

**Submitter Details**

First Name: **Tony**  
Last Name: **Ray**  
Organisation: **Mount Crystal Limited**  
On behalf of: **Mactodd**  
Street: **PO Box 653**  
Suburb: **Queenstown**  
City: **Queenstown**  
Country: **New Zealand**  
PostCode: **9348**  
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Trade competition and adverse effects:

I could  I could not  
gain an advantage in trade competition through this submission

I am  I am not  
directly affected by an effect of the subject matter of the submission that :

- a. adversely affects the environment, and
- b. does not relate to the trade competition or the effects of trade competitions.

Wishes to be heard:

- Yes
- No

Preferred hearing location:

- |   |   |  |   |
|---|---|--|---|
| <input type="checkbox"/> Ch 1 - Introduction                        | <input type="checkbox"/> Ch 2 - Definitions                                     | <input type="checkbox"/> Ch 3 - Strategic Direction                    | <input type="checkbox"/> Ch 4 - Urban Development                             |
| <input type="checkbox"/> Ch 5 - Tangata Whenua                      | <input type="checkbox"/> Ch 6 - Landscape                                       | <input checked="" type="checkbox"/> Ch 7 - Low Density Residential     | <input checked="" type="checkbox"/> Ch 8 - Medium Density Residential         |
| <input checked="" type="checkbox"/> Ch 9 - High Density Residential | <input type="checkbox"/> Ch 10 - Arrowtown Residential Historic Management Zone | <input type="checkbox"/> Ch 11 - Large Lot Residential                 | <input type="checkbox"/> Ch 12 - Queenstown Town Centre                       |
| <input type="checkbox"/> Ch 13 - Wanaka Town Centre                 | <input type="checkbox"/> Ch 14 - Arrowtown Town Centre                          | <input type="checkbox"/> Ch 15 - Local Shopping Centres                | <input type="checkbox"/> Ch 16 - Business Mixed Use Zone                      |
| <input type="checkbox"/> Ch 17 - Queenstown Airport Mixed Use       | <input type="checkbox"/> Ch 21 - Rural Zone                                     | <input type="checkbox"/> Ch 22 - Rural Residential and Rural Lifestyle | <input type="checkbox"/> Ch 23 - Gibbston Character Zone                      |
| <input type="checkbox"/> Ch 26 - Historic Heritage                  | <input checked="" type="checkbox"/> Ch 27 - Subdivision and Development         | <input type="checkbox"/> Ch 28 - Natural Hazards                       | <input type="checkbox"/> Ch 30 - Energy and Utilities                         |
| <input type="checkbox"/> Ch 32 - Protected Trees                    | <input type="checkbox"/> Ch 33 - Indigenous Vegetation and Biodiversity         | <input type="checkbox"/> Ch 34 - Wilding Exotic Trees                  | <input type="checkbox"/> Ch 35 - Temporary Activities and Relocated Buildings |
| <input type="checkbox"/> Ch 36 - Noise                              | <input type="checkbox"/> Ch 37 - Designations                                   | <input type="checkbox"/> Ch 41 - Jacks Point Zone                      | <input type="checkbox"/> Ch 42 - Waterfall Park                               |
| <input type="checkbox"/> Ch 43 - Millbrook Resort Zone              |   |  |   |

Consultation Document Submissions

Part Three - Urban Environment > 7 Low Density Residential

- Support
- Oppose
- Other - Please clearly indicate your position in your submission below

I seek the following decision

1. Amend Planning Map 32 by deleting Low Density Residential Zoning ('LDR') as it applies to Lot 1 Deposited Plan 9121 (OT400/173). 2. Rezone Lot 1 Deposited Plan 9121 (OT400/173) (i) in part (1.24 hectares) Medium Density Residential ('MDR') (ii) in part (1.49 hectares) High Density Residential ('HDR') as shown on the attached Aurum Survey Plan 3. Amend Rule 9.5.2 by deleting '10 metres' and inserting '12 metres' 4. Amend Rule 9.5.3 by deleting '10 metres' and inserting '12 metres' 5. Alternatively, rezone all Lot 1 Deposited Plan 9121 (OT400/173) MDR with a maximum height limit of 12 metres and with the provision for visitor accommodation which applies in the HDR. 6. Amend Rule 27.4.1 to provide for subdivision within the HDR, MDR and LDR as 'restricted discretionary activities' in place of the proposed 'full discretionary.' Add appropriate matters for discretion.

