

Gabriela Glory for QLDC: Summary of Evidence, Stream 18 - Variation to Glare provisions located in Chapters 7, 8, 9, 12, 13, 14, 15 and 16

1. My evidence assesses and makes recommendations on the QAC and Wayfare submission, which seek amendment to the notified provisions to manage effects of glare on aircraft operations and navigational safety respectively.

Queenstown Airport Corporation (3316) Submission

2. In response to the evidence of Melissa Brooks for QAC, I consider the notified provisions are appropriate in managing the effects of glare.

3. The key matters of disagreement between QAC and myself are:

- (a) Whether the effects on glare on aircraft operations are more appropriately included in a QAC Designation, or as a matter of discretion within relevant zone chapters;
- (b) Whether Figure 2 from the QAC Airport Designation is more appropriate in showing the extent of area in which glare creates adverse effects on the safety of aircraft operations, or whether further analysis needs to be provided by QAC.

4. Having considered the submission and further evidence of QAC, my recommendations are:

- (a) That the designation process is a more appropriate method of addressing QAC's concerns rather than amendment to the notified matters of discretion – a change to the designation would need to happen outside the plan review process; and
- (b) If the Panel was to prefer the option of addressing the issue through a matter of discretion in relevant zone chapters, that further analysis needs to be provided by QAC, which identifies specific extents in which lights which could create potential hazards and create confusion to aircraft operations

5. In my view, going through the designation process, will allow the effects to be managed more effectively, will provide certainty in plan implementation and consistency in how designation related issues are managed within the plan, and will provide landowners more certainty for resource consent applications.

6. I acknowledge that the effects of glare do affect the safety of aircraft operations, however I maintain that the most efficient, effective and appropriate method is through the designations process, rather than amendment to the planning provisions.

Wayfare Group Limited (3343) Submission

7. In response to the evidence of Ben Farrell for Wayfare, I consider that the notified provisions are more appropriate in managing the effects of glare.
8. I do not have sufficient evidence to recommend the relief sought by the submitter. The key outstanding matter of disagreement is whether the provision recommended is appropriate within all the zones relevant to the variation.
9. I also have the following concerns with the relief sought:
 - (a) There are potential rule drafting issues;
 - (b) The relief sought will create uncertainty for resource consent applications in zones affected by this variation;
 - (c) The relief sought creates ambiguity in the resource consenting process for applications in zones located adjacent waterbodies.