

FORM 18

NOTICE OF A REQUIREMENT FOR AN ALTERATION TO A DESIGNATION UNDER SECTION 168A and 181 AND CLAUSE 4 OF THE FIRST SCHEDULE OF THE RESOURCE MANAGEMENT ACT 1991

TO: Queenstown Lakes District Council

FROM: Queenstown Lakes District Council (as a Requiring Authority for Wanaka Airport)
Private Bag 50072
QUEENSTOWN

- 1.1 Queenstown Lakes District Council (QLDC) gives notice of a requirement (NOR) for an alteration to a Designation.
- 1.2 QLDC gives notice to alter Designation 64 of the Partially Operative Queenstown Lakes District Plan to extend the Wanaka Airport Aerodrome and to introduce obligations for Wanaka Airport in respect of the management of aircraft noise.
- 1.3 The extent of the existing designation is shown in **Figure A** attached. The extent of the proposed designation is shown in **Figure B** attached. The Notice of Requirement (NOR) is required to enable the continued growth and ensure safe functioning of Wanaka Airport through the extension of the Aerodrome.
- 1.4 The requirement to extend the Aerodrome designation has been identified as a result of growth projections for aircraft operations and operational requirements over the next 20 years and subsequent master planning to identify suitable means of accommodating and providing for this growth. Details of these projections and master planning outcomes are provided in **Annexure 2** attached to this NOR.
- 1.5 The area identified for the expansion of the Aerodrome is located to the north, north west and south east of Wanaka Airport (the Airport) on land legally described as:
 - Lots 4 and 5 DP340031
 - Lot 2 DP 368240
 - Lots 1 and 2 DP 26239
 - Sec 1 SO 24776
 - Legal Road
- 1.6 The proposed additional area to be designated is approximately 96 hectares. Copies of the relevant Certificates of Title and title plans for the existing and proposed designation are attached as **Appendix A** and **Appendix B** respectively.

- 1.7 The site comprises flat land identified as Rural Zone in the Queenstown Lakes Partially Operative District Plan (the District Plan). The majority of the site is currently pasture land although an area to the north west of the existing runway has been developed as a waste water dispersal field as part of Wanaka's 'Project Pure' waste water treatment. Further details of the site are contained in **Annexure 1**. This annexure is attached to and forms part of this NOR.
- 1.8 The NOR also provides for obligations relating to the management and monitoring of noise and engine testing at Wanaka Airport. There are currently no such provisions in the District Plan relating to Wanaka Airport. As activity at the Airport increases these obligations will ensure the Airport can continue to operate while ensuring aircraft operations are within specified limits.

2. THE NATURE OF THE PROPOSED ALTERATION TO DESIGNATION 64:

- 2.1 This NOR seeks to extend the existing Aerodrome designation to provide for an expansion in Airport operations including:
- Increasing the current runway strip width to 150m to allow for aircraft over 22.7 tonne Maximum Certified Take-off Weight (MCTOW);
 - An extension to the north west of the existing runway of 550m (including starter extensions of 90m at each end) to bring the length of the sealed runway to 1,750m;
 - Provision for Runway End Safety Areas (RESA) on the existing runway of 240m at both ends,
 - A proposed future runway of 1700m length with a strip width of 150m located 93m to the north of the existing runway;
 - Starter extensions of 90m at each end of the proposed new runway;
 - Taxiways;
 - An expansion of the main apron area to a depth of approximately 80m from the existing building line;
 - Expansion of the apron to the southwest to provide for flight seeing operations;
 - New hangars and associated apron areas;
 - Dedicated helicopter aprons and associated touch-down and lift-off areas (TALO's);
 - New passenger terminal and control tower;
 - Increased car parking for staff, rental car companies and passengers;
 - Associated earthworks;
 - Ancillary buildings, activities, roads and car parks.
- 2.2 The NOR also seeks to introduce obligations to the Aerodrome Designation in respect of the management and monitoring of aircraft noise and engine testing.

2.3 Further details of the project are contained in **Annexure 2**. This annexure is attached to and forms part of this NOR. A Plan of the proposed runway configuration is attached as **Figure C**. The proposed designation wording is contained at **Appendix C**.

3. THE NATURE OF THE PROPOSED RESTRICTIONS THAT WOULD APPLY:

3.1 Development of the land to be included in the Designation will be restricted to those activities relating to Aerodrome Purposes and ancillary activities.

3.2 These restrictions will apply entirely within land owned by Queenstown Lakes District Council and the New Zealand Fighter Pilots Association (NZFPA). The land owned by the NZFPA is already subject to restrictions through the existing designation.

3.3 QLDC will also be obliged to comply with aircraft noise monitoring and engine testing requirements, which will comprise conditions of the Aerodrome Designation.

