



SUMMARY OF DECISIONS REQUESTED FOR PLAN CHANGE 35

Further submissions due

Proforma 1

*Name* Airways Corporation of NZ Ltd

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<i>Position</i>	<i>Plan Provision</i>	<i>Decision Requested</i>	<i>SubNo.</i>
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Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.

Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.

Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.

Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.

**Further Submissions - A J Hackett**

*Support*

35/1/1/1

1. The effects of aircraft noise on the surrounding community are appropriately managed
2. Land use activity occurring around the Airport will not give rise to reverse sensitivity effects and
3. Growth of operations is provided for to meet future needs
4. Plan Change is consistent with Part 2 of the Act.
5. Airport is recognised as being of significant importance and should be safeguarded through the provisions in the District Plan.
6. Plan Change is necessary as the existing noise boundaries in the District Plan are out of date and need to be updated to safeguard the ongoing and future operation of the Airport particularly to facilitate night time flights into the District.

*NZSKI Limited*

*Support*

35/1/1/2

NZSki support the following submission points in Airways Corporation of NZ Limited submission:

1. The effects of aircraft noise on the surrounding community are appropriately managed
2. Land use activity occurring around the Airport will not give rise to reverse sensitivity effects and
3. Growth of operations is provided for to meet future needs
4. Plan Change is consistent with Part 2 of the Act.
5. Airport is recognised as being of significant importance and should be safeguarded through the provisions in the District Plan.
6. Plan Change is necessary as the existing noise boundaries in the District Plan are out of date and need to be updated to safeguard the ongoing and future operation of the Airport particularly to facilitate night time flights into the District.

*Queenstown Airport Corporation*

*Support*

35/1/1/3

The submission recognises the regional significance of Queenstown Airport.  
 The submission recognises that the noise contours need to be updated to provide for the growth of the Airport.  
 The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.

*Queenstown Gateway Limited*

*Oppose*

35/1/1/4

1. Proposed Plan Change 35 is not consistent with Part 2 of the Act as it does not enable the sustainable management of land surrounding the airport.
2. The Proposed Plan Change appears to manage the effects of airport noise on the surrounding community (including reverse sensitivity concerns) by simply prohibiting activities that might conflict with airport activities.
3. The proposed plan change appears to be in direct conflict with other existing parts of the District Plan. Specifically, the proposed provisions for the Frankton Flats A Special Zone seek to prohibit some of the activities that this zone provides for:

The purpose of the [Frankton Flats A Special] zone is to enable development of a new shopping centre incorporating opportunity for retailing, office, educational, visitor and residential accommodation and leisure activities

4. The proposed provisions would prohibit some these activities, such as visitor and residential accommodation, as these are included in the proposed definition of 'Activity Sensitive to Aircraft Noise':  
 Activity Sensitive to Aircraft Noise (ASAN) means any Residential Activity, Visitor Accommodation, Community Activity and Day Care Facility including all outdoor spaces associated with any education facility but excludes police stations, fire stations, courthouses, probation and detention centres, government and local government offices.

5. The imposition of proposed rule 12.18.3.5 on the submitter's land:

12.18.3.5 Prohibited Activities

(iv) Activities sensitive to aircraft noise within the Outer Control Boundary or Sound Insulation Boundary – Queenstown Airport

On any site located on land within the Outer Control Boundary or Sound Insulation Boundary, as indicated on the District Plan Maps, any activity sensitive to aircraft noise shall be a Prohibited Activity.

The prohibited activity status should only be used when the activity in question cannot be contemplated in any circumstances. The 'activities sensitive to aircraft noise' provided for in the Frankton Flats A Special Zone could be undertaken with acoustic insulation and mechanical ventilation of buildings, rather than being afforded prohibited status.

6. That there has been no consultation with the submitter, and the imposition of a prohibited activity rule and the consequential limitations of the rights, use and enjoyment of the submitter's land.

*Remarkables Park Limited and Shotover Park Limited*

*Oppose*

35/1/1/5

The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)

*Rydges Lakeland Resort*

*Support*

35/1/1/6

A J Hackett Bungy New Zealand support the view that:

1. The effects of aircraft noise on the surrounding community are appropriately managed
2. Land use activity occurring around the Airport will not give rise to reverse sensitivity effects and
3. Growth of operations is provided for to meet future needs
4. Plan Change is consistent with Part 2 of the Act.
5. Airport is recognised as being of significant importance and should be safeguarded through the provisions in the District Plan.
6. Plan Change is necessary as the existing noise boundaries in the District Plan are out of date and need to be updated to safeguard the ongoing and future operation of the Airport particularly to facilitate night time flights into the District.

Ultimate Hikes support the following submission points in the submission by Airways Corporation of NZ Limited:

1. The effects of aircraft noise on the surrounding community are appropriately managed
2. Land use activity occurring around the Airport will not give rise to reverse sensitivity effects and
3. Growth of operations is provided for to meet future needs
4. Plan Change is consistent with Part 2 of the Act.
5. Airport is recognised as being of significant importance and should be safeguarded through the provisions in the District Plan.
6. Plan Change is necessary as the existing noise boundaries in the District Plan are out of date and need to be updated to safeguard the ongoing and future operation of the Airport particularly to facilitate night time flights into the District.

**Name** Aurora Energy Limited

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Support	Whole Plan Change	Support Plan Change 35 for the following reasons:  Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.  Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.  Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.  Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.	35/2/1
		<b>Further Submissions - Queenstown Airport Corporation</b> Support	35/2/1/1
		The submission recognises the regional significance of Queenstown Airport. The submission recognises that the noise contours need to be updated to provide for the growth of the Airport. The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.	
		<b>Remarkables Park Limited and Shotover Park Limited</b> Oppose	35/2/1/2
		The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)	

**Name** Brinsley, Andrew

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Support	Whole Plan Change	Support Plan Change 35 for the following reasons:  Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.  Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.  Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.  Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.	35/3/1
		<b>Further Submissions - Queenstown Airport Corporation</b> Support	35/3/1/1
		The submission recognises the regional significance of Queenstown Airport. The submission recognises that the noise contours need to be updated to provide for the growth of the Airport. The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.	
		<b>Remarkables Park Limited and Shotover Park Limited</b> Oppose	35/3/1/2
		The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)	

**Name** Coddington, James

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
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Support	Whole Plan Change	Support Plan Change 35 for the following reasons:  Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.  Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.  Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.  Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.	35/4/1
		<b>Further Submissions - Queenstown Airport Corporation</b> <span style="float: right;"><i>Support</i></span>	35/4/1/1
		The submission recognises the regional significance of Queenstown Airport. The submission recognises that the noise contours need to be updated to provide for the growth of the Airport. The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.	
		<i>Remarkables Park Limited and Shotover Park Limited</i> <span style="float: right;"><i>Oppose</i></span>	35/4/1/2
		The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)	

**Name** *Coincascade Ltd*

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Support	Whole Plan Change	Support Plan Change 35 for the following reasons:  Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.  Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.  Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.  Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.	35/5/1
		<b>Further Submissions - Queenstown Airport Corporation</b> <span style="float: right;"><i>Support</i></span>	35/5/1/1
		The submission recognises the regional significance of Queenstown Airport. The submission recognises that the noise contours need to be updated to provide for the growth of the Airport. The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.	
		<i>Remarkables Park Limited and Shotover Park Limited</i> <span style="float: right;"><i>Oppose</i></span>	35/5/1/2
		The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)	

**Name** *Good Group Limited*

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Support	Whole Plan Change	Support Plan Change 35 for the following reasons:  Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.  Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.  Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.  Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.	35/6/1
		<b>Further Submissions - Queenstown Airport Corporation</b> <span style="float: right;"><i>Support</i></span>	35/6/1/1
		The submission recognises the regional significance of Queenstown Airport. The submission recognises that the noise contours need to be updated to provide for the growth of the Airport. The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.	
		<i>Remarkables Park Limited and Shotover Park Limited</i> <span style="float: right;"><i>Oppose</i></span>	35/6/1/2
		The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)	

**Name** *Hawkey, Dave*

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
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Support Whole Plan Change Support Plan Change 35 for the following reasons: 35/7/1

Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.

Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.

Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.

Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.

**Further Submissions - Queenstown Airport Corporation** Support 35/7/1/1

The submission recognises the regional significance of Queenstown Airport.  
The submission recognises that the noise contours need to be updated to provide for the growth of the Airport.  
The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.

*Remarkables Park Limited and Shotover Park Limited* Oppose 35/7/1/2

The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)

**Name** Jucy Rentals

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Support	Whole Plan Change	Support Plan Change 35 for the following reasons:	35/8/1

Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.

Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.

Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.

Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.

**Further Submissions - Queenstown Airport Corporation** Support 35/8/1/1

The submission recognises the regional significance of Queenstown Airport.  
The submission recognises that the noise contours need to be updated to provide for the growth of the Airport.  
The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.

*Remarkables Park Limited and Shotover Park Limited* Oppose 35/8/1/2

The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)

**Name** Kay, J

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Support	Whole Plan Change	Support Plan Change 35 for the following reasons:	35/9/1

Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.

Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.

Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.

Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.

**Further Submissions - Queenstown Airport Corporation** Support 35/9/1/1

The submission recognises the regional significance of Queenstown Airport.  
The submission recognises that the noise contours need to be updated to provide for the growth of the Airport.  
The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.

*Remarkables Park Limited and Shotover Park Limited* Oppose 35/9/1/2

The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)

**Name** Kelly, Shaun

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
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Support	Whole Plan Change	Support Plan Change 35 for the following reasons:	35/10/1
		Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.	
		Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.	
		Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.	
		Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.	

<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Support</i>	35/10/1/1
The submission recognises the regional significance of Queenstown Airport.		
The submission recognises that the noise contours need to be updated to provide for the growth of the Airport.		
The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.		
<i>Remarkables Park Limited and Shotover Park Limited</i>	<i>Oppose</i>	35/10/1/2

The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)

**Name** *Milford Sound Flights Ltd*

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Support	Whole Plan Change	Support Plan Change 35 for the following reasons:	35/11/1
		Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.	
		Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.	
		Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.	
		Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.	
		<b>Further Submissions - Queenstown Airport Corporation</b>	35/11/1/1
		The submission recognises the regional significance of Queenstown Airport.	
		The submission recognises that the noise contours need to be updated to provide for the growth of the Airport.	
		The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.	
		<i>Remarkables Park Limited and Shotover Park Limited</i>	35/11/1/2

The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)

**Name** *Over the Top Ltd*

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Support	Whole Plan Change	Support Plan Change 35 for the following reasons:	35/12/1
		Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.	
		Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.	
		Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.	
		Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.	
		<b>Further Submissions - Queenstown Airport Corporation</b>	35/12/1/1
		The submission recognises the regional significance of Queenstown Airport.	
		The submission recognises that the noise contours need to be updated to provide for the growth of the Airport.	
		The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.	
		<i>Remarkables Park Limited and Shotover Park Limited</i>	35/12/1/2

The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)

**Name** *Queenstown Resort College Ltd*

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
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Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.

Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.

Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.

Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.

**Further Submissions - Queenstown Airport Corporation** Support 35/13/1/1

The submission recognises the regional significance of Queenstown Airport.  
 The submission recognises that the noise contours need to be updated to provide for the growth of the Airport.  
 The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.

*Remarkables Park Limited and Shotover Park Limited* Oppose 35/13/1/2

The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)

**Name** Skydive Lake Wanaka Ltd

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
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Support Whole Plan Change Support Plan Change 35 for the following reasons: 35/14/1

Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.

Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.

Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.

Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.

**Further Submissions - Queenstown Airport Corporation** Support 35/14/1/1

The submission recognises the regional significance of Queenstown Airport.  
 The submission recognises that the noise contours need to be updated to provide for the growth of the Airport.  
 The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.

*Remarkables Park Limited and Shotover Park Limited* Oppose 35/14/1/2

The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)

**Name** Sounds, Peter

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
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Support Whole Plan Change Support Plan Change 35 for the following reasons: 35/15/1

Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.

Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.

Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.

Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.

**Further Submissions - Queenstown Airport Corporation** Support 35/15/1/1

The submission recognises the regional significance of Queenstown Airport.  
 The submission recognises that the noise contours need to be updated to provide for the growth of the Airport.  
 The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.

*Remarkables Park Limited and Shotover Park Limited* Oppose 35/15/1/2

The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)

**Name** Southern Lakes Helicopter Ltd

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
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Support	Whole Plan Change	Support Plan Change 35 for the following reasons:	35/16/1
		Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.	
		Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.	
		Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.	
		Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.	
		<b>Further Submissions - Queenstown Airport Corporation</b> <span style="float: right;"><i>Support</i></span>	35/16/1/1
		The submission recognises the regional significance of Queenstown Airport.	
		The submission recognises that the noise contours need to be updated to provide for the growth of the Airport.	
		The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.	
		<i>Remarkables Park Limited and Shotover Park Limited</i> <span style="float: right;"><i>Oppose</i></span>	35/16/1/2
		The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)	

**Name** *Stromer, Joycelyn*

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Support	Whole Plan Change	Support Plan Change 35 for the following reasons:	35/17/1
		Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.	
		Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.	
		Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.	
		Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.	
		<b>Further Submissions - Queenstown Airport Corporation</b> <span style="float: right;"><i>Support</i></span>	35/17/1/1
		The submission recognises the regional significance of Queenstown Airport.	
		The submission recognises that the noise contours need to be updated to provide for the growth of the Airport.	
		The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.	
		<i>Remarkables Park Limited and Shotover Park Limited</i> <span style="float: right;"><i>Oppose</i></span>	35/17/1/2
		The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)	

**Name** *Totally Tourism*

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
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Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.

Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.

Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.

Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.

**Further Submissions - A J Hackett**      *Support*      35/18/1/1

1. The effects of aircraft noise on the surrounding community are appropriately managed
2. Land use activity occurring around the Airport will not give rise to reverse sensitivity effects and
3. Growth of operations is provided for to meet future needs
4. Plan Change is consistent with Part 2 of the Act.
5. Airport is recognised as being of significant importance and should be safeguarded through the provisions in the District Plan.
6. Plan Change is necessary as the existing noise boundaries in the District Plan are out of date and need to be updated to safeguard the ongoing and future operation of the Airport particularly to facilitate night time flights into the District.

*NZSKI Limited*      *Support*      35/18/1/2

NZSKI support the following submission points in Totally Tourisms submission:

1. The effects of aircraft noise on the surrounding community are appropriately managed
2. Land use activity occurring around the Airport will not give rise to reverse sensitivity effects and
3. Growth of operations is provided for to meet future needs
4. Plan Change is consistent with Part 2 of the Act.
5. Airport is recognised as being of significant importance and should be safeguarded through the provisions in the District Plan.
6. Plan Change is necessary as the existing noise boundaries in the District Plan are out of date and need to be updated to safeguard the ongoing and future operation of the Airport particularly to facilitate night time flights into the District.

*Queenstown Airport Corporation*      *Support*      35/18/1/3

The submission recognises the regional significance of Queenstown Airport.  
 The submission recognises that the noise contours need to be updated to provide for the growth of the Airport.  
 The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.

