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QUEENSTOWN
airport

QUEENSTOWN AIRPORT CORPORATION

PROPOSED NOISE CHANGES

Summary of Public Consultation
Outcomes

1 October 2018

REPORT INFORMATION

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EXECUTIVE SUMMARY

Between 17 July and 20 August 2018, Queenstown Airport Corporation (QAC) undertook a five-week consultation process to get public feedback on a proposal to alter the District Plan to manage the effects of aircraft noise at Queenstown Airport. The proposal, as presented to the community, includes:

- An expansion to the aircraft noise boundaries to provide for aircraft movements associated with approximately 5.1 million passenger movements per annum (mppa);
- Updates to Plan provisions which require QAC to manage and mitigate the effects of aircraft noise; and
- Changes to the existing aircraft noise related land use rules contained in the Queenstown Lakes District Plan which impose obligations on activities sensitive to aircraft noise.

The following report summarises the feedback received as a result of the public consultation process on the proposal to expand the aircraft noise boundaries at Queenstown Airport (“the proposed noise boundaries”). Key takeaways are summarised below.

RESPONDENTS ARE LARGELY OPPOSED TO THE PROPOSAL

Reasons for this opposition vary, but the majority of responses include concern with:

- The additional direct adverse effects that would result from the proposed noise boundaries, particularly additional exposure to aircraft noise and possible increased health effects arising from this exposure;
- The indirect effects the proposal would have by enabling additional tourist numbers and the associated effects increased tourist numbers would have on the district’s natural, physical and social environment (particularly but not isolated to infrastructure);
- The perception that the proposal was driving the district’s growth (bottom up), rather than QAC responding to community led growth planning (top down);
- The need for a broader discussion around the implications of proposed tourism growth, the costs and benefits, and how the community and QAC should respond;
- The current location of Queenstown Airport and views that this is unsuitable in the long term, particularly given the additional aircraft movements forecast. Views were expressed that alternative options (for example, directing additional movements to other airports or development of a new airport) could provide the benefits sought by QAC while limiting or dispersing the community costs. Feedback also indicated that, while additional flights may enable greater tourism traffic, the adverse effects of both noise and the additional passengers could ultimately undermine the attraction of Queenstown as a place to live and visit. This would in turn undermine the value

proposition of Queenstown as a destination to the detriment of both residents and visitors, particularly in the long run.

THE PREFERENCE IS FOR AVOIDANCE OVER REMEDIATION OR MITIGATION

When asked for feedback on how QAC could avoid, remedy or mitigate the adverse effects of aircraft noise, the majority of feedback indicated a view that there is little QAC can do in the short term to mitigate or remedy these effects. Instead, feedback indicated a preference for avoidance of additional aircraft noise exposure through:

- Maintenance or reduction in existing flight numbers;
- Directing the additional forecast aircraft movements to another location;
- Development of a new airport in another location.

Beyond this strong preference for avoidance, a large proportion of feedback indicated noise effects could be mitigated by changes to aircraft movement characteristics. This included:

- Requiring large aircraft to improve noise mitigation/technology;
- Changes to the type of aircraft using the airport, resulting in fewer flights or use of quieter aircraft;
- Tighter restrictions and monitoring of flight paths;
- Directing certain types of aircraft (for example, general aviation) to other airports.

THE LOCAL BUSINESS COMMUNITY WOULD PREFER A MORE INTEGRATED DISCUSSION ABOUT GROWTH FOR THE DISTRICT

Opposition to the proposal is not isolated to affected residents. Business organisations generally outlined a preference for more integrated and better-informed discussion around a preferred level of growth for the District, the implications of this growth, and how the community may respond before QAC advances its aircraft noise proposal.

PUBLIC PERCEPTION OF NO OR LIMITED LONG-TERM NET ECONOMIC BENEFIT

The argument that providing additional flights will fuel additional economic activity in the district and provide better outcomes for the social and economic wellbeing of the community does not resonate with those who have provided feedback during public consultation.

Just under two thirds of the online survey respondents (60%) indicated they see no benefit to long-term growth as a result of QAC's proposal. This is due to a frequently held view that increased visitor numbers will decrease the overall value of the visitor experience and impose significant costs on residents and communities.

THE PUBLIC IS GENERALLY HAPPY WITH QAC'S APPROACH TO CONSULTATION

While not supportive of the proposal, respondents recognised QAC had put considerable effort into engaging with the community over the proposal.

The one identified gap was around the effects of the proposal on the community, particularly effects on:

- Human health;
- The learning and development of children;
- The natural environment; and,
- Areas beyond the proposed noise boundaries.

FEEDBACK FROM OTHER ORGANISATIONS

Organisational and corporate representatives have also provided direct feedback in addition to the feedback provided through the online survey responses.

- Generally, those commercial entities with land inside the proposed noise boundaries are concerned at the limitations and economic costs (including opportunity costs) they will face as a result of the proposal, particularly the perceived limitations on future residential development or additional cost of complying with enhanced acoustic treatment of dwellings within the proposed noise boundaries.
- Stakeholder airlines (including BARNZ and Air New Zealand) are supportive of the proposal, noting the direct and indirect importance of tourism to the economy and the contribution it makes to the overall quality of life of residents.
- Air New Zealand expresses a view that even if QAC expands both Queenstown and Wanaka Airports, the resultant capacity will be insufficient to meet future growth demands and that alternative options (including a new airport) should be further investigated.
- Commercial representatives (the Queenstown Chamber of Commerce, Downtown Queenstown, Shaping our Future and others) seek that broader discussion around the district's growth and infrastructure planning should occur before the noise proposal advances further. These groups also considered that a more tailored and balanced approach needs to be reached between the development outcomes of the airport and the business community.
- The Southland District Health Board is concerned at the potential health effects of the proposal and is of the view that these effects should be assessed prior to the aircraft noise boundary proposal proceeding further.
- The Ministry of Education has yet to form a view on the proposal and has a meeting arranged with QAC in early November to discuss the proposal further. The Boards of Trustees of three schools, namely Wakatipu High School, Remarkables Primary School and Kingsview School all provided feedback in opposition to the proposal.

1. INTRODUCTION

The Queenstown Airport Corporation (QAC) has undertaken a five-week public consultation period for a proposal to alter the District Plan to manage the effects of aircraft noise at Queenstown Airport (17 July-20 August 2018). The proposal, as presented to the community, includes:

- An expansion to the aircraft noise boundaries to provide for aircraft movements associated with approximately 5.1 million passenger movements per annum (mppa);
- Updates to Plan provisions which require QAC to manage and mitigate the effects of aircraft noise; and
- Changes to the existing aircraft noise-related land use rules contained in the Queenstown Lakes District Plan which impose obligations on activities sensitive to aircraft noise.

The purpose of this report is to provide an overview of the methods used by QAC to engage with the community and provide a detailed summary of the feedback received from this consultation process and the key themes arising.

The report is structured as follows:

- | | |
|-----------|--|
| Section 1 | Provides an introduction to the report. |
| Section 2 | Provides an overview of the public consultation programme and the methods used to engage with the community. |
| Section 3 | Describes the results from the online survey (the most frequently used method for providing feedback on the proposal). |
| Section 4 | Sets out the themes from responses received via other means to QAC or the Queenstown Lakes District Council (the Council or QLDC). |
| Section 5 | Provides an overview of the detailed feedback provided by community groups and organisations. |
| Section 6 | A brief concluding statement around the overall outcomes of the public consultation. |

1.1 SNAPSHOT OF THE CONSULTATION PROCESS

QAC's consultation programme was highly effective at eliciting a broad community response. Overall, QAC's received:

- 1,451 online survey responses;
- 33 responses via email;

- 2 community group responses (including a petition signed by 818 members of the Kelvin Peninsula Community Association and additional comments provided electronically and a petition signed by 629 members of the Frankton Community Association)
- 12 responses from other organisations and businesses
- 7 responses from individuals.

This level of engagement is significantly higher than a number of recent, high profile Council projects that have been the subject of significant consultation effort. For example:

- Stage 1 of the Proposed Queenstown Lakes District Plan attracted a total of 856 submissions;
- The Queenstown Lakes District Council 10 Year Plan received 586 submissions; and
- The recent changes to the Queenstown Lakes District Council Freedom Camping Bylaw attracted a total of 1070 online submissions.