3.4 **Appendix C** attached contains the proposed amended designation text and conditions.

4. THE EFFECT THAT THE PUBLIC WORK WILL HAVE ON THE ENVIRONMENT AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:

4.1 The environmental effects that are likely to be generated by developing the proposed designation site for Aerodrome purposes are:

- positive effects
- economic effects
- effects on natural conservation values
- traffic effects
- visual impact effects/ effects on the landscape
- noise
- construction effects.

4.2 The environmental effects that are likely to result from the aircraft noise and engine testing management and monitoring obligations are:

- positive effects
- economic effects
- health and welfare effects

4.3 A full assessment of the environmental effects is included in **Annexure 3**. This annexure is attached to and forms part of this NOR.

5. ALTERNATIVE SITES, ROUTES AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

5.1 The following alternatives have been considered:

- To do nothing
- Alternative methods
- Alternative sites

5.2 An examination of each of these options is contained in **Annexure 4**. This annexure is attached to and forms part of this NOR.

5.3 On balance, selection of Wanaka Airport as the preferred site and the approach of altering the existing designation represent the sustainable use of an existing significant physical resource.

6. THE PROPOSED DESIGNATION IS REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY BECAUSE:

6.1 The key objective of the requiring authority in relation to this project is to provide for the expansion of Wanaka Airport in order to accommodate projected growth.

6.2 More general but relevant objectives are:

- To maintain and enhance operating capacity at the Airport, particularly to maintain capacity for domestic services to and from Wanaka Airport.
- To act as an alternate for certain aircraft types unable to land at Queenstown Airport because of weather conditions.
- To enable sustainable future use of the Airport particularly to accommodate the ongoing growth in general aviation activities.
- To meet international aviation standards and CAA rules in relation to runway lengths and airport operational requirements.
- To provide the community with certainty as to the long-term form of development of the Airport.

6.3 The proposed designation is reasonably necessary for achieving these objectives because:

- It will allow the Airport to accommodate future projected growth.
- It is the most effective and efficient method of achieving the operational and safety obligations placed on the Airport by CAA rules, thereby maintaining the Airport's operating capacity;
- It provides certainty for the long-term management and development of the Airport;
- It provides the most effective method of providing for the expansion of the Airport for the long-term; and

- It provides the community with clear indications of the long-term nature of Airport growth and development.
- 6.4 Further justification of the need for the alteration is contained in **Annexure 2** attached.
- 7. **THE FOLLOWING RESOURCE CONSENTS ARE NEEDED FOR THE PROPOSED ACTIVITY:**
 - 7.1 Nil at this stage.
- 8. **THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:**
 - 8.1 A statement regarding consultation undertaken with parties likely to be affected by the designation, public work, project or work is included in **Annexure 5**. This annexure is attached to and forms part of this NOR.
- 9. **QLDC ATTACHES THE FOLLOWING INFORMATION REQUIRED TO BE INCLUDED IN THIS NOTICE BY THE DISTRICT PLAN, REGIONAL PLAN, OR ANY REGULATIONS MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:**
 - 9.1 Additional information required by the relevant District Plan is appended (refer to the list below for reference) to this NOR.
 - 9.2 **Annexure 6** contains an assessment of the relevant statutory documents.
- 10. **EXTENDED LAPSE PERIOD SOUGHT:**
 - 10.1 Pursuant to section 184(1) (c) of the RMA, QLDC seeks an extended lapse period of twenty [20] years for the implementation of the proposed designation.
 - 10.2 It is noted that the designation will substantially be given effect to within five years of confirmation under section 184(1) (a). However out of an abundance of caution, a lapse period of 20 years is sought in the event this is necessary to enable the new main runway to be constructed and operated within a period when demand is expected to require that facility.

Signed for Queenstown Lakes District Council by its Chief Executive

Signature



Date:

13 December 2010

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- Figure A: Extent of Existing Designation**
- Figure B: Extent of Proposed Designation**
- Figure C: Proposed Runway Configuration**
- Figure D: Planning Map 18a showing changes to designation 64 as proposed**

Annexure 1: Site Description and Background

Annexure 2: Nature of the Project

Annexure 3: Assessment of Environmental Effects

Annexure 4: Alternatives

Annexure 5: Consultation

Annexure 6: Relevant Policy Statements and Plans

**Appendix A: Certificates of Title (and consent notices) for Designation
Extension**

Appendix B: Certificates of Title (and consent notices) for Existing Designation

Appendix C: Designation Wording

Appendix D: Peak Projects Master Plan

Appendix E: Airbiz Master Plan Addendum

Appendix F: Marshall Day Acoustic Report

Appendix G: Natural Solutions for Nature; Ecological Assessment

Appendix H: Vivian + Espie Landscape Report