*Remarkables Park Limited and Shotover Park Limited*      *Oppose*      35/18/1/4

The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)

*Rydges Lakeland Resort*      *Support*      35/18/1/5

Rydges Lakeland Resort Queenstown support the following submission points in the submission by Totally Tourism:

1. The effects of aircraft noise on the surrounding community are appropriately managed
2. Land use activity occurring around the Airport will not give rise to reverse sensitivity effects and
3. Growth of operations is provided for to meet future needs
4. Plan Change is consistent with Part 2 of the Act.
5. Airport is recognised as being of significant importance and should be safeguarded through the provisions in the District Plan.
6. Plan Change is necessary as the existing noise boundaries in the District Plan are out of date and need to be updated to safeguard the ongoing and future operation of the Airport particularly to facilitate night time flights into the District.

*Ultimate Hikes*      *Support*      35/18/1/6

Ultimate Hikes support the following submission points in Totally Tourisms submission:

1. The effects of aircraft noise on the surrounding community are appropriately managed
2. Land use activity occurring around the Airport will not give rise to reverse sensitivity effects and
3. Growth of operations is provided for to meet future needs
4. Plan Change is consistent with Part 2 of the Act.
5. Airport is recognised as being of significant importance and should be safeguarded through the provisions in the District Plan.
6. Plan Change is necessary as the existing noise boundaries in the District Plan are out of date and need to be updated to safeguard the ongoing and future operation of the Airport particularly to facilitate night time flights into the District.

**Name**      *WHK Group Ltd*

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<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
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Queenstown is a regionally significant asset in Otago and a significant contributor to the regions economic wellbeing. Important that this is recognised and safeguarded through the District Plan.

Existing noise boundaries are out of date. Plan Change is necessary to amend District Plan provisions to manage noise and land use to ensure operations of Queenstown Airport are safeguarded.

Effects on surrounding community will be appropriately managed. Plan Change will not give rise to reverse sensitivity effects.

Plan Change will enable operations at Queenstown Airport to grow to meet the foreseeable needs of future generations.

**Further Submissions - Queenstown Airport Corporation** Support 35/19/1/1

The submission recognises the regional significance of Queenstown Airport.  
 The submission recognises that the noise contours need to be updated to provide for the growth of the Airport.  
 The submission recognises that adverse effects of aircraft noise will be appropriately managed or mitigated.

*Remarkables Park Limited and Shotover Park Limited* Oppose 35/19/1/2

The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)

**Name** 5M No.2 Limited

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
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Partly Support	Whole Plan Change	Confirmation of the Plan Change subject to the following amendments:  Amend all relevant provisions of the Plan Change to enable ASAN to be carried out between the SIB and the OCB (and outside the OCB if relevant) provided appropriate acoustic control standards are applied and adhered to.  Amend the northern extension of the OCB to properly reflect a reasonably prediction of actual aircraft noise likely to occur within the chosen planning horizon.  Amend the definition of an ASAN to exclude, rather than include "outdoor spaces associated with any education facility"  Such alternative, additional and/or consequential amendments to the provisions of the Plan Change as are appropriate or necessary to address the concerns described above.	35/20/1
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**Further Submissions - Air New Zealand Limited** Other 35/20/1

ANZL oppose this submission in part insofar as;

1. ANZL oppose the submission point by 5M No.2 Limited to allow ASAN within the SIB and OCB as long as acoustic control standards are adhered to. ANZL consider it is inappropriate for ASANs to be located between the SIB and OCB just as it is inappropriate for ASAN to locate within the OCB under the present planning rules. Allowing development within the OCB undermines the integrity of the OCB.

2. ANZL opposes the submission point that the northern extension of OCB be amended to reflect a reasonable prediction of actual aircraft noise likely to occur within the chosen planning horizon. ANZL understands that the amended noise contours at Queenstown Airport as notified in the Plan Change are based on robust research and modelling and forecasted development of operations at Queenstown Airport. They should not be amended without serious consideration and consultation, as has been undertaken by QAC.

3. ANZL oppose the submission point that challenges the rationale behind the inconsistent provisions proposed by the Plan Change to apply to land between the SIB and OCB for the same reasons as outlined in 2 above.

4. ANZL oppose the submission point that the definition of ASAN be amended to exclude "outdoor spaces associated with any education facility" as this would have significant reverse sensitivity implications.

*Boyd, Jo* Other 35/20/1

Oppose QAC noise boundary extension for night time flying as this will lead to aircraft arrivals through to 12 am resulting in unacceptable noise to all inhabitants within Frankton.

Inhibit QAC from ever allowing departures from 8pm- 12 am.

QLDC have a responsibility to protect the health and well being of it people it represents  
*Queenstown Airport Corporation* Oppose 35/20/1

Oppose: That ASAN should be enabled between the SIB and the OCB in all zones. Because: It is not desirable for new ASAN to occur within the OCB, however, an exception has been made in existing residential zones where such activity is a permitted or controlled activity.

Oppose: Amend the northern part of the OCB. Because: The extent of the OCB is the result of detailed modelling and there is no justification to alter the results of the modelling.

Oppose: Amend the definition of ASAN to exclude outdoor spaces associated with educational facilities. Because: Educational facilities are considered to be an ASAN. Outdoor spaces associated with educational facilities are part of the facility and are therefore considered to be an ASAN.

The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission and supported insofar as it is consistent with the matters outlined in RPLs and SPLs submission (35/74/1)

**Name** Adamson, Irene

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Oppose night flying until midnight and/or providing for any airport growth. The whole of the plan change be disallowed.	35/21/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/21/1
	Growth of the Airport is important for the local community in terms of economic and transportation benefits. The proposed plan change will enable growth.		

**Name** Air New Zealand Limited

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Partly Support	Whole Plan Change	ANZL seeks that the plan change be adopted subject to the following changes: (a) to approve the new ANBs (b) to satisfy ANZLs concerns as to the need for and limitations proposed for night time flights or in the alternative to decline the NNB (c) to develop a workable NMP with airline representation on the ALC / AEC and (d) to decline the SIB  Subject to the above, ANZL seeks that the plan change be adopted.	35/22/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Partly Support</i>	35/22/1
	Support the submission that the ANB's be approved and airline representation should be on the Airport Liaison Committee. Because: The extension of noise boundaries has been modelled to meet projected airport growth to 2037. It is appropriate that airline representatives form part of the Airport Liaison Committees.		
	Oppose the submission that there is no justification for night-time flights. Because: Providing for night-time flights meets an anticipated market-led demand for night-time arrivals into Queenstown in the future. As this plan change provides for growth to 2037 it is appropriate that night flights are provided for.		
	Support the submission that the SIB should be declined. Because: The SIB has been introduced as an indicator for where sound insulation is not necessarily required to achieve appropriate indoor noise levels. This is applied to existing properties in residential zones where activity sensitive to aircraft noise is permitted or controlled and was intended to make the process of determining whether sound insulation was require more efficient for property owners. A number of submitters (5M No2 Ltd, Imagine Property Group Ltd, Manapouri Beech Ltd, FM Custodians Ltd) have used the introduction of the SIB to seek that noise sensitive activities are enabled between the SIB and OCB in all Zones. QAC consider the proposed restrictions in the OCB to be instrumental in safeguarding operations at Queenstown Airport. These restrictions are aligned with NZS6805:1992 (Airport Noise Management and Land Use Planning). The intention of the SIB was to compliment the provisions of the OCD, not to undermine them. In light of the submissions which seek to effectively negate the requirement for the OCB, QAC requests the SIB be deleted.		
	Remarkables Park Limited and Shotover Park Limited	<i>Partly Support</i>	35/22/1
	The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission and supported insofar as it is consistent with the matters outlined in RPLs and SPLs submission (35/74/1)		