This demonstrates that there is significant community interest in QAC's proposal.

2. OVERVIEW OF PUBLIC CONSULTATION PROGRAMME

QAC developed an extensive consultation programme that was delivered over a seven-month period from 1 February to 20 August 2018. This included a six-month pre-engagement programme with key stakeholders, followed by a wide-reaching five-week public consultation period.

2.1 PRE-ENGAGEMENT

Following on from QAC's Master Plan stakeholder and community engagement in 2017, QAC conducted a comprehensive six-month pre-engagement programme with key stakeholders at a local, regional and national level. The purpose was to provide them with an overview of the forthcoming consultation so that they could understand the implications for the airport, region and New Zealand and create an opportunity to identify any issues to inform planning.

2.2 PUBLIC CONSULTATION

Public consultation took place over a five-week period from 17 July until 20 August. During this period, QAC:

- Ran advertisements across three local radio stations.
- Ran newspaper advertisements in the Lakes Weekly Bulletin and Mountain Scene.
- Ran online advertisements on Queenstown Trading, Facebook and Instagram.

- Consultation information and event listings were featured in Destination Queenstown, Lake Wanaka Tourism, Queenstown Chamber of Commerce, and Wanaka Chamber of Commerce communications to members.
- Consultation information and event listings were supplied to Residents Associations to share via their email, print and social media channels.
- Prepared an editorial which was printed in the Lakes Weekly Bulletin and responded to Letters to the Editor in Mountain Scene.
- Sent updates to existing airport user and airport interest groups via Queenstown Airport newsletters.
- Sent letters to all directly affected landowners with property inside of the proposed noise boundaries. Landowners within the proposed 70dB L_{dn} Noise Boundary and Air Noise Boundary were also sent a hard copy of the summary document.
- Held six community drop in sessions at the following locations. Four “workstations” were set up at each session covering forecast growth, noise mitigation, land use planning and noise.
 - Frankton: two sessions where held, with between 35 and 45 people attending each session.
 - Kelvin Heights: approximately 35 people attended this session.
 - Shotover Country: approximately 25 people attended this session.
 - Goldfields Heights: approximately 35 people attended this session.
 - Central Business District: approximately 20 people attended this session.
- Held a presentation for the business community: approximately 30 people attended this session.

In addition to the above, QAC developed a dedicated online engagement platform for the proposal - our.queenstownairport.com. This website was designed as a central “hub” for the proposal. Features included an online question and answer forum for people to pose questions and have them answered by the QAC team, as well as a range of material to view and download, including:

- A detailed summary document (downloaded over 1388 times);
- 14 factsheets – one on noise mitigation, the remainder outlining how the proposal impacts on the land use zones within each District Plan zone;
- Frequently asked questions;
- An online GIS platform where users could search for their property to identify which proposed aircraft noise boundary it would be located in and a link to the relevant factsheet which describes how the proposal would affect that property.

- Links to the Master Plan documentation.
- An online survey which provided people with an opportunity to provide their feedback regarding the proposal. The results of this survey are set out in section 3.

Analytics show that the website was visited over 5,400 times during the five-week consultation period.

2.3 COMMUNITY INITIATED MEETINGS

In addition to the QAC-led consultation sessions, two residents' groups, the Frankton Community Association and the Kelvin Peninsula Community Association held their own community meetings. Based on media reports, it is understood that the Frankton Community Association meeting attracted around 300 people. Both QAC and QLDC were specifically asked not to attend this meeting. The Kelvin Peninsula Community Association meeting was attended by approximately 180 people. QAC was asked to attend this meeting and the noise team was given an opportunity to respond to questions.

2.4 MEDIA COVERAGE

QAC's proposal generated a significant amount of media attention during the five-week consultation phase. This included media coverage across local, regional and national media outlets. The following outlets have run material, including editorials, letters to the editor, articles, video interviews and/or online polls:

- Stuff / Southland Times
- Mountain Scene / ODT
- Crux (online media)
- NZ Herald
- Radio NZ
- NZ Aviation News
- Wanaka Sun

A large number of social media conversations, primarily via Facebook, were also initiated during consultation.

Interest in QAC's proposal has continued post consultation closing.

3. FEEDBACK RECEIVED VIA ONLINE SURVEY

The online survey provided an opportunity for interested parties to complete an online survey about the proposal. This included a combination of closed questions and answers (i.e. short questions with checkbox answers), as well as open ended questions where more detailed "free text" could be provided.

The results of the online survey are set out in the following sections. For the purposes of this analysis, the qualitative responses have been reviewed, assessed and categorised into themes.

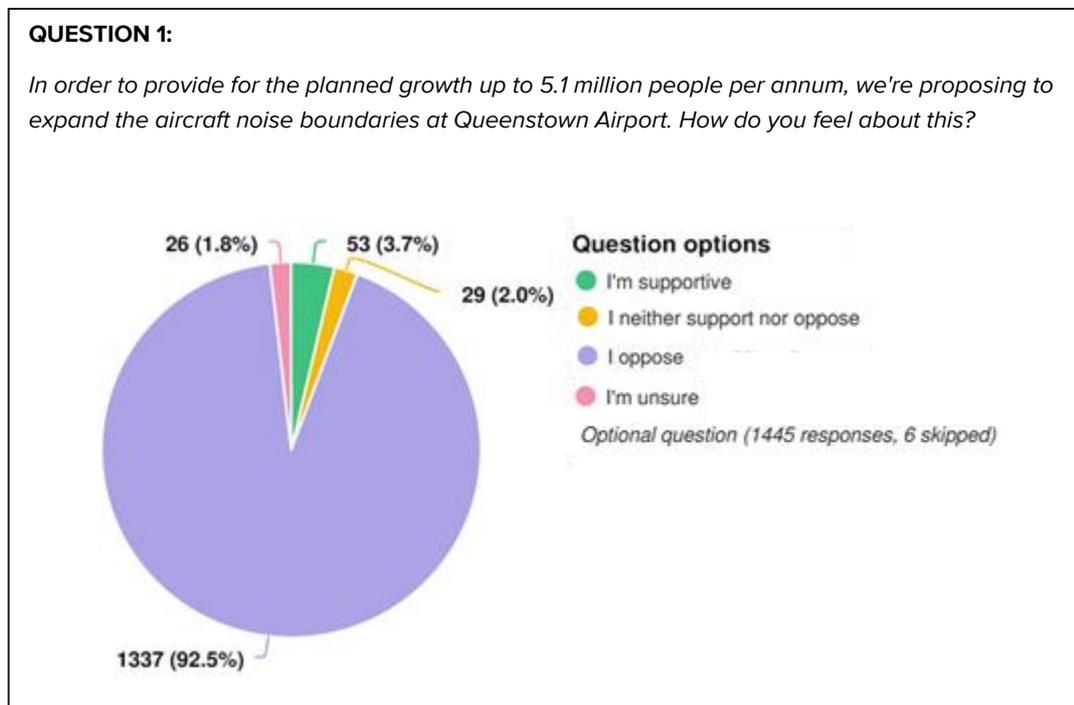
A total of 1,451 responses were provided through the online survey.

3.1 QUESTION 1: POSITION ON PROPOSED EXPANSION

Question 1 asked:

In order to provide for the planned growth up to 5.1 million people per annum, we're proposing to expand the aircraft noise boundaries at Queenstown Airport. How do you feel about this?

Respondents were offered the opportunity to respond in a closed-ended format. Responses are summarised below.



Notable points:

- 92.5% of responses to Question 1 were opposed to the proposal, with 3.7% in support.
- The responses may in part be influenced by the framing of the question, with a small number of respondents indicating (in Question 2) a willingness to accept some growth in operations at the airport, but not to the extent proposed (5.1mppa).

