

ANNEXURE 6 – RELEVANT POLICY STATEMENTS AND PLANS

6.1 INTRODUCTION

- 6.1.1 When considering a NOR (in accordance with section 171(1)(a) of the RMA), the Council must have particular regard to all relevant provisions of any national policy statement, New Zealand coastal policy statement, regional policy statement, proposed regional policy statement, regional plan, proposed regional plan, district plan, or proposed district plan.
- 6.1.2 Accordingly, the relevant provisions in the Otago Regional Policy Statement, Otago Regional Plans and Partially Operative Queenstown Lakes District Plan are summarised below.

6.2 OTAGO REGIONAL POLICY STATEMENT

- 6.2.1 Chapter 9 of the RPS relates to the “Built Environment” and the following objectives and policies are of relevance.

- 6.2.2 Objective 9.4.1:

“To promote the sustainable management of Otago’s built environment in order to:

- (a) meet the present and reasonably foreseeable needs of Otago’s people and communities; and*
- (b) provide for amenity values; and*
- (c) conserve and enhance environmental and landscape quality; and*
- (d) recognise and protect heritage values.”*

- 6.2.3 Objective 9.4.2:

“To promote the sustainable management of Otago’s infrastructure to meet the present and reasonably foreseeable needs of Otago’s communities.”

- 6.2.4 Wanaka Airport is an important physical resource which makes a significant contribution to the Wanaka basin economy, particularly the tourism industry. The Airport’s continued development will contribute positively to the community’s social and economic well being and to the foreseeable needs of future generations. The Master Plan for Wanaka Airport highlights future opportunities for growth that will maintain and enhance operating capacity at the Airport and which will enable sustainable future use of the airport to accommodate the ongoing growth in general aviation activities. This will provide the community with certainty as to the long term form of development at the airport and is therefore consistent with objectives 9.4.1(a) and 9.4.2 above.
- 6.2.5 The relevant policies of the “Built Environment” chapter of the RPS are listed as follows:

Policy 9.5.2

“To promote and encourage efficiency in the development and use of Otago’s infrastructure through:

- (a) Encouraging development that maximises the use of existing infrastructure while recognising the need for more appropriate technology; and*
- (d) Avoiding or mitigating the adverse effects of subdivision, use and development of land on the safety and efficiency of regional infrastructure”*

Policy 9.5.3

“To promote and encourage the sustainable management of Otago’s transport network through:

- (c) Promoting a safer transport system; and*
- (e) Promoting the protection of transport infrastructure from the adverse effects of landuse activities and natural hazards”*

6.2.6 The Airport is an existing key infrastructure resource in the region which, in line with 9.5.2(a), should be maximised. The alteration to the designation will allow the airport facility to be maximised and, in accordance with policies 9.5.2(d) and 9.5.3(c) and (d), will safeguard the airport and enable the safe and efficient use of this component of the regional infrastructure.

6.3 OTAGO REGIONAL WATER PLAN

6.3.1 The Regional Water Plan planning maps show that the Airport is located on the Wanaka Basin Cardrona Gravel Aquifer and thus a groundwater protection zone (Map C1). No other special features for the Airport are identified. With respect to the activities required by Wanaka Airport in order to achieve its expansion proposals, the designation does not call into question the objectives or policies of this regional plan. As the staged works progress any required resource consent applications will be made and assessed in terms of the regional plan provisions and rules. All fuel storage areas and runway expansion proposals will be required to meet safety and engineering standards to ensure that potential spills are not able to enter groundwater.

6.3.2 Overall it is considered that further development of Wanaka Airport is not inconsistent with any of the relevant objectives and policies of the Regional Plan: Water.

6.4 OTAGO REGIONAL AIR PLAN

6.4.1 The Regional Plan: Air addresses discharges into air that can affect the health of people and ecosystems, damage property and people’s enjoyment of life and impinge on the sustainability of air as a natural resource. On-airport activities at Wanaka, excluding aircraft under power or in flight, have less than minor air emissions.

6.4.2 The plan provides for activities likely to cause minor effects as permitted subject to conditions. The reason for this approach is that the adverse effects of such activities can be predicted and limited by compliance with the standards or conditions. Where activities are likely to have significant or unpredictable effects, the rules in the plan require resource consent to be obtained.