**Name** Alfeld, Lou

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Disallow the whole plan change. Urge the Council to act to halt further airport expansion.	35/23/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/23/1
	Growth of the Airport is important for the local community in terms of economic and transportation benefits. The proposed plan change will enable growth.		
	Remarkables Park Limited and Shotover Park Limited	<i>Partly Support</i>	35/23/1
	The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission and supported insofar as it is consistent with the matters outlined in RPLs and SPLs submission (35/74/1)		

Position	Plan Provision	Decision Requested	SubNo.
Partly Support	Whole Plan Change	<p>That Plan Change 35 and the objectives, policies and methods specified ensure neighbouring land uses are not unreasonably affected by the proposed air noise boundary amendments.</p> <p>Such alternative, similar and/or consequential amendments to the ODP and to any other relevant part of the ODP as are appropriate to address the following issues and concerns:</p> <p>The adverse effects of noise and risks to safety from night flights outweigh any positive economic effects.</p> <p>The airnoise boundary may be subject to change through the Airport withdrawing their Designation. Any change may see the boundary move further north thereby affecting the Aviemore Corporation land.</p> <p>Uncertainty regarding the location of the OCB and SIB and their potential to be amended through the planning process.</p> <p>The plan change should address mitigation through restrictions on aircraft movements, movement times and numbers as opposed to solely relying on financial assistance to a small number of residents.</p> <p>The plan change is inconsistent with the purpose of the RMA and QLDC policy.</p> <p>Plan Change fails to address the need for a balance to be achieved between the needs of the airport and the need for the efficient use of industrial, business and rural zoned land.</p>	35/24/1

**Further Submissions - Air New Zealand Limited**

Partly Support

35/24/1

ANZL conditionally supports this submission insofar as:

1. If the Plan Change is amended to take into ANZLs concerns as expressed in its original submission, neighbouring land uses will not be unreasonably affected by air noise boundary amendments and the night time noise boundary will be subject to analysis in terms of costs and benefits of implementing night flights. ANZL therefore supports this part of the submission subject to the relief it seeks being granted.

2. The above reasoning also applies to the submission point that the adverse effects of noise and risks to safety from night flights outweigh any positive economic effects.

Queenstown Airport Corporation

Oppose

35/24/1

Oppose: That the adverse effects from night flights outweigh any positive economic benefits. Because: The adverse effects of night flights will be mitigated through acoustic insulation. Enabling aircraft arrivals will have significant economic impacts, particularly generated by international flights.

Oppose: That the Airnoise Boundary may move further north by QAC withdrawing their designation. Because: The Air Noise Boundary has been generated through detailed noise modelling and where appropriate reflects the Airport property boundary. There is no technical justification for it to move to the north.

Oppose: Uncertainty regarding the OCB and SIB.. Because: The OCB and SIB have been generated through detailed noise modeling.

Oppose: That the Plan Change should restrict aircraft movements.. Because: The Plan Change seeks to enable projected aircraft movements at Queenstown Airport, not restrict them.

Oppose: That the Plan Change is inconsistent with the RMA and QLDC policy.. Because: The Plan Change is consistent with the RMA and QLDC policy as assessed in the section 32 report.

Oppose: That the plan change fails to address a balance between the needs of the Airport and the need for efficient use of Industrial, business or rural land.. Because: The Plan Change does not restrict appropriate uses in the industrial, business or rural zones.

Position	Plan Provision	Decision Requested	SubNo.
Oppose	Whole Plan Change	Seek that the whole of the plan change be disallowed.	35/25/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	Oppose	35/25/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

Position	Plan Provision	Decision Requested	SubNo.
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/26/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	Oppose	35/26/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Barret, Gail

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Night Time Flight	Object to the proposed night time flight	35/27/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/27/1
	The provisions relating to night time flights in the Plan Change have been included to avoid or mitigate any adverse effects of extended operating hours sought through the Notice of Requirement to alter the Aerodrome Designation.		

**Name** Brooks Family Trust

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/28/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/28/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Buckham, Revell William and  
Victoria May

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/29/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/29/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Charlene Kowalski, Denis Mander

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Withdrawal of the plan change its its entirety and/or such other agreement as may be reached between ourselves and the Queenstown Airport Corporation.	35/30/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/30/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Cocks, Nicki

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Night Time Flight Provisions	That the Plan Change does not proceed.	35/31/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/31/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Cutler, Eryn

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Not allow this plan change to occur.	35/32/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/32/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Dickson, Philip G

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/33/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/33/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Eaton, Judith Ann

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Oppose all of the plan change. Oppose extended hours of operation and extension of noise boundaries. Seek whole of the plan change be disallowed.	35/34/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/34/1
	Oppose: That the Plan Change be disallowed. Because: The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		
	Oppose: Oppose the extension of noise boundaries. Because: The extension of noise boundaries has been modelled to meet projected airport growth to 2037.		

**Name** Eaton, Roy W

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Whole of the plan change be disallowed	35/35/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/35/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Familton Estate, V J

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/36/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/36/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Familton, H R

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/37/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/37/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Familton, Hamish and Alexander

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/38/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/38/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Familton, Herb and Donna

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/39/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/39/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Familton, J D and Son Trust

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/40/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/40/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

Name FM Custodians Limited

Position	Plan Provision	Decision Requested	SubNo.
Partly Support	Whole Plan Change	Confirmation of the Plan Change, subject to the following amendments:  Amend all relevant provisions of the Plan Change to enable ASANs to be carried out between the SIB and the OCB ( and outside the OCB is relevant) provided appropriate acoustic control standards are applied and adhered to.  Amend the northern extension of the OCB to properly reflect a reasonable predication of actual aircraft noise likely to occur within the chosen planning horizon.  Such additional, alternative and/or consequential amendments to the provisions of the Plan Change as are appropriate or necessary to address the concerns described above.	35/41/1
<b>Further Submissions - Air New Zealand Limited</b>		<i>Other</i>	35/41/1
ANZL oppose this submission in part insofar as;			
1. ANZL oppose the submission point by FMC to allow ASAN within the SIB and OCB as long as acoustic control standards are adhered to. ANZL consider it is inappropriate for ASANs to be located between the SIB and OCB just as it is inappropriate for ASAN to locate within the OCB under the present planning rules. Allowing development within the OCB undermines the integrity of the OCB.			
2. ANZL opposes the submission point that the northern extension of OCB be amended to reflect a reasonable prediction of actual aircraft noise likely to occur within the chosen planning horizon. ANZL understands that the amended noise contours at Queenstown Airport as notified in the Plan Change are based on robust research and modelling and forecasted development of operations at Queenstown Airport. They should not be amended without serious consideration and consultation, as has been undertaken by QAC.			
3. ANZL oppose the submission point that challenges the rationale behind the inconsistent provisions proposed by the Plan Change to apply to land between the SIB and OCB for the same reasons as outlined in 2 above.			
<i>Queenstown Airport Corporation</i>		<i>Oppose</i>	35/41/1
Oppose: That ASAN should be enabled between the SIB and the OCB in all zones. Because: It is not desirable for ASAN to occur within the OCB, however, an exception has been made in existing residential zones where such activity is a permitted or controlled activity.			
Oppose: Amend the northern part of the OCB. Because: The extent of the OCB is the result of detailed modelling and there is no justification to alter the results of the modelling.			
Oppose: Amend the definition of ASAN to exclude outdoor spaces associated with educational facilities. Because: The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.			
<i>Remarkables Park Limited and Shotover Park Limited</i>		<i>Partly Support</i>	35/41/1
The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission and supported insofar as it is consistent with the matters outlined in RPLs and SPLs submission (35/74/1)			

Name Forbes, Alexa

Position	Plan Provision	Decision Requested	SubNo.
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/42/1
<b>Further Submissions - Queenstown Airport Corporation</b>		<i>Oppose</i>	35/42/1
The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.			
<i>Remarkables Park Limited and Shotover Park Limited</i>		<i>Support</i>	35/42/1
The submission is supported insofar as it is consistent with the matters outlined in RPLs and SPLs submission (35/74/1)			

Name Freeman, Scott

Position	Plan Provision	Decision Requested	SubNo.
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/43/1
<b>Further Submissions - Queenstown Airport Corporation</b>		<i>Oppose</i>	35/43/1
The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.			

