u> |
| Noise from ventilation systems shall not exceed 40dB 35dB LAeq(1 min) on high setting and 30 db LAeq(1min) on low setting. Noise levels shall be measured at a distance of 1m to 2m from any diffuser. | | | |
| Each system must be able to be individually switched on and off and when on, be controlled across the range of ventilation rates by the occupant with a minimum of 3 stages. | | | |
| Each system providing the low setting flow rates is to be provided with a heating system which, at any time required by the occupant, is able to provide the incoming air with an 18°C heat rise when the airflow is set to the low setting. Each heating system is to have a minimum of 3 equal stages. | | | |
| For Option 1, each system providing the low setting flow rates is to be provided with a heating system which either: <ul style="list-style-type: none"> • <u>At any time required by the occupant, is able to provide the incoming air with a minimum air delivery temperature of 18°C when the airflow is set to the low setting, or</u> • <u>Consists of a Heat Recovery Ventilation system with a minimum heat exchange efficiency 70%, which automatically enables pre-heating of incoming outdoor air</u> A Kitchen Extractor System is required under Option 1. An existing Kitchen Extractor System may be retained provided that it is functional. | | | |
| If air conditioning is provided to any space then the high setting ventilation requirement for that space is not required. | | | |
| For Option 2, the outdoor air shall be supplied directly to the Ducted Heat Pump, which shall be capable of delivering both heating and cooling. | | | |