

**BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL HEARINGS PANEL**

**UNDER** the Resource Management Act 1991

**IN THE MATTER** of the review of parts of the Queenstown Lakes District Council's District Plan under the First Schedule of the Act

**AND**

**IN THE MATTER** of submissions and further submissions by **REMARKABLES PARK LIMITED AND QUEENSTOWN PARK LIMITED**

---

**SUPPLEMENTARY STATEMENT OF EVIDENCE OF DAVID FREDERICK SERJEANT ON BEHALF OF REMARKABLES PARK LIMITED AND QUEENSTOWN PARK LIMITED**

**PLANNING**

**CHAPTER 17 – AIRPORT MIXED USE ZONE**

**6 DECEMBER 2016**

---

---

**BROOKFIELDS  
LAWYERS**

J D Young  
Telephone No. 09 379 9350  
Fax No. 09 379 3224  
P O Box 240  
DX CP24134  
**AUCKLAND**

## 1 SUMMARY

1.1 This is a supplementary statement to my statement of evidence prepared for this topic on 18 November 2016. At the hearing on 30 November 2016, Commissioner Nugent asked me about different definitions for airport and airport related activities at Queenstown and Wanaka airports, and then broadened the question to ask about the approach to such definitions in the Auckland Unitary Plan.

1.2 I understood the question to be about the advantages and disadvantages of having more than one definition in a statutory planning document.

## 2. THE AUCKLAND UNITARY PLAN

2.1 Auckland, as recognised in the Auckland Unitary Plan, consists of Auckland Airport, Ardmore Airport, Whenuapai Airbase, North Shore Airport, and Kaipara Flats Airfield. All airports are zoned Special Purpose – Airports and Airfields zone. Auckland, Ardmore and Whenuapai airports are designated and Auckland, Ardmore, North Shore, and Kaipara Flats airports have precinct provisions. The Special Purpose – Airports and Airfields zone is a zone without provisions, so that the latter four rely on their respective precinct, whilst Whenuapai Airbase relies on its designation. This information is shown in Table 1.

**Table 1: Auckland Unitary Plan Airport Provisions**

<b>Airport</b>	<b>Zoned</b>	<b>Designated</b>	<b>Precinct</b>
Auckland	✓	✓	✓
Ardmore	✓	✓	✓
Whenuapai	✓	✓	
North Shore	✓		✓
Kaipara Flats	✓		✓

2.2 "Airport" and "airport related activities" are defined and provided for in the following ways:

2.3 Chapter J Definitions contains a definition for 'Airport' as:

"Any defined area of land or water intended or designated to be used either wholly or partly for the landing, departure, movement, or servicing of aircraft, and includes land wholly or partly connected with such activities or their administration, or used for the wider operations and activities to meet the needs of passengers, visitors and employees and businesses located at the airport.

Excludes:

- private helipads used by the occupiers of a property on a non-commercial basis; and
- rural airstrips."

2.4 'Aircraft operations' is defined as:

"Includes:

- the landing and take-off of any aircraft at an airport or airfield;
- the taxiing of aircraft associated with landing and take-off and other surface movements of aircraft for the purpose of taking an aircraft from one part of the airport to another; and
- aircraft flying along any flight path."

2.5 The Auckland Airport precinct activity table then includes additional definitions for "permitted activities" as follows:

"Any activity associated with the airport operation (not including aircraft operations, runways and the testing of in situ aircraft engines) including taxiways and other aircraft movement areas, aprons, terminals, rescue facilities, navigation and safety aids, maintenance and servicing facilities, catering facilities, freight facilities, quarantine and incineration facilities, fuelling facilities, stormwater facilities, roads, monitoring activities, site investigation activities, landscaping, flag and signs."

2.6 It also includes:

"Any activity associated with the needs of Airport passengers, visitors and employees, and Airport businesses, and not otherwise listed in this table."

- 2.7 Ardmore, North Shore, and Kaipara Flats precincts all refer to “aircraft operations” and have a range of other provisions particular to their location for the general aviation industry and some passenger support in the way of restaurants, ticketing offices, and some related retail activity. None of these precincts provided for ASANs.
- 2.8 In summary, I consider that the Auckland Unitary Plan provisions appear to be quite ‘bespoke’ for the activities at each location. Auckland Airport provisions are clearly quite permissive reflecting its size and diversity. The other airports have a more strict airfield type focus, but with some related commercial activity. The provisions for each airport also reflect the broader land use context within which they are situated. Auckland Airport is large enough to essentially create its own land use context but does integrate with a broader industrial land use pattern. The other three airports with precincts have a rural land use context.

**Dave Serjeant**

6 December 2016