Name Giddens, Brett

Position	Plan Provision	Decision Requested	SubNo.
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/44/1
<b>Further Submissions - Queenstown Airport Corporation</b>		<i>Oppose</i>	35/44/1
The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.			

**Name** Gillick, Mervyn Desmond

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Night Flights	Decline the application in respect of extending the current airport hours of operation to allow for aircraft arrivals though to 12am.  If Council decides to allow for extended hours, the hours of duration should be limited to 12 midnight.	35/45/1
		<b>Further Submissions - Queenstown Airport Corporation</b> <i>Oppose</i>	35/45/1
		The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.	
		(Note: the extension of hours is sought through the Notice of requirement, not the Plan Change)	

**Name** Grant, Bruce

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Reject Plan Change 35	35/46/1
		<b>Further Submissions - Queenstown Airport Corporation</b> <i>Oppose</i>	35/46/1
		The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.	

**Name** GW Trusts Partnership

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Request that the plan change be declined	35/47/1
		<b>Further Submissions - Queenstown Airport Corporation</b> <i>Oppose</i>	35/47/1
		The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.	

**Name** Hamilton, Roz

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/48/1
		<b>Further Submissions - Queenstown Airport Corporation</b> <i>Oppose</i>	35/48/1
		An extension of hours is sought through the Notice of requirement, not the Plan Change.	

**Name** Henderson, Steven

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Support	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/49/1
		<b>Further Submissions - Queenstown Airport Corporation</b> <i>Oppose</i>	35/49/1
		An extension of hours is sought through the Notice of requirement, not the Plan Change.	

**Name** Hesse, Annika

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Oppose Plan Change 35 in its entirety	35/50/1
		<b>Further Submissions - Queenstown Airport Corporation</b> <i>Oppose</i>	35/50/1
		The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.	

**Name** Hodgson, Bill

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Night Flights	Night flying not be permitted past 10 pm.	35/51/1
		<b>Further Submissions - Queenstown Airport Corporation</b> <i>Oppose</i>	35/51/1
		The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.	
		(Note: the extension of hours is sought through the Notice of requirement, not the Plan Change)	

**Name** Housing New Zealand Corporation

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	That any costs incurred by landowners due to the proposed expansion of Queenstown Airport and accompanying plan change and designation alteration, be borne by QAC and not by residential property owners.  That Policy 3.10 be clarified as to whether acoustic insulation is required in addition to mechanical ventilation, and the costs of any such requirements be borne by QAC.  That the term 12 midnight is used throughout PC 35 and the Alteration to Designation	35/52/1
	<b>Further Submissions - Air New Zealand Limited</b>	<b>Other</b>	35/52/1
	ANZL conditionally opposes this submission. The cost regime for mitigation has not yet been established and this should be developed in consultation with parties including ANZL. In particular, the cost of insulation should only be borne by QAC in relation to the existing dwellings as the alternative would be an unknown and ongoing cost to QAC and therefore the airlines and consumers. Any mitigation package offering retrofitted insulation must adhere to the standards set by NZS 6805.		
	<b>Queenstown Airport Corporation</b>	<b>Oppose</b>	35/52/1
	In terms of NZS6805:1992 ASAN's are not appropriate above 55dBA. The PC recognises that there are existing residentially zoned areas surrounding the airport. QAC does not seek to prohibit activity sensitive to aircraft noise in these locations. QAC seeks that suitable mitigation is implemented to avoid reverse sensitivity effects that could compromise the on-going operation of the Airport.		
	<b>Remarkables Park Limited and Shotover Park Limited</b>	<b>Support</b>	35/52/1
	The submission is supported insofar as it is consistent with the matters outlined in RPLs and SPLs submission (35/74/1)		

**Name** Hunt, Anna

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Disallow whole plan change	35/53/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<b>Oppose</b>	35/53/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Imagine Property Group Limited

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Partly Support	Whole Plan Change	Confirmation of the Plan Change subject to the following amendments:  Amend all relevant provisions of the Plan Change to enable ASANs to be carried out between the SIB and the OCB (and outside the OCB if relevant) provided appropriate acoustic control standards are applied and adhered to.  Such alternative, additional and/or consequential amendments to the provisions of the Plan Change as are appropriate or necessary to address the concerns described above.	35/54/1
	<b>Further Submissions - Air New Zealand Limited</b>	<b>Oppose</b>	35/54/1
	ANZL oppose this submission in part insofar as;		
	1. ANZL oppose the submission point by FMC to allow ASAN within the SIB and OCB as long as acoustic control standards are adhered to. ANZL consider it is inappropriate for ASANs to be located between the SIB and OCB just as it is inappropriate for ASAN to locate within the OCB under the present planning rules. Allowing development within the OCB undermines the integrity of the OCB.		
	2. ANZL opposes the submission point that the northern extension of OCB be amended to reflect a reasonable prediction of actual aircraft noise likely to occur within the chosen planning horizon. ANZL understands that the amended noise contours at Queenstown Airport as notified in the Plan Change are based on robust research and modelling and forecasted development of operations at Queenstown Airport. They should not be amended without serious consideration and consultation, as has been undertaken by QAC.		
	3. ANZL oppose the submission point that challenges the rationale behind the inconsistent provisions proposed by the Plan Change to apply to land between the SIB and OCB for the same reasons as outlined in 2 above.		
	<b>Queenstown Airport Corporation</b>	<b>Oppose</b>	35/54/1
	It is not desirable for ASAN to occur within the OCB, however, an exception has been made for existing residential zones where such activity is a permitted or controlled activity		
	<b>Remarkables Park Limited and Shotover Park Limited</b>	<b>Partly Support</b>	35/54/1
	The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission and supported insofar as it is consistent with the matters outlined in RPLs and SPLs submission (35/74/1)		

**Name** Inglis, Maxine

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Night Flights	Oppose Plan Change	35/55/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/55/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Jacks Point Limited