3.2 QUESTION 2: REASONS FOR OPPOSITION

Where the respondent signalled they were opposed to the proposal in Question 1, Question 2 asked:¹

Please tell us why you oppose expanding the aircraft noise boundaries

Question 2 provided an opportunity for free text responses. These responses have been categorised into two broad themes – concerns that relate to the effects resulting from the proposal specifically (or direct effects) and concerns that arise due to the enablement of greater numbers of flights into and out of Queenstown Airport and the commensurate growth in tourist number (indirect effects).²

THEME 1: CONCERNS AROUND THE ADDITIONAL EFFECTS ASSOCIATED WITH QAC'S PROPOSAL (THE DIRECT EFFECTS)

| Issue | Number of times mentioned ³ |
|--|--|
| <p>The additional noise effects of the proposal on the community. Associated themes include:</p> <ul style="list-style-type: none"> ➤ Additional noise would negatively impact upon quality of life. ➤ Additional noise may cause adverse health effects. ➤ Additional noise will reduce the ability to communicate and socialise. ➤ Additional noise will require residents to invest in additional mitigation. | 794 |
| The additional aircraft movements will adversely affect the natural environment | 162 |
| The additional adverse effects (including noise) on schools | 149 |
| <p>The current location of the airport is not ideal, particularly for additional flights. Associated themes include:</p> <p>Alternative sites should be further investigated.</p> <ul style="list-style-type: none"> ➤ Increased aircraft movements increase the risk of aircraft accidents for surrounding properties. | 126 |

¹ This question was only made available to those who opposed the proposal in question 1.

² It is acknowledged these themes do not capture the nuances of each response. The purpose of grouping responses into these themes is to provide a summary of why respondents were opposed.

³ Respondents could choose to provide multiple reasons for their opposition.

| | |
|---|----|
| The proposal would restrict the respondent's ability to develop their land, or adversely affect property values | 65 |
| Expanding use of other airports is a more viable or better option | 52 |
| The additional adverse effects (including noise) on community facilities, including the Lakes District Hospital | 45 |
| Expanding Wanaka airport is a more viable or better option | 23 |

THEME 2: GENERAL CONCERNS AROUND THE SUSTAINABILITY OR VIABILITY OF ENABLING ADDITIONAL VISITOR NUMBERS TO QUEENSTOWN (INDIRECT IMPACT)

| Issue | Number of times mentioned |
|--|---------------------------|
| <p>The effect of increased tourism traffic on the quality of life of residents. Associated themes include:</p> <ul style="list-style-type: none"> ➤ Increased visitor numbers are adversely effecting access to natural resources and public areas. ➤ Increased visitor numbers will 'squeeze out' residents, and/or increase living costs. ➤ Increased tourism numbers will exacerbate social issues. | 663 |
| <p>Queenstown's infrastructure is not sufficient to accommodate additional visitor numbers. Associated themes include:</p> <ul style="list-style-type: none"> ➤ The roading and public infrastructure in the District is currently at capacity. ➤ The infrastructure in the immediate vicinity of the airport is already at capacity. ➤ There is not enough accommodation. ➤ Ratepayers should not be asked to fund additional infrastructure. | 405 |
| <p>Additional tourism will adversely affect the visitor experience. Associated themes include:</p> <ul style="list-style-type: none"> ➤ Visitors will no longer want to come to Queenstown if there is too much traffic. ➤ Queenstown should follow a 'low traffic, high value' tourism pathway. ➤ Noise will adversely affect tourists. | 158 |

Many of the responses opposing the proposal were focused on the additional direct noise effects that would eventuate from increased aircraft use of the airport. These responses included opposition to current noise levels and concerns that the proposed noise boundaries would exacerbate these further. In particular, responses frequently identified the effect that aircraft movements (and thus noise) can have on residents and visitors at particular hours. For example, the current 7am flight was highlighted by a number of affected residents as resulting in disturbance.

3.2.1 Broader themes to Question 2 feedback

Question 2 asked why the respondent was opposed to the proposal specifically. As above, responses included both opposition to the direct effects the proposal will have on the surrounding community or environment, and also the role enabling additional flights will have in facilitating additional visitor numbers.

In this respect, consultation on the proposed noise boundary expansion has become a focal point for debate on the growing number of visitors to Queenstown more generally.

A common theme was that QAC should play a role in limiting additional visitor numbers by limiting air traffic through the airport. These responses tended to indicate a general preference that Queenstown should position itself as a 'high value, low visitor number' destination.

Other responses opposed the aspiration included in the Airport Masterplan that Queenstown Airport plays a role in connecting the Otago region to overseas cities. These responses commonly considered that hub facilities should be directed to other airports (such as Invercargill) and that environmentally sustainable transport infrastructure should be developed to provide efficient transport to Queenstown.

Responses to Question 2 also focussed on a trade-off between short and long-term benefits. Many considered that the proposal would, in the short-term, ultimately undermine Queenstown's position as a premium tourism destination in the long-term.

Another theme was the opposition to the proposal advancing prior to a broader public discussion on managing growth in Queenstown generally. Concerns relating to this view indicated a perception QAC was:

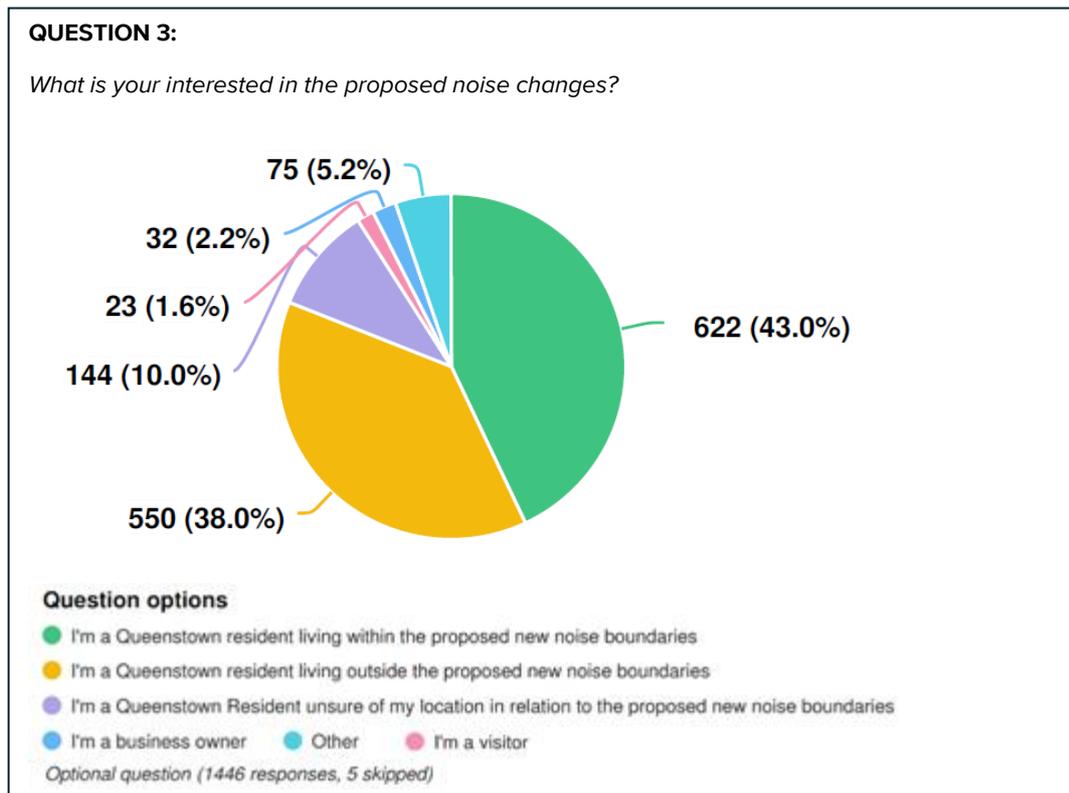
- Driving expansion which district growth and infrastructure planning would be required to respond to rather than QAC's proposal responding to community aspirations;
- Self-interested, with a view that airport profitability would be given greater weighting than the adverse effects;
- Feedback also indicated concerns that Council's ownership of QAC is causing a conflict in the Council's representation of community interests.

3.3 QUESTIONS 3: INTEREST IN THE PROPOSAL

Question 3 asked:

What is your interest in the proposed noise changes?