6.4.3 With respect to aircraft operations one of the issues identified in the Plan is emissions from transport sources, which have the potential to adversely affect human health and amenity values. However, section 4.9.1 Explanation states:

“...Emissions from ships and aircraft, however, can have intermittent and localised effects in and around Port Chalmers, the Port of Dunedin and Queenstown Airport. It is impractical to manage the emissions from ships and aircraft on a regional basis because they only visit the Otago region for short periods and cause very localised effects. Integrated management of these emissions on a national and international basis is more effective, and as such they are not controlled by this Plan.”

6.4.4 The operation of commercial aircraft at Wanaka Airport complies with the requirements of the Civil Aviation Act and Authority. In this regard the proposed designation is in full compliance with the relevant provisions of this regional plan.

6.5 DISTRICT PLAN

6.5.1 Chapter 4 of the District Plan sets out District Wide Issues with landscape and visual amenity issues being the most relevant to the proposed designation extension.

6.5.2 The landscape and visual amenity section identifies that the District consists of a variety of landforms including river delta, river flats and terraces, which are of relevance to the proposed designation extension.

6.5.3 The landscape and visual amenity objective seeks *subdivision, use and development being undertaken in the District in a manner which avoids, remedies or mitigates adverse effects on landscape and visual amenity values.*¹

6.5.4 The landscape assessment undertaken for the proposed designation extension (**Appendix H**) classifies the landscape site as ‘Other Rural Landscape’. The assessment concludes that the proposed designation extension will have a no more than minor effect on landscape and visual amenity values.

6.5.5 The site subject to the proposed designation extension is zoned Rural General (Chapter 45) in the District Plan. Objective 1 of section 5.3 relates to landscape character and value and reads:

¹ 4.2.5; P4-9

To protect the character and landscape value of the rural area by promoting sustainable management of natural and physical resources and the control of adverse effects caused through inappropriate activities.

6.5.6 Given the classification of the site as 'Other Rural Landscape' it is not considered to be significant in landscape terms. The site is also not presently in active agricultural use and is not likely to form part of an active farm in the future. The proposed designation represents the sustainable management of an existing physical resource (the Airport) without compromising the character or value of the rural area. The proposal is therefore consistent with this objective.

6.5.7 Objective 3 relates to Rural Amenity and reads:

Avoiding, remedying or mitigating effects of activities on rural amenity.

6.5.8 The proposed designation seeks to extend the existing Wanaka Airport. Airport operations are therefore already an expected element of the rural amenity at this location. The Wanaka Airport Master Plan and addendum (**Appendices D and E**) anticipate increased activity at the Airport, which is provided for in part through this proposed designation. A NOR to alter the obstacle limitation surfaces and a plan change to amend the noise boundaries will also be lodged in order to ensure the effects of the increased operations are managed in terms of surrounding land uses. The proposed designation is consistent with objective 3.

6.5.9 The Transportation Section of the District Plan (Chapter 14) identifies the direct link between regional and district policy and endeavours to give effect to the Regional Council's policy requiring protection and maximising the cost effectiveness of existing transport corridors and infrastructure. Objective 8 relates specifically to air transport. The objective seeks to provide for effective and controlled Airports within the District, which are able to be properly managed as a valuable community asset in the long term. The policies set out to achieve Objective 8 which are relevant to this NOR are listed below:

8.3 To establish an Air Noise Boundary and Outer Control Boundary for Queenstown and Wanaka airports.

8.5 To provide for appropriate recreational airport facilities at Wanaka.

8.6 To ensure buildings at both airports have regard for and are sympathetic to the surrounding activities, and landscape and amenity values by way of external appearance of buildings and setback from neighbouring boundaries.

6.5.10 Wanaka Airport is an important physical resource. The proposed alteration to the designation is important to provide for the ongoing efficient operation of the Airport.

6.5.11 The Windermere Rural Visitor Zone containing the Toy & Transport Museum has frontage to SH6 and abuts the western flank of the airport perimeter. The

rules that apply to this zone recognise the importance of protecting Wanaka Airport from reverse sensitivity issues.

- 6.5.12 Other relevant rules include 5.3.5.2 (vii) Wanaka Airport Building Line, which currently refers to setbacks of 150m and 200m.