

**BEFORE COMMISSIONERS APPOINTED BY
QUEENSTOWN LAKES DISTRICT COUNCIL**

IN THE MATTER of Resource Management Act 1991

AND

IN THE MATTER of submission of Jeremy Bell
Investments Limited

OS 782 and FS 1030

**EVIDENCE OF JEREMY ARTHUR BELL
IN SUPPORT OF SUBMISSION 782
BY JEREMY BELL INVESTMENTS LIMITED**

**GALLAWAY COOK ALLAN
LAWYERS
DUNEDIN**

Solicitor to contact: P J Page / B Irving
P O Box 143, Dunedin 9054
Ph: (03) 477 7312
Fax: (03) 477 5564
Email: phil.page@gallowaycookallan.co.nz
Email: bridget.irving@gallowaycookallan.co.nz

1. My name is Jeremy Arthur Bell. Together with my wife, Amanda Jane Batchelor Bell, we are the beneficial owners and directors of Jeremy Bell Investments Limited (“JBIL”).
2. JBIL owns Criffel Station. Criffel Station occupies approximately 2000ha between State Highway 6 adjacent to the Airport to the top of the face of the Criffel Range. Criffel Station was farmed by my father before me and is long established as a deer farm.
3. In more recent times there has been an urgent need to increase and diversify the income streams to support the viability of Criffel Station. Criffel now includes a range of farming types:
 - (a) A commercial deer herd.
 - (b) A high performance deer breeding unit.
 - (c) Beef grazing.
 - (d) Tourism and function hosting.
4. The part of Criffel Station that is the subject of this submission are the flats and the terrace face immediately adjacent to State Highway 6 and wrap around the corner of the intersection of Mt Barker Road. Part of that site is already occupied by the long established “Have A Shot” tourism business. Have A Shot incorporates a mini golf course, driving range, and clay bird shooting tourism venture. The balance of the flat land adjacent to State Highway 6 is grazed.
5. For a long time, the paddocks adjacent to State Highway 6 have been an “orphan” in Criffel’s farming activities. This is because it is physically quite isolated from the irrigated flats on the terrace above the State Highway. Irrigation of the lower flats next to the road is labour intensive because it can only be accessed by k-line pods that have to be manually moved. Due to the separation from the other irrigated paddocks this adds further time to the labour unit shifting the pods.
6. Because the land adjacent to SH6 is noisy, busy, exposed to traffic and people moving around it is not suitable for grazing many classes of deer

during the year. This includes the mating and calving of hinds. Stock access to that paddock is also through other paddocks from the terrace above, and so it is not easy to move deer.

7. Dry matter (feed) production from the paddock is significantly lower as the terrace riser (face) produces minimal dry matter, the only good feed comes off the flat under irrigation. Adding the higher labour cost to irrigate, limited stock class usage and lower dry matter production, the economic benefit of this land to the operation is marginal.
8. The flat land next to the State Highway is quite frankly a nuisance to manage. The farm would be more efficient without having to graze it. As a comparison, we earn more from the lease of the much smaller Have A Shot business than the stock unit carrying capacity of the paddocks. On a dollars per hectare basis, there is no future in grazing this land.
9. The challenges and economics of farming today and increasingly in the next five years are a major concern. These challenges include disruptive technologies, climate change, consumer food preferences, global price volatility, water and environmental health. This is why farmers need to diversify their income streams if they wish to continue and carefully assess all the land as to the costs to run it and the return it provides. This is borne out in our area with a number of properties now owned by 'out of town' owners. We wish to retain our property for future NZ generations, add value to and be sustainable.
10. This serves to explain why Mandy and I have long been looking for alternative uses for the State Highway 6 fronted land and why the Have A Shot business became established on Criffel Station. The passing traffic and the Airport presents substantial commercial opportunities and the Have A Shot business has, despite limited investment, been successful.

History of Dealings with Wanaka Airport

11. Mandy and I have long been staunch supporters of the development of Wanaka Airport. I have flying interests myself and we are loyal supporters of the Warbirds Over Wanaka airshow. We make the State Highway 6 land available for public carparking. Over time, more and

more businesses have located themselves at Wanaka Airport as it provides flat cost effective land adjacent to State Highway 6. The Airport is already a significant attractor of tourism business through things like the airshow, the Warbirds and Wheels Museum, Skydive Wanaka, the National Transport and Toy Museum and more recently Wanaka Beer Works. Most of those tourism businesses have some connection with airports but certainly not all. Nevertheless it is a significant tourism destination in the district.