Respondents were offered the opportunity to respond in a closed-ended format. The interests of respondents in the proposal are summarised in the figure below.



Notable points:

- Nearly half of respondents (43%) are living with the proposed noise boundaries. Compared to a representative sample of the Queenstown normally resident population as a whole⁴, the responses are therefore weighted towards those within the proposed noise boundaries.
- Of the 53 respondents who have supported the proposal (in response to Question 1), the majority indicated they live outside the proposed noise boundaries.

⁴ Statistics New Zealand's most recent (2017) subnational population estimates provide a population estimate of 37,100 for the Queenstown Lakes District.

- An unquantified number of respondents to Question 3 indicated that although they were outside the proposed noise boundaries, they still considered themselves to be adversely affected by noise, or by proposed additional growth in visitor numbers.

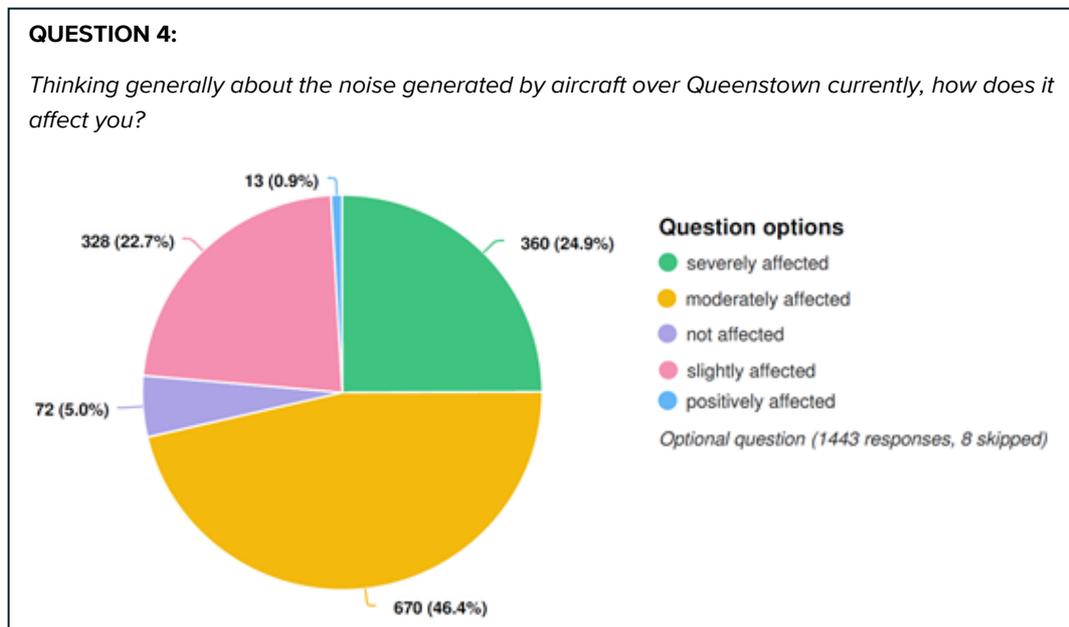
3.4 QUESTIONS 4 AND 5: LEVEL OF ADVERSE IMPACT FROM CURRENT FLIGHTS

Questions 4 and 5 explored the community perceptions around the current level of aircraft noise generated by Queenstown Airport.

Question 4 asked:

Thinking generally about the noise generated by aircraft over Queenstown currently, how does it affect you?

Respondents were offered the opportunity to respond in a closed-ended format. Responses are summarised below.



Notable points:

- Nearly a quarter of respondents (24.9%) considered themselves severely affected, with nearly half (46.4%) considering themselves moderately affected.
- Responses to this question were often qualified by the responses to question 5 (discussed below), in that those respondents who indicated they were not currently adversely affected (or only adversely affected to a limited extent) were concerned the effects would increase if the proposal proceeded as planned.

Question 5 asked respondents:

If you wish, please provide details of how you're affected by the noise generated by aircraft.

Question 5 was an open-ended question. The recurring responses were that current noise levels:

- Either moderately or significantly impact recreation activities (television, sport, outdoor recreation);
- Either moderately or significantly affect social activities, particularly outdoor socialising in the spring and summer months;
- Make existing conversations difficult during take-offs and landings;
- Result in adverse visual effects;
- Cause vibration effects;
- Adversely affect residential wellbeing, including potential health effects;
- Adversely affect activities respondents deemed particularly 'sensitive to noise', particularly Lakes District Hospital and Remarkables Primary School.

Compared to Question 1, which identified several concerns relating to tourism numbers in the city/district more generally, narrative responses to Question 6 were much more focussed on the effects of aircraft noise on the individual responding to the survey.

As would be expected, there was a correlation observed between levels of effect and proximity to the airport, with those within existing or proposed noise boundaries highlighting the potential for more significant noise effects.

Many responses outlined that adverse effects from current aircraft movements were already significant, and the proposal would exacerbate these effects even further.

Respondents also highlighted the concern that while QAC could fund mitigation of noise effects for dwellings, there was no way of mitigating the effect on outdoor activities. As above, this was expressed as a particular concern in summer months when residents sought to enjoy outdoor recreation and social events, for example barbeques.

3.5 QUESTION 6: SUGGESTIONS FOR AVOIDANCE, REMEDIATION OR MITIGATION OF NOISE EFFECTS

Question 6 asked:

Do you have any other suggestions on how else we can best avoid, remedy or mitigate any adverse effects of aircraft noise?

Question 6 was an open-ended question. As summarised below, a range of responses were provided.⁵

| SUGGESTIONS FOR HOW QAC CAN AVOID, REMEDY OR MITIGATE ADVERSE EFFECTS OF AIRCRAFT NOISE | |
|--|--|
| Issue | Number of times mentioned⁶ |
| Maintain/reduce existing flight numbers, passenger movements or noise | 794 |
| <ul style="list-style-type: none"> ➤ Maintain or reduce flights ➤ Do not proceed with the proposal until the community has had a chance to discuss the impacts of tourism growth in a broader sense | |
| Direct additional projected flights and passenger number to other airports/locations | 234 |
| <ul style="list-style-type: none"> ➤ Direct flights to other Districts, then use alternative (road or rail) transport to Queenstown⁷ | |
| Expand the use of Wanaka Airport | 224 |
| Develop a new Queenstown Airport in another location ⁸ | 210 |
| Direct changes to the nature, timing and/or type of flights, including: | 159 |
| <ul style="list-style-type: none"> ➤ Require flight paths (all or specific types of air traffic) to be away from residential areas ➤ Concentrate flights during daytime hours only ➤ 'Flight free' hours over times when people are outdoors (lunch/dinner) ➤ Focus on promoting additional flights in the 'shoulder seasons' ➤ Only allow quieter aircraft ➤ Use larger planes and fewer numbers of flights ➤ Removal of the cross-wind runway | |

⁵ Many respondents proposed several options. For example; 'Do not expand the airport, and direct additional flights elsewhere, for example to Invercargill'. A response of this nature would be categorised as providing two responses; 1. maintaining existing flights, and 2. directing additional flights to other airports/locations.

⁶ Respondents could choose to provide multiple reasons for their opposition.

⁷ Generally, Invercargill or Dunedin.

⁸ Sites mentioned were Cromwell, Five Rivers, Queenstown Hill, Kingston Flats, Queensberry, Tarras. Respondents often used high tourism destinations in other countries as an example, for instance the development of a new Hong Kong airport once the original airport reached capacity constraints.

