



Submission Form

Proposed variations to the Otago Southland Regional Land Transport Plans 2015-2021 (RLTPs)

- Submissions made about plan provisions relating to both Otago and Southland will be taken to be made on both the Otago and the Southland RLTPs.
- For plan provisions relating to only one region, submissions will be taken to be made on only the RLTP of that region.

Full name of submitter

Name of organisation

Queenstown Airport Corporation (QAC)

Postcode

Telephone

Email

QAC do not wish to speak in support of its submission in person.

[Please note that QAC is happy to attend the hearing to answer questions and/or provide clarification to the Committee if that would assist with their deliberations.]

Signature of submitter

Date 29 January 2018

All submissions are made available for public inspection.

QAC's submission is:

Overview of Queenstown Airport

Queenstown Airport is the main airport in the Queenstown Lakes District and is the primary take-off and landing point for much of the aircraft activity in the District. The Airport acts as an essential gateway to the Queenstown Lakes District and facilitates access to and economic activity in the local and regional economies.

For the 12 month period ending 31 December 2017, Queenstown Airport accommodated a record 2,017,619 passengers. Comprised of over 1.45 million domestic passengers and 500,000 international passengers, the Airport observed growth of over 13% when compared to the previous 12 month period. Such growth has been occurring for a number of years, and is forecast to continue into the future, with recent forecasts suggesting that the Airport will reach 3.2 million passengers per annum by 2025 and up to 5.1 million passengers by 2045.

As the facilitator of significant tourism growth in the Queenstown Lakes District and beyond, QAC considers that it has an important role in the delivery of a coordinated and integrated transportation network. QAC therefore welcomes the opportunity to assist the Otago and Southland Regional Transport Committees (RTCs), and to comment on the initiatives set out in the Proposed Variations to the Otago Southland Regional Land Transport Plans 2015 to 2021 (Proposed Variation). In lodging this submission, QAC looks forward to working with the relevant members of the Regional Transport Committees to help ensure that Queenstown and Wanaka Airports provide appropriate connections between the wider Queenstown Lakes transportation network and the national and international market.

Proposed Variation to the Otago Southland Regional Land Transport Plans 2015 to 2021

QAC supports the Proposed Variation to the Otago Southland Regional Land Transport Plan 2015 to 2021 and considers that the Variation accurately captures some of the most pressing issues facing the transportation network in the Queenstown Lakes District.

As noted in the Proposed Variation, QAC has recently released the Master Plan Options report for Queenstown Airport. This Master Plan discusses the forecast passenger growth at Queenstown Airport over the next 30 years and presents three potential options for accommodating forecast growth. These include:

- Option 1: Expanding the existing terminal to accommodate up to 3.2 million passengers per annum;
- Option 2: Building a new terminal to the south of the existing runway to accommodate up to 5.1 million passengers per annum; and
- Option 3: building a new terminal to the north of the existing runway to accommodate up to 5.1 million passengers per annum.

Late last year, QAC sought feedback from the community around each of the above options and what is a sustainable level of growth at Queenstown Airport. QAC has also sought the community's feedback on whether Wanaka Airport could provide a complementary service to Queenstown Airport. The results of this work are still being collated and will be considered by QAC in due course.

Regardless of the final Master Plan option pursued, it is clear that significant passenger growth is forecast. QAC therefore submits in support of an integrated transport solution that provides a range of offerings to passengers visiting the District, including a combination of active, public and private transportation options.

As a facilitator of growth, QAC will look for opportunities to work with the RTCs to provide logical connections to these networks.

QAC considers that a fully integrated transport network requires engagement of all the appropriate parties, and to achieve this objective QAC is keen to engage with the RTCs and share information about its passenger growth forecasts to assist with the revision of the assumptions used in the Proposed Variation.

Clarification

Page 37 of the Proposed Variation states that:

“Along with a potential increase in day flights, night flights are expected to be introduced to Queenstown Airport (evening flights are already in place). These changes would increase both peak and off peak movements in the traffic network”.

QAC wishes to clarify that its currently consented hours of operation are from 6am to 10pm daily. QAC does not have any plans to extend these hours of operation.