12. About Christmas 2010, the QLDC publicly notified Plan Change 26: Wanaka Airport. That public notice introduced new air noise boundaries at Wanaka Airport, including across the land on Criffel Station. At the same time, new designations were notified introducing new surface controls for the Wanaka Airport airspace. We decided to become involved in these processes because they demonstrated to us the need to think strategically about the land that was affected by those controls on Criffel Station, and where the best future for those areas of land lay. We took the view that Wanaka Airport was signalling that the land affected by Plan Change 26 and the designations needed to be viewed as part of the Airport's environment and, for that reason, the Airport was wanting to exert control over what happened to that land in the future. That got us thinking about how that land might be best used in association with the future growth and development of Wanaka Airport.
13. The legal advice we took in response to Plan Change 26 and the operational designation for the Airport showed that a fundamental re-think was required about how commercial activities that support the Airport are managed in the District Plan. There was already a wide range of businesses on the airport campus that were commercially independent from the Airport. Those parties had to go through resource consent processes against the rural zoning of the District Plan. The same would be true of anyone wanting to establish airport related commercial activities on Criffel Station adjacent to State Highway 6 because that was zoned rural as well.
14. JBIL appealed aspects of Plan Change 26 decision and the designations. Once Wanaka Airport Management Committee came to realise that a mixed use zone for the Wanaka Airport was in its own interests, just like it is at Queenstown Airport, we were able to settle our

appeals. Following that mediation, I attended a meeting of the Wanaka Airport Committee and witnessed that Committee resolve to initiate a strategic planning study that would investigate the appropriate boundaries of a Wanaka Airport mixed use zone, with inclusion of Criffel Station's State Highway 6 land in its consideration. That was a term of our Plan Change 26 settlement. We wanted our land included in that study because the boundaries of a zone should not be determined by who owned the land. We felt that the flat land fronting State Highway 6 was no different to the Airport's own land. In previous reports for Wanaka Airport our land had been considered for use by the airport with the relocation of SH6 directly under the terrace to freeing up more land for airport use and increasing distance from the runway centreline.

15. In subsequent years after the Plan Change 26 settlement, through our lawyers, we have made repeated requests for copies of the study that they had agreed to carry out. We have been consistently fobbed off. It came, therefore, as a great surprise when the Proposed District Plan was notified still showing the Wanaka Airport as Rural zoned land. This was supposed to have been addressed through our mixed use zone study prior to notification of the Plan and shared with JBIL. That never happened.
16. We are now confronted with Wanaka Airport Management Committee through QAC producing a draft zone for Wanaka Airport that has had no consultation with us, nor any analysis (that we are aware of) indicating whether JBIL's land should be included. Mandy and I are firmly of the view that we have been consistently and deliberately misled by QAC, both in the settlement of our Plan Change 26 appeal and subsequently about whether they had any intention to include Criffel Station in their mixed use zone study.

Demand for Land

17. Mandy and I decided to test the market for land adjacent to State Highway 6 by advertising it for sale. Since that time we have been in negotiations with a number of parties who have expressed strong interest in a location close to the Airport for tourism and logistics type businesses. We have also received expressions of interest from existing tenants of Wanaka Airport who are being put under pressure to leave the

Airport by the Wanaka Airport Management Committee so that it can free up space for other developments. Our observation is that the existing Wanaka Airport campus is under space pressure that we could readily accommodate on Criffel Station with appropriate zoning.

18. We are not alone in observing increased demand from tourism in Wanaka. Data released by the Ministry of Building, Innovation and Employment (MBIE) shows that for the year to December 2016, Wanaka was the highest growth tourism region on a year on year basis at 18.8%.

Proposed Boundaries of the Wanaka Airport Mixed Use Zone

19. The flat land immediately adjacent to State Highway 6 is a prime candidate for business activities that have a need for high visibility and association with the Airport. We have designed the zone boundaries to wrap around into Mt Barker Road because we are conscious that it may not be possible to form new accessways directly onto State Highway 6. Therefore the zone boundary has been drawn to provide sufficient separation from the State Highway 6/Mt Barker Road intersection to provide for a vehicle access onto Mt Barker Road. Internal roading within Criffel Station will provide within access to the zone.
20. There is an existing unformed legal road access to State Highway 6 at the eastern end of the proposed zone boundary.
21. We do not foresee the zone extending further into Criffel Station on Mt Barker Road because:
 - (a) That would bring the mixed use zone too close than is ideal to the Station homestead;
 - (b) We do not foresee the need for that additional space;
 - (c) Our neighbours across the road on Mt Barker Road are entitled to some level of rural outlook, albeit that the south view towards Criffel is probably the least valued. We consider that a zone boundary roughly in the position of the existing haybarn will provide a suitable physical barrier to commercial development associated with the Airport extending further up Mt Barker Road.

J A Bell 4 April 2017.