SUGGESTIONS FOR HOW QAC CAN AVOID, REMEDY OR MITIGATE ADVERSE EFFECTS OF AIRCRAFT NOISE

| Issue | Number of times mentioned ⁶ |
|--|--|
| Cap visitor numbers to Queenstown and generally: <ul style="list-style-type: none"> ➤ Aim for high value visitors, not high visitor numbers ➤ Develop a master plan for the city/district prior to expanding the airport | 77 |
| Ensure the city/district infrastructure is appropriate for visitor numbers prior to further development and growth of the airport, including: <ul style="list-style-type: none"> ➤ Pausing the proposal to provide for infrastructure development ➤ Support for additional visitor taxes to offset infrastructure costs for locals ➤ Additional Central government funding for infrastructure ➤ Ensure broader social issues are addressed (for example, housing for airport staff) | 46 |
| Mitigation in the form of additional expenditure / mitigation offered by QAC: <ul style="list-style-type: none"> ➤ Purchasing additional property (including public property like the school) to allow for relocation ➤ Relaxing restrictions on development in the affected zones ➤ Paying for additional noise mitigation beyond that already proposed ➤ Mitigation work is undertaken prior to development ➤ Planting of trees around the airport ➤ Free advice from acoustic engineers around mitigation for each property | 39 |
| <ul style="list-style-type: none"> ➤ Positive responses (no need to avoid, remedy or mitigate) | 9 |
| No answer provided ⁹ | 333 |

⁹ A number of responses chose to provide no answer to Question 7, as their response to Question 1 was to oppose the proposal outright.

As noted above, 333 respondents chose not to provide an answer to this question. This included a number of respondents who had opposed the proposal and felt no need to offer avoidance/mitigation/remediation options.

It should also be noted that some respondents who chose not to answer this question did provide a view earlier in the feedback that aligns with the avoidance/mitigation/remediation themes identified above. For example, some respondents expressed a view in Question 2 that tourism numbers were approaching capacity and that tourism growth should be restricted, however they did not repeat that view or response in Question 6.

Other respondents chose to provide multiple responses. For example, it was not uncommon for a respondent to answer that existing flight numbers should be maintained or reduced, then propose that the surplus passenger numbers be directed to other areas (for example, Wanaka), and that other mitigation also occur (for example, existing flights should occur over a reduced number of hours).

Others suggested QAC should mitigate the effects of aircraft noise through better management of flights, including controlling flight paths so these were away from residential areas (particularly for general aviation), not allowing helicopter flights as frequently, moderating speed during take-off and only allowing flights from particular types of aircraft (for example, only those who had sufficient noise mitigation).

3.6 QUESTION 7: FEEDBACK ON INCREASING GROWTH TO 5.1 MILLION

Question 7 is a two-part, closed-ended question. The first component asked respondents to respond to the statement:

Planning for growth in passenger numbers to 5.1 million movements per annum over the next 30 years would generally have a positive effect for the local and regional economy.

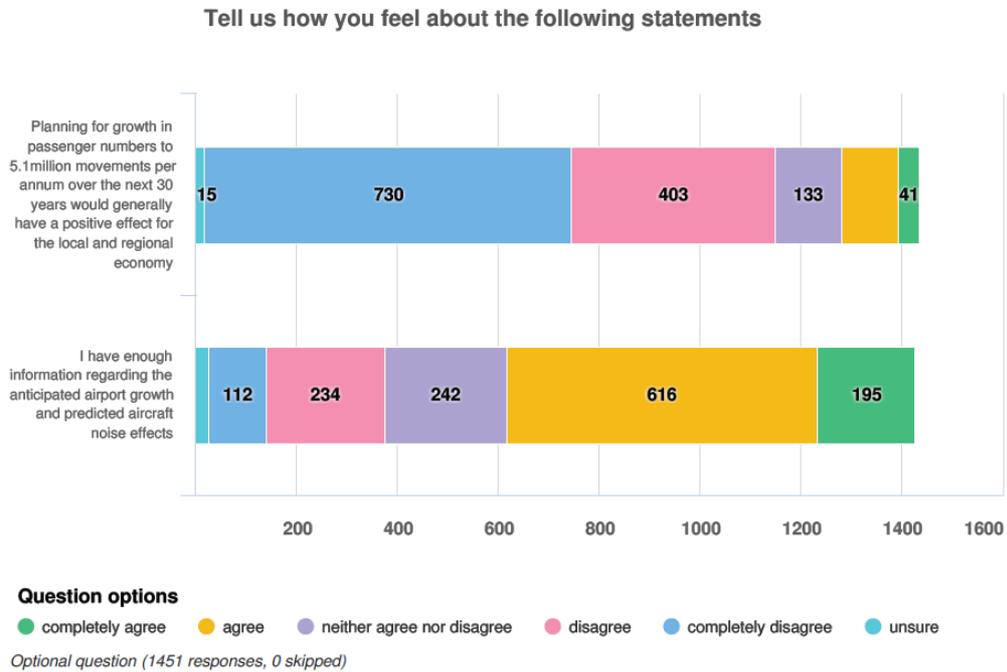
The second component of Question 7 asked for a response to the question:

I have enough information regarding the anticipated airport growth and predicted aircraft noise effects

The quantitative responses are outlined below.

QUESTION 7:

Tell us how you feel about the following statements.



Notable points:

- 78% of respondents either disagreed (27.8%) or completely disagreed (50.3%) with the statement ‘Planning for growth in passenger numbers to 5.1 million movements per annum over the next 30 years would generally have a positive effect for the local and regional economy’;
- 56% of respondents either agreed (42.4%) or completely agreed (13.4%) they had ‘enough information regarding the anticipated airport growth and predicted aircraft noise effects’, with 24% disagreeing or completely disagreeing with this statement.¹⁰
- Some of those who disagreed or completely disagreed with the statement ‘I have enough information regarding the anticipated airport growth and predicted aircraft noise effects’ highlighted through the open-ended questions they had insufficient information regarding the following:

¹⁰ There was no obvious correlation between those who were opposed and agreement with this question. Many of those opposed considered they had sufficient information, and many of those who supported the proposal also considered they had sufficient information.

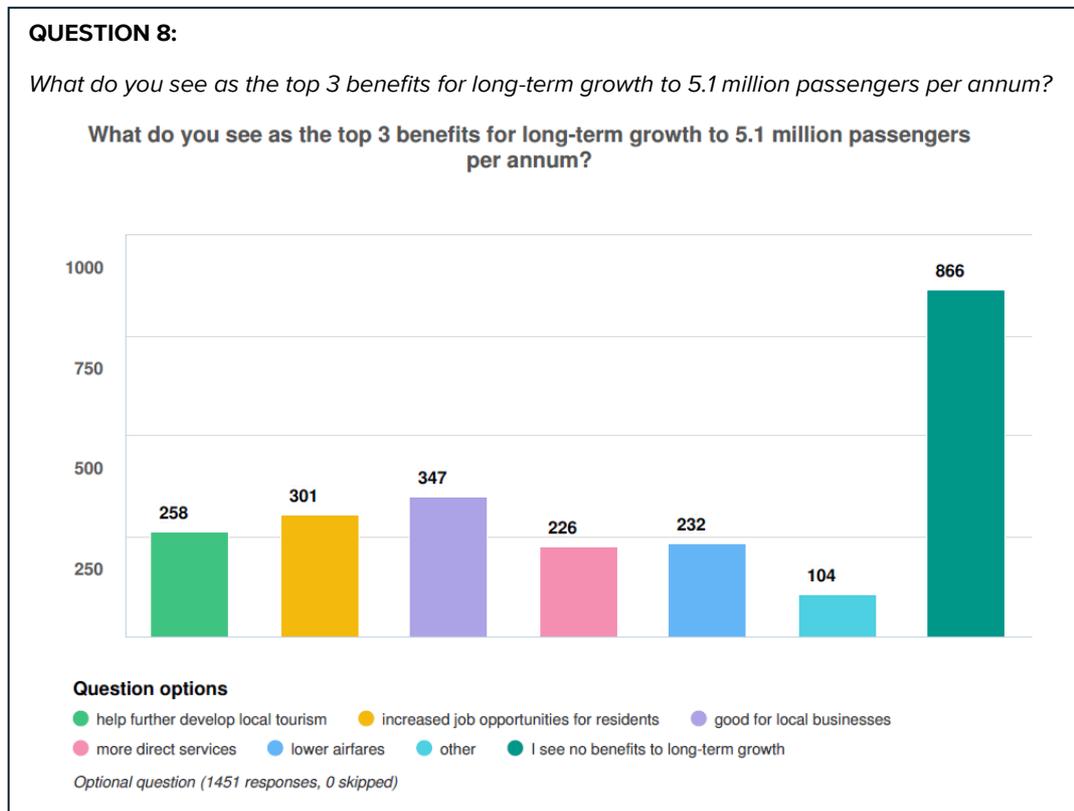
- The effects of the proposal on human health;
- The effects of the proposal on learning and development of children;
- The effects of the proposal on the natural environment; and/or,
- The noise effects beyond the proposed noise boundaries.