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Support	Whole Plan Change	Confirmation of the Plan Change	35/56/1
	<b>Further Submissions - A J Hackett</b>	<i>Support</i>	35/56/1
	1. The effects of aircraft noise on the surrounding community are appropriately managed 2. Land use activity occurring around the Airport will not give rise to reverse sensitivity effects and 3. Growth of operations is provided for to meet future needs 4. Plan Change is consistent with Part 2 of the Act. 5. Airport is recognised as being of significant importance and should be safeguarded through the provisions in the District Plan. 6. Plan Change is necessary as the existing noise boundaries in the District Plan are out of date and need to be updated to safeguard the ongoing and future operation of the Airport particularly to facilitate night time flights into the District.		
	<i>NZSKI Limited</i>	<i>Support</i>	35/56/1
	NZSKI support the following submission points in Jacks Point Limited submission: 1. The effects of aircraft noise on the surrounding community are appropriately managed 2. Land use activity occurring around the Airport will not give rise to reverse sensitivity effects and 3. Growth of operations is provided for to meet future needs 4. Plan Change is consistent with Part 2 of the Act. 5. Airport is recognised as being of significant importance and should be safeguarded through the provisions in the District Plan. 6. Plan Change is necessary as the existing noise boundaries in the District Plan are out of date and need to be updated to safeguard the ongoing and future operation of the Airport particularly to facilitate night time flights into the District.		
	<i>Queenstown Airport Corporation</i>	<i>Support</i>	35/56/1
	The submission is generally in line with the submission made by QAC.		
	<i>Remarkables Park Limited and Shotover Park Limited</i>	<i>Oppose</i>	35/56/1
	The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)		
	<i>Rydges Lakeland Resort</i>	<i>Support</i>	35/56/1
	That the submission made by Jacks Point Limited be accepted in its entirety.		
	<i>Ultimate Hikes</i>	<i>Support</i>	35/56/1
	Ultimate Hikes support the following submission points in Jacks Points submission: 1. The effects of aircraft noise on the surrounding community are appropriately managed 2. Land use activity occurring around the Airport will not give rise to reverse sensitivity effects and 3. Growth of operations is provided for to meet future needs 4. Plan Change is consistent with Part 2 of the Act. 5. Airport is recognised as being of significant importance and should be safeguarded through the provisions in the District Plan. 6. Plan Change is necessary as the existing noise boundaries in the District Plan are out of date and need to be updated to safeguard the ongoing and future operation of the Airport particularly to facilitate night time flights into the District.		

**Name** Jackson, G Peter

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/57/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/57/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		
	(Note: the extension of hours is sought through the Notice of requirement, not the Plan Change)		

**Name** Joel, David

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/58/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/58/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		
	(Note: the extension of hours is sought through the Notice of requirement, not the Plan Change)		

**Name** Kirk, Steven and Jane

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/59/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/59/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

(Note: the extension of hours is sought through the Notice of requirement, not the Plan Change)

**Name** Lake Hayes Estate Limited

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Support	Outer Control Boundary	That the location of the Outer Control Boundary be approved.	35/60/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Support</i>	35/60/1
	The Outer Control Boundary is necessary to enable the on-going growth and operation of Queenstown Airport.		
	<b>Remarkables Park Limited and Shotover Park Limited</b>	<i>Oppose</i>	35/60/1

The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)

**Name** Lewis, Mark

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Night Time Flights	Oppose the proposal	35/61/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/61/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Loehr-Haenig, Elisabeth

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Night Flights	Oppose night flights	35/62/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/62/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Lowe, Tracey

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Oppose plan change particularly night flights	35/63/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/63/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Manapouri Beech Limited

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
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Partly Support	Whole Plan Change	Confirmation of the Plan Change subject to the following amendments:  Amend all relevant provisions of the Plan Change to enable ASANs to be carried out between the SIB and the OCB (and outside the OCB if relevant) provided appropriate acoustic standards are applied and adhered to.  Amend the northern extension to the OCB to properly reflect a reasonable prediction of actual aircraft noise likely to occur within the chosen planning horizon.  Undertake such additional, alternative and/or consequential amendments to the provisions of the Plan Change as are appropriate or necessary to address the concerns described above.	35/64/1
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**Further Submissions - Air New Zealand Limited** *Oppose* 35/64/1

ANZL oppose this submission due to the following reasons:

1. ANZL oppose the submission point to allow ASAN within the SIB and OCB as long as acoustic control standards are adhered to. ANZL consider it is inappropriate for ASANs to be located between the SIB and OCB just as it is inappropriate for ASAN to locate within the OCB under the present planning rules. Allowing development within the OCB undermines the integrity of the OCB.

2. ANZL opposes the submission point that the northern extension of OCB be amended to reflect a reasonable prediction of actual aircraft noise likely to occur within the chosen planning horizon. ANZL understands that the amended noise contours at Queenstown Airport as notified in the Plan Change are based on robust research and modelling and forecasted development of operations at Queenstown Airport. They should not be amended without serious consideration and consultation, as has been undertaken by QAC.

3. ANZL oppose the submission point that challenges the rationale behind the inconsistent provisions proposed by the Plan Change to apply to land between the SIB and OCB for the same reasons as outlined in 2 above.

*Queenstown Airport Corporation* *Oppose* 35/64/1

Oppose: That ASAN should be enabled between the SIB and the OCB in all zones. Because: ASAN to occur within the OCB, however, an exception has been made in existing residential zones where such activity is a permitted or controlled activity.

Oppose: Amend the northern part of the OCB. Because: The extent of the OCB is the result of detailed modelling and there is no justification to alter the results of the modelling.

*Remarkables Park Limited and Shotover Park Limited* *Partly Support* 35/64/1

The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission and supported insofar as it is consistent with the matters outlined in RPLs and SPLs submission (35/74/1)

**Name** McDonald, William and Elaine

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
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Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/65/1
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**Further Submissions - Queenstown Airport Corporation** *Oppose* 35/65/1

The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.

(Note: the extension of hours is sought through the Notice of requirement, not the Plan Change)

**Name** McKellar for McKellar Stevenson Family Trust, Malcolm John

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
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Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/66/1
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**Further Submissions - Queenstown Airport Corporation** *Oppose* 35/66/1

The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.

(Note: the extension of hours is sought through the Notice of requirement, not the Plan Change)

**Name** Ministry of Education

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Other	Whole Plan Change	The Ministry requests that opportunities for school sites within the Frankton Flats and wider area is taken into consideration. Furthermore, the Ministry requests that all references to land located west of Grant Road be referred to as Frankton Flats B.	35/67/1
	<b>Further Submissions - Air New Zealand Limited</b>	<i>Oppose</i>	35/67/1
	ANZL oppose the query whether it is necessary to put in place noise boundaries that may not be needed until well into the future. The amended noise contours at Queenstown Airport as notified in the Plan Change are based on robust research and modelling and forecasted development of operations at Queenstown Airport. A Plan Change to amend these boundaries is a costly and time-consuming process which requires much consultation and consideration. It is therefore appropriate that noise contours are now put in place which will allow for future development of operations, to avoid the need for these to be revised in the near future.		
	ANZL also observes that MOE has provided no detail in its submission as to what "future educational requirements" may mean including whether it is looking to locate schools on sites within the current or proposed air noise contours. Further, no justification has been provided as to the locating of educational facilities in areas subject to aircraft noise when weighed against the cost of insulating school buildings and the fact that many school activities take place outdoors in areas more susceptible to aircraft noise.		
	<i>Queenstown Airport Corporation</i>	<i>Oppose</i>	35/67/1
	Schools are considered to be an activity sensitive to aircraft noise and should therefore not establish where they are likely to be adversely affected by aircraft noise.		
	<i>Remarkables Park Limited and Shotover Park Limited</i>	<i>Support</i>	35/67/1
	The submission is supported insofar as it is consistent with the matters outlined in RPLs and SPLs submission (35/74/1)		

**Name** Moers, Bill and Kari

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Night Flights	Oppose the new airport time from 10pm to midnight.	35/68/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/68/1
	An extension of hours is sought through the Notice of requirement, not the Plan Change.		

