

Before the Queenstown Lakes District Council

In the Matter of the Resource Management Act 1991

And

In the Matter of the Queenstown Lakes Proposed District Plan

Queenstown and Environs Planning Maps  
(Hearing Stream 13)

**Summary Evidence of Rachel Tregidga  
for Queenstown Airport Corporation  
Limited (Submitter 433 and Further  
Submitter 1340)**

Dated: 14 August 2017

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1. My name is Rachel Tregidga. I am the General Manager of Property for Queenstown Airport Corporation Limited (QAC) and am authorised to give evidence on the company's behalf.
2. Queenstown Airport is New Zealand's fourth busiest airport by passenger numbers. The Airport is a strategic national asset, and its continuing growth and profitability have made it a key driver of the region's tourism industry and broader economy.

**QAC's Submission**

3. QAC opposes numerous rezoning requests relating to land around Queenstown Airport where they give rise to potential reverse sensitivity effects on the Airport, and where QAC considers that establishment of noise sensitive activities will be detrimental to future occupants.

4. QAC's submission is motivated by a genuine concern to protect its neighbouring communities. Residential activities and aircraft noise do not complement each other. QAC therefore does not encourage or support the establishment of these types of activities close to the Airport where detrimental effects may develop over the longer term.

5. QAC's opposition to the zoning of land for new residential and/or other noise sensitive activities located within the Airport's noise boundaries (OCB and ANB), is predicated on and consistent with the New Zealand Airport Noise Management and Land Use Planning Standard (NZS 6805) and Plan Change 35 (PC35).

6. Its opposition to the zoning of land for new residential and/or other noise sensitive activities located outside the Airport's noise boundaries arises primarily because the Airport's future growth forecasts indicate the potential for a significant increase in aircraft operations. QAC considers it would be irresponsible if it did not bring this to the Panel's attention when it hears and decides submissions on the Proposed District Plan given that this is a long term, forward looking planning exercise.

- 15. In addition, QAC actively engages with neighbouring community groups on issues the community faces in relation to airport operations and aircraft noise.
- 14. This includes the ongoing implementation of the noise mitigation package to affected properties within the Airport's noise boundaries, as required, to ensure all properties within these boundaries have a satisfactory indoor noise environment.
- 13. QAC manages aircraft operations in accordance with its obligations under Designation 2 and the RMA so as to ensure that the community does not experience unreasonable levels of aircraft noise.

**Managing Aircraft Noise**

- 12. QAC is mindful however that it needs to manage its growth sustainably and in line with key stakeholder and community expectations.
- 11. QAC is reviewing the current noise boundaries in relation to these growth forecasts and will progress changes to the noise planning framework, if required, in due course.
- 10. Initial indications from QAC's three yearly monitoring programme are that QAC will likely reach the noise levels represented by the PC35 noise boundaries prior to 2037, which is the planning horizon for these boundaries.
- 9. Current demand forecasts predict that annual passenger numbers have the potential to increase to 3.2 million by 2025.
- 8. In the 12 months ending June 2017 the Airport facilitated a total of 1.89 million passengers, an increase of 15% compared to the previous 12 months.
- 7. Month on month growth in Queenstown Airport's passenger numbers has been sustained for a significant period of time and is predicted to continue for the foreseeable future. Passenger numbers have increased by 38% in the last three years alone.

**Airport Growth**

**August 2017**

**R Tregidga**

- 18. The focus therefore, of QAC's opposition to various rezoning requests is on ensuring that as the Airport grows, new noise sensitive activities do not establish in close proximity to the Airport, as this will inevitably result in a greater number of people potentially impacted by aircraft noise.
- 17. QAC acknowledges that the nature of aircraft operations is that they create noise, which impacts on those living in the vicinity of the Airport. QAC wants to be a good neighbour to those residents and businesses living and operating around the Airport.

**Conclusion**

- 16. QAC is currently undertaking master planning work for the Airport which takes a 30 year planning horizon and which, once finalised and adopted, will provide QAC with a road map to the implementation of airport developments. These developments will continue to serve the local community and region, deliver a unique visitor experience, maximise asset value, and generate sustainable growth in returns and value to the community and QAC's partners. Community engagement on the draft master plan options will commence next month.

**Master Plan**