3.7 QUESTION 8: TOP THREE BENEFITS

This was a closed-ended question which asked:

What do you see as the top 3 benefits for long-term growth to 5.1 million passengers per annum?¹¹

The quantitative components of this question are below:



Notable points:

¹¹ While the question sought the 'top 3 benefits' respondents could choose to select any number of the closed-ended options outlined.

- The most popular option was 'I see no benefits to long-term growth', with 60% of respondents choosing this as an option, either individually or in addition to other selected benefits.
- The option 'I see no benefits to long term growth' comprised 37% of the 2,334 'benefits' identified by the 1,451 respondents, followed by 'good for local businesses' (15%), 'increased job opportunities for residents' (13%) and 'help further develop local tourism' (11%).
- Those opposed to the proposal were more likely to select the response '*I see no benefits to long-term growth*'. Many of those in opposition to the proposal selected this single response to the question, and no others.
- Those who saw no long-term benefit to growth from the proposal tended to indicate in their responses to the open-ended questions that:
 - The costs identified at Question 2 (reasons for opposition) and Question 5 (details of how they are affected by noise) outweighed any benefits, particularly over the long term;
 - That the incidence of benefit was a relevant consideration, with the perception benefits were accruing to QAC while costs were absorbed by the community;
 - Respondents also argued that increased tourism numbers more generally would devalue the tourism experience, reducing the net benefit from tourism for the community.
- Of the 1,451 respondents to the survey, there were 2,334 individual benefits selected by the respondents, an average of 1.6 'benefits' identified per respondent.
- A number of respondents indicated the framing of the question (with benefits associated with the 5.1mpanumber) was a material factor in their (usually negative) response.

3.8 QUESTION 9: TOP THREE ADVERSE EFFECTS

This was a closed-ended question which asked:

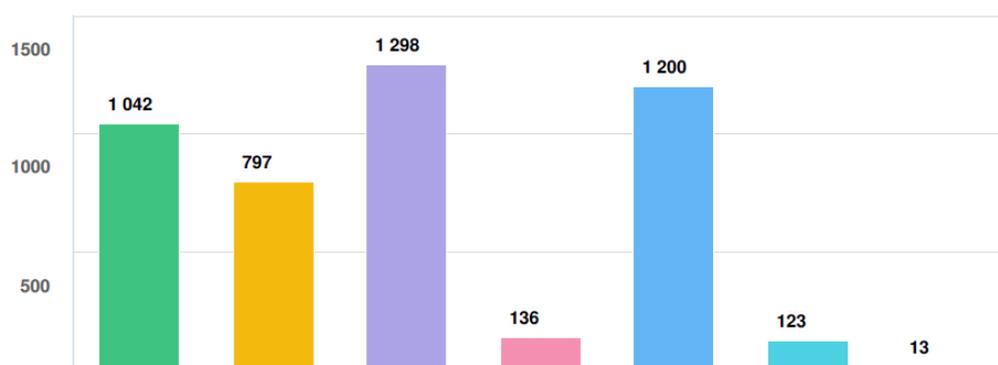
What do you see as the top 3 adverse effects of long-term growth to 5.1 million passengers per annum?

The quantitative components of this question are below:

QUESTION 9:

What do you see as the top 3 adverse effects of long term growth to 5.1 million passengers per annum?

What do you see as the top 3 adverse effects of long-term growth to 5.1 million passengers per annum?



Question options

- additional noise for local residents
- increased traffic congestion around the airport
- strain on destination infrastructure (e.g. visitor and residents accommodation, transportation, essential services)
- disturbance due to construction activity
- affects on the quality of life of local residents
- other
- I see no adverse effects

Optional question (1451 responses, 0 skipped)

Notable points:

- The most frequently selected adverse effect identified was 'strain on destination infrastructure', with 89% of respondents choosing this as an option, either individually or in addition to other adverse effects. This was followed by 'adverse effects on the quality of life of local residents' (83%) and 'additional noise for local residents' (72%).
- Of the 1,451 respondents to the survey, there were 4,609 individual adverse effects selected by the respondents, an average of 3.2 'adverse effects' identified per respondent.
- The number of adverse effects identified is notable for two reasons:
 - Despite this question seeking the respondent's views on the 'top 3 adverse effects' of the proposal, many who opposed to the proposal identified more than three adverse effects;
 - Respondents more readily identified adverse effects than benefits, with an average of 1.6 'benefits' identified by each respondent, compared to an average of 3.2 'adverse effects' identified.
- The most identified adverse effect, 'strain on destination infrastructure', may be considered an indirect effect that relates to increased visitor numbers to Queenstown



and surrounding area more generally. While the proposal may facilitate these effects to an extent, the forecast increase in visitor numbers (and associated adverse effects) may still occur irrespective of any further development of Queenstown Airport.

4. FEEDBACK RECEIVED BY EMAIL VIA QAC OR COUNCIL

Some respondents provided feedback over the consultation period via alternate means to either QAC or the Council. These responses included scanned and completed versions of the online survey and emails or other written responses.

This section summarises the feedback received through these additional formats and note any differences in either the views or messages provided.

In general, the responses continued the themes identified in respect to the survey; in that there is strong opposition to the proposal overall, and opposition to the potential adverse noise effects and increased tourism.

It should be noted there is potential that some individuals provided feedback through a number of different mediums. For example, some individuals may have provided feedback via the online survey directly to QAC or QLDC, and through the community group petitions and “dotmocracy” surveys. This results in the risk some views have been double, or triple counted.¹²

4.1 RESPONSES RECEIVED BY QLDC

There were 32 email responses received by QLDC, generally delivered to the ‘services’ email address, or to councillors or council staff.

Notable points:

- All of the responses provided directly to QLDC opposed the proposal.
- Many were directed to the Mayor and Councillors, seeking that QLDC represent community concerns against the proposal.
- Most responses provided to Council did not identify any new reasons for opposing the proposal that have not already been summarised in section 3.
- Some responses to Council provided more detail around both the issues and what is required to address these, in that they:

¹² No attempt has been made to quantify this. However, in assessing the online survey feedback, respondents often used their name as a user name, which at first glance appear to correspond to the contacts on the petitions provided by the community associations. There are also instances where those included in the petitions specifically referred to their online survey responses.

- Underlined the broader responsibilities of Council in respect to wellbeing of the community, including on the natural environment, social cohesion and human health.
- Provided greater detail on the steps Council should take in respect to integrated planning prior to allowing for any further growth of the airport, so that QAC development is informed by community discussions rather than Council planning and infrastructure responding to QAC's growth.
- Expressed concerns about the benefits of expansion largely accrued to QAC or a small proportion of organisations/individuals while costs accrued to the general population as a whole;
- Sought a further assessment of the noise effects.
- Responses sent directly to Council were also sent to QAC directly and are discussed as individual responses below.

4.2 RESPONSES RECEIVED BY QAC

4.2.1 Scanned hard copies of survey submitted

12 online surveys were sent to QAC directly or provided a scanned copy of a handwritten response to QAC. These responses were all in the survey format.

Of these responses:

- ten specifically opposed the proposal, one neither supported nor opposed, while one respondent was unsure.
- The reasons for opposition, current effects and avoidance, remediation or mitigation options were similar to those outlined in section 3 of this report.
- The top three benefits and top three adverse effects identified were also in alignment with the discussion at Section 3 of this report.

4.2.2 Other responses received by QAC via email

QAC received emails from 11 individuals. Of these 11 responses:

- Eight specifically opposed the proposal, two respondents did not state a position but sought that QAC provide additional expenditure on noise mitigation,¹³ one neither supported nor opposed, but sought further information about the effects and alternatives.

¹³ One of these respondents also sought that QAC not oppose subdivision of a residential property. The other responded to the survey outlining a position through that process and emailed seeking further investment in mitigation options by QAC.