**Name** Nieveen, Johannes Diederich

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Night Flights	Oppose night flights	35/69/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/69/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

Position	Plan Provision	Decision Requested	SubNo.
Partly Support	Whole Plan Change	<p>Allow the following provisions:</p> <p>Part 4- Objective 7, Policies 7.1 and 7.2, Implementation Method i and ii; 4.9.3 Objective 8 Policies 8.1, 8.2, 8.3, Implementation Method i and ii; Part 5 -Policies 3.6-3.8, Implementation Methods i-iv; Part 5 Objective 7 Policies 7.1-7.4, Implementation Method i District Plan (b) and (e); Rule 5.3.3.2 vi, 5.3.3.5, 5.4.2 Assessment Matters, 5.4.2.3 ix, 6.2.3.5, Part 7 - 7.1.2 Objective 3 Policy Framework, Objective 3, Policy 3.10, Objective 3 Implementation Methods (i) District Plan, Explanation and Principal Reason for Adoption. 7.2.2 Issues and 7.2.3 Objectives and Policies, Implementation Methods, (i) District Plan and (ii) Other Methods and Explanation and Principal Reasons for Adoption, Part 11- 11.3.3.2 Controlled Activities and 11.3.3.5 Prohibited Activities, 11.4.2 Assessment Matters, Part 12- 12.10.3 Objectives and Policies, Objective 1, Implementation Methods i, District Plan and 12.10.4 Environmental Results Anticipated, 12.11.3.4 Table 1, 12.18.3.5 Prohibited Activities (iv), and proposed definitions.</p> <p>Amend the following provisions:</p> <p>Part 4 - Objective 8 Explanation and Principal Reasons for Adoption- Amend to include "hospital and resthome" after the words "indoor amenity"</p> <p>Part 5 - Objective 3.6-3.8 Explanation and Principal Reasons for Adoption - Amend to include the following " some of this noise is outside jurisdiction of the Resource Management Act being covered by Civil Aviation Law".</p> <p>Rule 5.3.5.2, 5.3.5.2 vii Amend dBA Leq to DBLAeq (1 min) in two places</p> <p>Rule 7.5.5.2 Zone Standards 7.5.5.2 v Airport Noise and 7.5.6.2 viii Airport Noise - Amend sub-clause (e) to include Dba Leq to dBLAeq (1 min) in two places</p> <p>Amend sub-clause (e) in Rule 12.11.5.2 Zone Standards, 12.11.5.2 iv Airport Measures to include "Dba Leq to DBLAeq (1 min) in two places</p>	35/70/1
	<i>Further Submissions - Lakes District Hospital</i>	<i>Support</i>	35/70/1
		Support the submission of Public Health South on Plan Change 35 specifically Points 7 and 32 for their references to the Lakes District Hospital and agree with the relief sought by the submitter.	
	<i>Queenstown Airport Corporation</i>	<i>Partly Support</i>	35/70/1
		Amendments to Objective 8 principal reasons for adoption to include 'hospital and resthome'. Because: Including hospital and resthome provides further clarification of activities that are sensitive to aircraft noise.	
		Changes to Rules to change reference to dBALeq to DBLAeq (1 min). Because: The proposed changes to the dBALeq reference are in line with the latest noise standards (6801 and 6802:2008).	
		Noise monitoring and engine testing requirements should be part of the Plan Change rather than the NOR Because: It is appropriate that noise monitoring and engine testing requirements be contained within the designation.	
		That the conditions relating to the preparation of a Noise Management Plan be amended. Because: The proposed conditions relating to the preparation of a Noise Management Plan are acceptable.	
	<i>Remarkables Park Limited and Shotover Park Limited</i>	<i>Partly Support</i>	35/70/1
		The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission and supported insofar as it is consistent with the matters outlined in RPLs and SPLs submission (35/74/1). RPL and SPL support the inclusion of "the Lakes District Hospital" within the definition of ASAN.	

<i>Position</i>	<i>Plan Provision</i>	<i>Decision Requested</i>	<i>SubNo.</i>
Support	Whole Plan Change	<p>Support the Plan Change and adopt it in its present form subject to the following amendments:</p> <p>Amend paragraph 3.27 in Section 32 report to read "aircraft noise".</p> <p>Amend Table 5 in Section 32 report to include "Airport" after "Queenstown" as the policy relates to Queenstown Airport not Queenstown urban area.</p> <p>Delete "are prohibited" at the end of proposed Policy 8.1 in the Section 32 report.</p> <p>Add "boundary" to the end of the fourth sentence in paragraph 6.19 in Section 32 report.</p> <p>Amend existing policy 7.4 in the Rural Zone to read the following:</p> <p>"To require acoustic insulation and mechanical ventilation of existing buildings being altered or added to that contain any new activity sensitive to aircraft noise or within the Sound Insulation Boundary of Queenstown Airport".</p>	35/71/1
		<p><i>Further Submissions - A J Hackett</i></p> <p>1. The effects of aircraft noise on the surrounding community are appropriately managed</p> <p>2. Land use activity occurring around the Airport will not give rise to reverse sensitivity effects and</p> <p>3. Growth of operations is provided for to meet future needs</p> <p>4. Plan Change is consistent with Part 2 of the Act.</p> <p>5. Airport is recognised as being of significant importance and should be safeguarded through the provisions in the District Plan.</p> <p>6. Plan Change is necessary as the existing noise boundaries in the District Plan are out of date and need to be updated to safeguard the ongoing and future operation of the Airport particularly to facilitate night time flights into the District.</p>	35/71/1
		<p><i>NZSKI Limited</i></p> <p>NZSki support the following submission points in QAC submission:</p> <p>1. The effects of aircraft noise on the surrounding community are appropriately managed</p> <p>2. Land use activity occurring around the Airport will not give rise to reverse sensitivity effects and</p> <p>3. Growth of operations is provided for to meet future needs</p> <p>4. Plan Change is consistent with Part 2 of the Act.</p> <p>5. Airport is recognised as being of significant importance and should be safeguarded through the provisions in the District Plan.</p> <p>6. Plan Change is necessary as the existing noise boundaries in the District Plan are out of date and need to be updated to safeguard the ongoing and future operation of the Airport particularly to facilitate night time flights into the District.</p>	35/71/1
		<p><i>Remarkables Park Limited and Shotover Park Limited</i></p> <p>The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission (35/74/1)</p>	35/71/1
		<p><i>Rydges Lakeland Resort</i></p> <p>Rydges Lakeland Resort Queenstown support the following submission points in the submission by QAC:</p> <p>1. The effects of aircraft noise on the surrounding community are appropriately managed</p> <p>2. Land use activity occurring around the Airport will not give rise to reverse sensitivity effects and</p> <p>3. Growth of operations is provided for to meet future needs</p> <p>4. Plan Change is consistent with Part 2 of the Act.</p> <p>5. Airport is recognised as being of significant importance and should be safeguarded through the provisions in the District Plan.</p> <p>6. Plan Change is necessary as the existing noise boundaries in the District Plan are out of date and need to be updated to safeguard the ongoing and future operation of the Airport particularly to facilitate night time flights into the District.</p>	35/71/1
		<p><i>Ultimate Hikes</i></p> <p>Ultimate Hikes support the following submission points in QAC submission:</p> <p>1. The effects of aircraft noise on the surrounding community are appropriately managed</p> <p>2. Land use activity occurring around the Airport will not give rise to reverse sensitivity effects and</p> <p>3. Growth of operations is provided for to meet future needs</p> <p>4. Plan Change is consistent with Part 2 of the Act.</p> <p>5. Airport is recognised as being of significant importance and should be safeguarded through the provisions in the District Plan.</p> <p>6. Plan Change is necessary as the existing noise boundaries in the District Plan are out of date and need to be updated to safeguard the ongoing and future operation of the Airport particularly to facilitate night time flights into the District.</p>	35/71/1

<i>Position</i>	<i>Plan Provision</i>	<i>Decision Requested</i>	<i>SubNo.</i>
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Partly Support	Whole Plan Change	QLDC supports the Plan Change as long as the following are met:  The plan change includes Airport noise control provisions as well as provisions for noise monitoring and engine testing;	35/72/1
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The plan change includes provisions for a noise management plan including detail around the proposed compensation such as level of mitigation, value of funding proposed by the Airport and detail on timing of mitigation and persons responsible for the work.