- Five of the responses opposed to the proposal go into some depth on their reasons why they are opposed. Of these:
 - One of the responses has been assessed in relation to feedback provided directly to Council, in section 4.1 above.
 - Another focuses on the limitations of the current airport location, and the effects of aircraft movements on the natural character of Queenstown.
 - Another highlights the incongruity of QAC and QLDC working against each other, and the impacts on ratepayers and long-term planning.
- Additional reasons for opposition are similar to those outlined in section 3 of this report.

The responses, feedback and survey responses outlined in section 4 of this report provide further weight to the conclusions drawn from the feedback at section 3 of the report; namely that the majority of respondents are opposed to the proposal and view a need to have a broader discussion on the desirability of further growth, the impacts of this growth, the alternatives to expanding the airport, and the effects on the community at large.

5. RESPONSES FROM ORGANISATIONS AND COMMUNITY ASSOCIATIONS

A number of organisations and community groups provided direct feedback that is representative of a collective view.

5.1 RESPONSES FROM COMMUNITY ASSOCIATIONS

Significant effort was put into informing, compiling and representing community feedback by the Frankton Community Association (FCA) and the Kelvin Peninsula Community Association (KPCA). Overall, both community groups oppose the proposal.

It should be noted that many of those who have informed the feedback to the FCA and KPCA have also provided individual feedback to the online survey. We have not attempted quantify the number of responses which may have been ‘double counted’ in relation to the community association feedback.

5.1.1 Frankton Community Association

The FCA opposes QAC’s proposal, noting community sentiment is ‘overwhelmingly’ against the proposal, and that the ‘proposed noise boundaries are not in the best interests of Frankton or the wider Queenstown Lakes District’.

The FCA has distilled community opposition into four key themes:

- The harmful effects to the Frankton community’s quality of life;

- The loss of amenity value;
- The amplified infrastructure demands;
- An alarming increase in tourism and tourist resentment from within the community.

The FCA sought feedback from the community through a ‘dotmocracy’ process. The summary of this feedback is available within the FCA’s final response.¹⁴ The ‘dotmocracy’ process and more detailed findings are also available.¹⁵

While the feedback from the FCA is in alignment with the views outlined at section 3 of this report, two additional questions were asked which were not directly canvassed in QAC’s online survey. These are relevant to this report, given that concerns around lack of infrastructure and increased visitor numbers featured frequently on the list of reasons why respondents were opposed to the proposal.

These included:

Question 5: If public infrastructure outside of the Airport could be built to meet the needs of the noise expansion boundaries would you support the Airports proposal?

| No | Maybe | Yes |
|-----|-------|-----|
| 163 | 20 | 0 |

Question 6: How do you think limiting passenger numbers through refusing the expansion of noise boundaries would impact on the economy of Queenstown?

| Negative Impact | No Different | Positive Impact |
|-----------------|--------------|-----------------|
| 5 | 73 | 47 |

FCA also provided a scanned copy of 25 individual responses to the QAC online survey. Of these:

- 22 were opposed for reasons largely in alignment with the overall responses discussed at Section 3 of this report, with similar views on effects, avoidance and mitigation to those discussed at Section 3.
- Two were supportive, indicating the adverse effects of the expansion would be minor, and the positive benefits of the expansion would be welcome (particularly the economic benefits).
- One was not filled out.

¹⁴ Available at <https://www.franktoncommunity.nz/assets/Uploads/FCA-Response-to-QAC-Noise-Boundary-Expansion-Proposal-Submission-FINAL.pdf>

¹⁵ At <https://www.franktoncommunity.nz/assets/Uploads/DotMocracy-Sheets.pdf>

5.1.2 Kelvin Peninsula Community Association

The KPCA also opposes the proposed expansion, noting ‘unanimous’ opposition among the community.

The KPCA response notes the community’s opposition is driven by the ‘widespread and untenable effect of increased aircraft noise on our community - Wakatipu wide, not just Kelvin Peninsula - and our environment’. The KPCA response also noted concern with the potential health effects of the proposed expansion, citing the presentation by Dr Marion Poore at the FCA community meeting.

The KPCA response concludes with ‘four primary points’:

- Impacts of the proposed noise boundary expansion on our community and the broader Wakatipu basin (community, environment, amenity, public infrastructure) would be excessive and unacceptable.
- That the strategic issues on which QAC’s noise boundary expansion proposal are predicated should be the preserve of QLDC and our community to decide, not the QAC.
- That we agree with the dual airport management approach, which means that decisions on the Queenstown Airport Master Plan and Wanaka Airport Master Plan should be made together, not in isolation from each other.
- And that therefore, this proposal should be put on hold until the Queenstown 2050 vision work (and its associated required research and analysis) and Wanaka Airport Master Plan can feed into a cohesive, coordinated and cost-efficient overall plan to develop Queenstown and its airport in the best way possible overall.

The benefits of, and justification for this alternative approach are outlined in the KPCA response.

KPCA also provided community members with an opportunity for feedback using the same ‘dotmocracy’ approach of the FCA. Again, this sought feedback on questions not directly canvassed by the survey but relevant to this report:

5. If public infrastructure outside of the Airport could be built to meet the needs of the noise expansion boundaries would you support the Airports proposal?

| No | | Maybe | | Yes |
|----|----|-------|---|-----|
| 56 | 12 | 0 | 0 | 0 |

6. How do you think limiting passenger numbers through refusing the expansion of noise boundaries would impact on the economy of Queenstown?

| Negative Impact | | No Different | | Positive Impact |
|-----------------|---|--------------|----|-----------------|
| 1 | 3 | 19 | 18 | 27 |

In support of their response, the KPCA provided:

- A petition, with a list of 818 community members opposed to the proposal;
- A list of 629 responses outlining why individual members of the community were in opposition to the proposal;
- An additional 7 responses, all opposed to the proposal, one of which was a completed online survey forwarded to KPCA.

The petition and further responses provided by the KPCA are reflected in the association's response. It appears a number of those who provided these responses to the KPCA also filled out the survey.¹⁶ In any respect the concerns outlined in Section 3 of this report reflect the concerns outlined in this supporting information provided by KPCA.

5.2 RESPONSES FROM SPECIFIC ORGANISATIONS

In addition to the responses provided by community associations, eleven organisations or corporate entities provided specific feedback in a narrative format. These are summarised below.

5.2.1 Queenstown Central Limited

While Queenstown Central Limited (QCL) recognises the need to accommodate some further growth of the Airport, it is concerned at the potential restrictions this may place on QCL's properties located within the proposed noise boundaries. QCL seeks an effects-based approach to restrictions within the proposed noise boundaries, and a meeting with QAC to further discuss concerns.

¹⁶ As noted in earlier footnotes.

5.2.2 Remarkables Residences Limited

Remarkables Residences Limited (RRL) similarly recognises the need to accommodate further growth but is also concerned that the proposed noise boundary expansion will adversely affect RRL property and development opportunities.

Broadly, RRL considers the additional restrictions imposed on development unduly restricts RRL's development options. Although some development on the affected land owned by RRL is already consented, this development may be subject to change in response to changes to market demand factors. Existing consented development does not therefore protect RRL from the implications of the proposed expansion.

RRL seeks an effects-based approach, with tailored and balanced restrictions within the proposed noise boundaries, and a meeting with QAC to further discuss concerns.

5.2.3 Board of Airline Representatives New Zealand

The Board of Airline Representatives New Zealand (BARNZ) supports the proposal and considers that the proposed noise boundaries and the associated changes to Aerodrome Designation and the District Plan are the most appropriate approach for accommodating future forecast demand for air services to and from Queenstown.

BARNZ notes the importance of air traffic to tourism, and the importance of tourism to the district economy, in providing this position.

5.2.4 Queenstown Chamber of Commerce

The Queenstown Chamber of Commerce (the Chamber) is concerned about 'the management of growth and how the management of such growth can be undertaken without denigrating lifestyles of the community and the world class product which Queenstown offers'. Consequently, the Chamber seeks that:

- A Destination Management Masterplan is developed and implemented to address the pressing issues of infrastructure requirements and related funding. This should be completed before any expansion of the proposed noise boundaries is determined.
- The proposed noise boundaries corresponding to the current recommended limit of (approximately) 2.5 mppa be maintained until such time as the issues referenced in this feedback are addressed.

5.2.5 Downtown QT Association

The Downtown QT Association (the Association) is concerned at the adverse effects that QAC's proposal would have on the local and visitor experience within the Town Centre Zone. The Association would prefer QAC's proposed noise boundaries be deferred. In the interim it seeks a discussion on a 'wider destination vision, which takes into account all the

issues of growth and brings that together in a cohesive way'. The Association considers that QAC could revisit its proposal once that discussion has occurred.

5.2.6 Porter Group

The Porter Group does not support the proposal and seeks further information on the impacts of, alternatives to, or mitigation for the proposal on Queenstown and that this information should be provided and assessed prior to proceeding with the proposal.

5.2.7 Southern District Health Board (Public Health South)

Based on the information currently available, the Southern District Health Board (SDHB) opposes QAC's proposal for the following reasons:

- The proposal adversely affects the Lakes District Hospital site. This is the only publicly funded health care facility in Queenstown at this time.
- There is no evidence that the wider public health impacts of this proposal have been considered.
- The expansion of the aircraft noise boundary is a trigger for significant growth. An integrated approach to planning is essential to ensure sustainable development and to provide for the wellbeing of the community.
- The intention to place restrictions on new activities sensitive to aircraft noise in this area could restrict the development of essential infrastructure for the community, including the longer-term redevelopment of Lakes District Hospital.
- QAC should not seek to impose different standards of acoustic protection for visitor accommodation by removing visitor accommodation from the list of activities sensitive to aircraft noise.
- SDHB recommends that QAC undertakes a health impact assessment to inform an integrated approach to planning for forecast growth and to ensure that the full impact of future expansion is understood and addressed.

5.2.8 Shaping Our Future

The Board of Shaping Our Future recommends that the proposed changes are not pursued, at least until there is a district wide review on how best to manage sustainable growth in the district. The Board considers managing the growth of air travel to and from the district should be an integrated part of that wider review, not leading that investigation.

5.2.9 Air New Zealand

Air New Zealand underlined the importance of Queenstown Airport as both a tourism destination, and as a hub for the Otago region and lower South Island. Air New Zealand

also underlined the broader economic importance of the airport and tourism industries to the wellbeing of the local and regional economies.

Air New Zealand supported QAC taking a proactive, forward looking approach to planning for growth. They underlined that while airlines can invest in lower noise emitting aircraft, this will not remove noise impacts entirely, and it is important airports take a proactive approach to addressing noise impacts including for future demand.

However, Air New Zealand does not consider the proposed expansion of Queenstown Airport will be sufficient to meet future demand, and they consider a broader discussion needs to occur over options for a terminal catering for longer term growth in Central Otago, in addition to the proposed noise boundary expansion.

5.2.10 New Ground Capital

New Ground Capital Limited raised concerns around the capital cost of implementing the mitigation requirements for their recently consented development. QAC has recently met with New Ground Capital and clarified that because the apartment buildings already have resource consent in place, there is no requirement for them to meet the proposed new acoustic treatment requirements.

5.2.11 Ministry of Education and surrounding schools

The Ministry of Education has not formed a view on the proposal and has instead requested a meeting with QAC to discuss the proposal further. This meeting is arranged for early November.

Four educational facilities located within the proposed new aircraft noise contours - Wakatipu High School, Remarkables Primary School, Kingsview School and the Wakatipu Playcentre, all provided feedback via on the online survey. While the feedback has been in the summary of online responses (refer to section 3), we have also summarised the concerns individually below.

Wakatipu High School

Wakatipu High School Board of Trustees (the WHS Board of Trustees) provided feedback to the 'Noise planning feedback' survey on 14 August 2018. Overall, the WHS Board of Trustees opposed the proposal, because of the impact additional flights would have on the health and safety of students.

The WHS Board of Trustees indicated that they are particularly concerned about the effects of the proposal on students during outdoor activities and breaks. While they agree the proposal will provide benefits in the form of additional local tourism, increased job opportunities and the benefits for local businesses, they consider the proposal will also provide adverse effects in the form of additional noise, strain on infrastructure, and adversely impact the quality of life for residents.

Remarkables Primary School

The Remarkables Primary School Board of Trustees (RPS Board of Trustees) also provided feedback through the 'Noise planning feedback' survey, on 20 August 2018. The RPS Board of Trustees opposed the proposal stating they cannot "support even entertaining a proposed boundary change to QAC operations".

In their response, the RPS Board of Trustees noted that when the school was originally designed in 2009 it was located outside the (then) aircraft noise boundaries. Despite this, the classrooms and administration were specifically designed to achieve a higher level of noise attenuation than required at that time. The proposal will result in all of the school's buildings being located within the proposed Air Noise Boundary, significantly affecting the acoustic rating for the school's buildings. The RPS Board of Trustees also raised concerns about the additional noise effects on outdoor play areas and the inability to mitigate these spaces. Concerns were also raised around the adverse effects additional noise can have on learning outcomes and student wellbeing.

While the RPS Board of Trustees response acknowledges the benefits likely to result from the proposal, overall they considered it would result in adverse effects in the form of increased traffic congestion, strain on infrastructure and the quality of life for residents.

Kingsview School

The Christian Schools Associate of Queenstown (CSAQ) provided feedback to the 'Noise planning feedback' survey on 16 August 2018. CSAQ opposed the proposal citing the effect additional flights would have on the learning environment both inside and outside the classroom.

CSAQ underlined the effect aircraft noise is already having on Kingsview School, including interrupting the learning environment within the classroom and adversely affecting outdoor activities. CSAQ believe that outdoor activities particularly would "not be possible due to health concerns associated with increased plane noise" were the proposal to proceed.

CSAQ do not identify any benefits as a result of the proposal and consider growth should not be determined by the airport. CSAQ identify five adverse effects, including additional noise, increased traffic congestion around the airport, strain on destination infrastructure, disturbance due to construction activity and adverse effects on the quality of life of local residents.

Wakatipu Playcentre

Wakatipu Playcentre (WPC) also opposed the proposal. They note that noise effects at their previous location at Remarkables Primary School were greater than at their present

location, but indicate they are concerned that the additional disturbance likely from the proposal is a concern for the vulnerable and young.

While they note that some children are excited by the aircraft and enjoy watching the flights, other children are frightened. They are concerned that if the proposal proceeds it would disturb children from their learning as they are easily distracted, and this would upset both children and parents.

WPC see no benefits to long term growth as a result of the proposal, and identify additional noise, increased traffic congestion, strain on destination infrastructure, and adverse effects on the quality of life of local residents as the key adverse effects.

6. CONCLUSION

A summary of responses from those who chose to provide feedback to the public consultation process is below:

- 92.5% of respondent to the online survey indicated they were opposed to the proposal.
- Reasons for opposition vary, but are broadly due to:
 - The additional adverse effects (particularly noise) that will result from further air traffic movements, and;
 - Opposition to the effects of additional visitors to Queenstown more generally.
- While online survey responses were weighted towards those within the proposed noise boundaries, there was also opposition from respondents beyond the noise boundaries.
- When asked how QAC can avoid, remedy or mitigate any adverse effects from aircraft noise:
 - Most responded that avoidance (in the form of not proceeding with the proposal) was their preference;
 - This was followed by directing flights to other airports and developing Queenstown Airport in another location.
- The majority disagree that planning for growth in passenger numbers to 5.1 mppa will have a positive effect for the local and regional economy:
 - Many respondents indicated they see no benefits from the growth in passenger numbers proposed;
 - Respondents more readily identified adverse effects from the proposal, with the strain on destination infrastructure, effects on the quality of life for residents, and additional noise most commonly identified.

- Responses in formats other than the online survey continued these themes:
 - Many responses provided directly to QLDC sought the Council play a stronger role in opposing the proposal;
 - There appears extensive and embedded opposition to the proposal from within the Frankton and Kelvin Peninsula communities;
 - Those components of the business community who responded are also largely opposed, generally seeking a further assessment or broader discussion on the implications and desirability of the proposal prior to it proceeding, although there are some corporate entities who support the proposal.