A further more detail Section 32 analysis is undertaken in respect to the mitigation proposed within the SIB.

The plan change provides for an appropriate level of day and night time residential amenity.

**Further Submissions - Air New Zealand Limited**

*Partly Support*

35/72/1

ANZL opposes the engine testing rules and associated noise controls being inserted into the District Plan through the Plan Change, as sought by the submitter, as these rightfully sit in the designation only. The provisions of the engine testing rule may need to be revised.

ANZL supports that further consideration is given to the appropriateness of whether further details are required in relation to the noise management plan and mitigation, as sought by the submitter.

ANZL opposes the suggestion that a further Section 32 analysis is required in relation to the SIB given that it opposes the inclusion of a SIB

ANZL supports the submission point that the Plan Change provides for an appropriate level of day and night time residential amenity subject to taking into account the concerns raised in ANZLs original submission.

*Queenstown Airport Corporation*

*Oppose*

35/72/1

Oppose: The plan change should provide for noise monitoring and engine testing.

And oppose: The plan change should provide for a noise management plan including detail around the proposed compensation package.

Because: Noise monitoring and engine testing and a noise management plan are appropriately provided for in the Aerodrome designation.

Oppose: A further detailed section 32 analysis is undertaken in respect to the mitigation proposed in the SIB. Because: The section 32 report adequately addresses the mitigation proposed for all noise boundaries.

*Remarkables Park Limited and Shotover Park Limited*

*Partly Support*

35/72/1

The submission is opposed in so far as it is inconsistent with the matters outlined in RPLs and SPLs submission and supported insofar as it is consistent with the matters outlined in RPLs and SPLs submission (35/74/1)

Name *Remarkables Park Limited and Shotover Park Limited*

<i>Position</i>	<i>Plan Provision</i>	<i>Decision Requested</i>	<i>SubNo.</i>
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Oppose	Whole Plan Change	That the Remarkables Park Zone and land owned by Shotover Park Zone be expressly deleted from the Plan Change; or  The Plan Change be rejected.	35/73/1
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**Further Submissions - Air New Zealand Limited**

*Oppose*

35/73/1

ANZL oppose this submission point that the Remarkables Park Zone and land owned by Shotover Park expressly be deleted from the Plan Change or the Plan Change be rejected. The Remarkables Park Zone is subject to an independent private plan change process. Consistency of treatment and certainty of rules and outcomes in relation to use of land within noise contours is necessary to achieve the purpose of the RMA and the objectives of the Plan Change. Therefore neither the Remarkables Park Zone nor the Shotover Park land should be exempted from the rules sought to be imposed by the Plan Change.

*Queenstown Airport Corporation*

*Oppose*

35/73/1

It is important to the on-going operation of the Airport that all land around the Airport is managed in terms of potential reverse sensitivity effects from Airport Noise. This includes the Remarkables Park Zone and Shotover Park land.

Name *Rottenbury, Andy*

<i>Position</i>	<i>Plan Provision</i>	<i>Decision Requested</i>	<i>SubNo.</i>
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Oppose	Night Time Flights	The new night time noise boundary for aircraft arrivals not be adopted.	35/74/1
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**Further Submissions - Queenstown Airport Corporation**

*Oppose*

35/74/1

The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.

**Name** Rowe, Natasha and Jonathan

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Night Flights	Oppose the plan change	35/75/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/75/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Rutherford, Robert and Janet

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Night time flights	No alteration of hours of operation	35/76/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/76/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		
	(Note: the extension of hours is sought through the Notice of requirement, not the Plan Change)		

**Name** S E Read, C C Hansen

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Noise Mitigation Inside the SIB	Provide more analysis on actual costs to homeowners in respect to mitigation required inside the Sound Insulation Boundary	35/77/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/77/1
	The Plan Change includes tables of specifications required to appropriately insulate houses. The level of work required will be specific to each individual property. Within the SIB insulation will only be applicable to extended or altered buildings for ASAN's.		

**Name** Schilling, Debra

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Oppose entire plan change	35/78/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/78/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Smith, Jo

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/79/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/79/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Sophie Mander, Bruce Hasler

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Night time flights	Keep operational hours of the airport to normal working daylight hours.	35/80/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/80/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		
	(Note: the extension of hours is sought through the Notice of requirement, not the Plan Change)		

**Name** Stone, Mike

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Oppose whole plan change in its entirety	35/81/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/81/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Syme, Keith

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Object to plan change as it stands but would agree if the Sound Insulation Boundary is amended to exclude the submitters property	35/82/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/82/1
	The noise contours are the result of detailed noise modelling. There is no technical justification to arbitrarily amend the noise boundaries.		

**Name** Syme, Keith and Barbara

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/83/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/83/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Tapper, Kiernyn

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/84/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/84/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** The Brett Giddens Trust

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/85/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/85/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Thelma Olive Buckham Family Trust

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/86/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/86/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Todd, W and M

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Night Flights	Oppose the plan change	35/87/1
	<b>Further Submissions - Todd, W and M</b>	<i>Support</i>	35/87/1
	Support submission as night time flying should be deleted from Plan Change because of noise and safety		
	Noise control as of present should be urgently extended- Aircraft including helicopters openly break flight path to and from Airport taking off and landing		
	Consideration be looked at because of growing density of buildings still being given permits to build adjacent to commercial flight path		

**Name** Twiss Family Trust

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Support	Whole Plan Change	Support plan change as long as adverse effects from proposed extended air noise boundaries and any adverse effects are mitigated by acceptable insulation procedures.	35/88/1
	<b>Further Submissions - Queenstown Airport Corporation</b>	<i>Oppose</i>	35/88/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Wakatipu Residents Against Airport  
Noise Incorporated

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/89/1
	<b>Further Submissions -</b> Charlene Kowalski, Denis Mander	Support	35/89/1
	Support submission in its entirety particularly concern about vagueness of the proposal as put forward and little substantive protection of residents.		
	Queenstown Airport Corporation	Oppose	35/89/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Wallace, Don and Heather

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Night Time Flight	Oppose night time flights.	35/90/1
	<b>Further Submissions -</b> Queenstown Airport Corporation	Oppose	35/90/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Welsh, Angus

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Night Flights	Oppose plan change	35/91/1
	<b>Further Submissions -</b> Queenstown Airport Corporation	Oppose	35/91/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		

**Name** Williams, Barbara

<b>Position</b>	<b>Plan Provision</b>	<b>Decision Requested</b>	<b>SubNo.</b>
Oppose	Whole Plan Change	Night flights should be deleted from the plan change. Based on current proposal it is requested that the plan change be declined in its entirety.	35/92/1
	<b>Further Submissions -</b> Queenstown Airport Corporation	Oppose	35/92/1
	The Plan Change is necessary to provide for growth of Queenstown Airport, which is an important asset in economic and transportation terms.		