My submission is

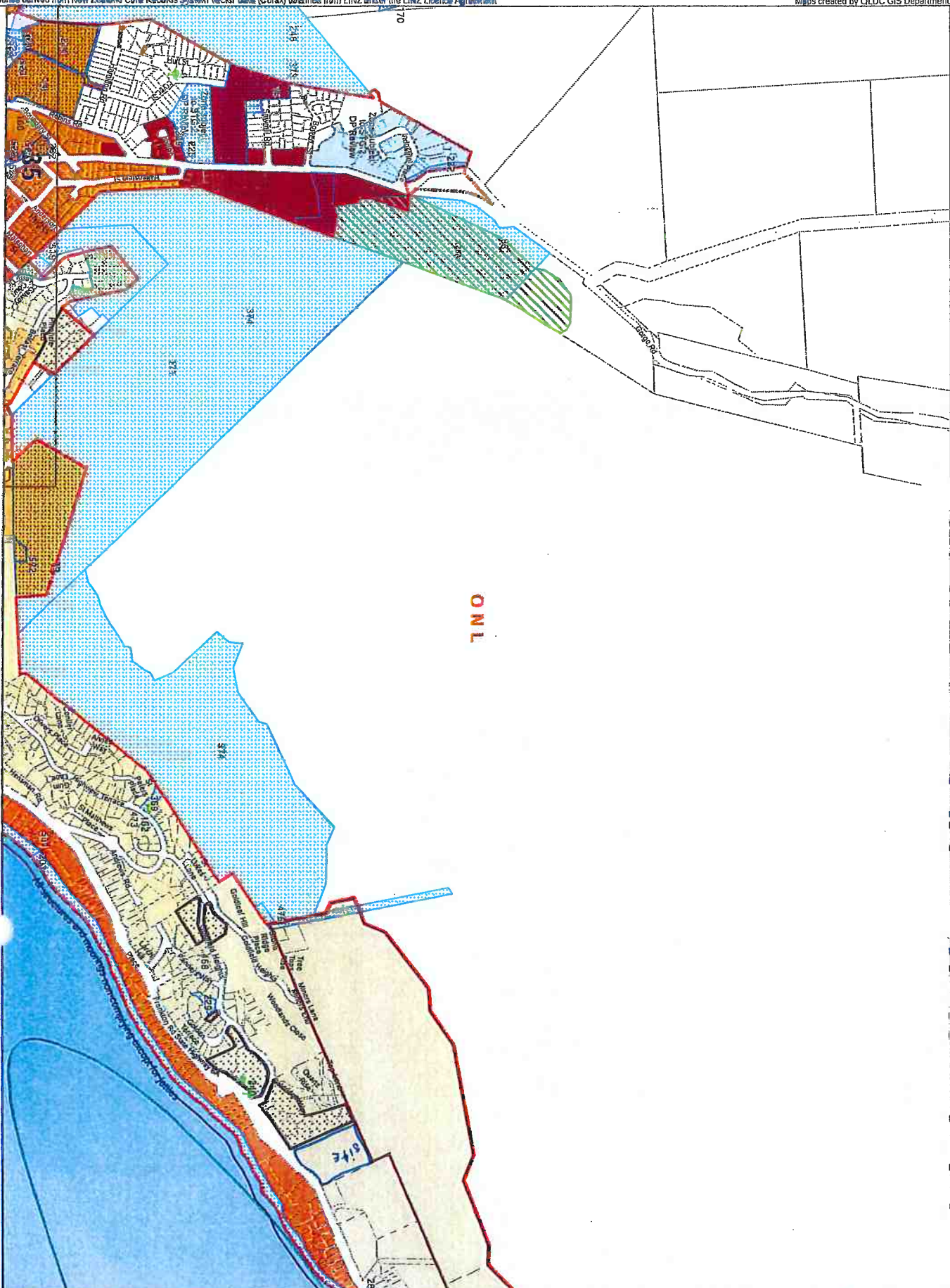
1. This submission relates to 2.7360 hectares of land legally described as Lot 1 Deposited Plan 9121 in Certificate of Title OT400/173. The land is located adjacent to Frankton Road, State Highway 6A, Queenstown. It is shown on the attached copy of Map 32 outlined and marked 'site.' It is also shown in more detail on the Aurum Survey Plan attached marked 'A'. 2. The land is zoned 'Low Density Residential' ('LDR') in the Proposed District Plan. The submitter seeks that it be rezoned in part 'Medium Density Residential' ('MDR') (the northern part comprising 1.24 ha approximately) and in part 'High Density Residential' ('HDR') (the southern part comprising 1.49 ha approximately). 3. The principal reason for the submission is that the proposed LDR zoning does not take account of the fact that the land is particularly suitable for both MDR (the northern part) and HDR (the southern part). The land to the west is zoned for visitor accommodation and contains the Goldridge Resort. The land to the south on the other side of Frankton Road/SH6A is zoned High Density Residential. 4. Given the size of the site, its location and existing infrastructure within adjacent sites and roads, it would provide an ideal location for a mix of Medium Density and High Density residential development similar in concept to developments envisaged by the Queenstown Lakes Special Housing Accord ('SHA') with a focus on affordable housing. Within this area sought to be rezoned HDR the submitter envisages apartment development comprising 3-4 storeys either for rental accommodation and/or purchase targeted at the sector of the community seeking affordable housing and specifically short to medium term workers' accommodation. 5. Continuing to zone the land LDR residential fails to recognise the potential the land has for more intensive residential development and does not give appropriate recognition to the need to provide affordable housing within the District. 6. The proposed LDR zoning for the land: a) does not promote the sustainable management of resources b) does not meet the requirements of section 32 of the Act c) is not consistent with Part 2 of this Act d) does not meet the reasonably foreseeable needs of future generations e) does not use appropriate standards and values to achieve appropriate objectives and policies in the Plan 7. In regard to the HDR zone the submitter considers that the height limit of 10 metres on a sloping site is unduly restrictive and should be increased to 12 metres. The grounds specified in 6 a) - e) above apply equally to the proposed height limit of 10 metres. 8. The submitter further considers that subdivision within the HDR, MDR and LDR zones should be 'restricted discretionary' rather than 'full discretionary' as presently proposed by Rule 27.4.4. Accordingly, appropriate 'matters for discretion' should be inserted in the HDR, MDR and LDR zone. It is envisaged these would be similar to those included in Rule 27.7.20

Attached Documents

File
MAP
Proposed District Plan 2015 - Stage 1

QUEENSTOWN  
LAKES DISTRICT  
COUNCIL

Proposed District Plan Map 32 - Qu  
Stouin Hill, Gorge Road



ONL



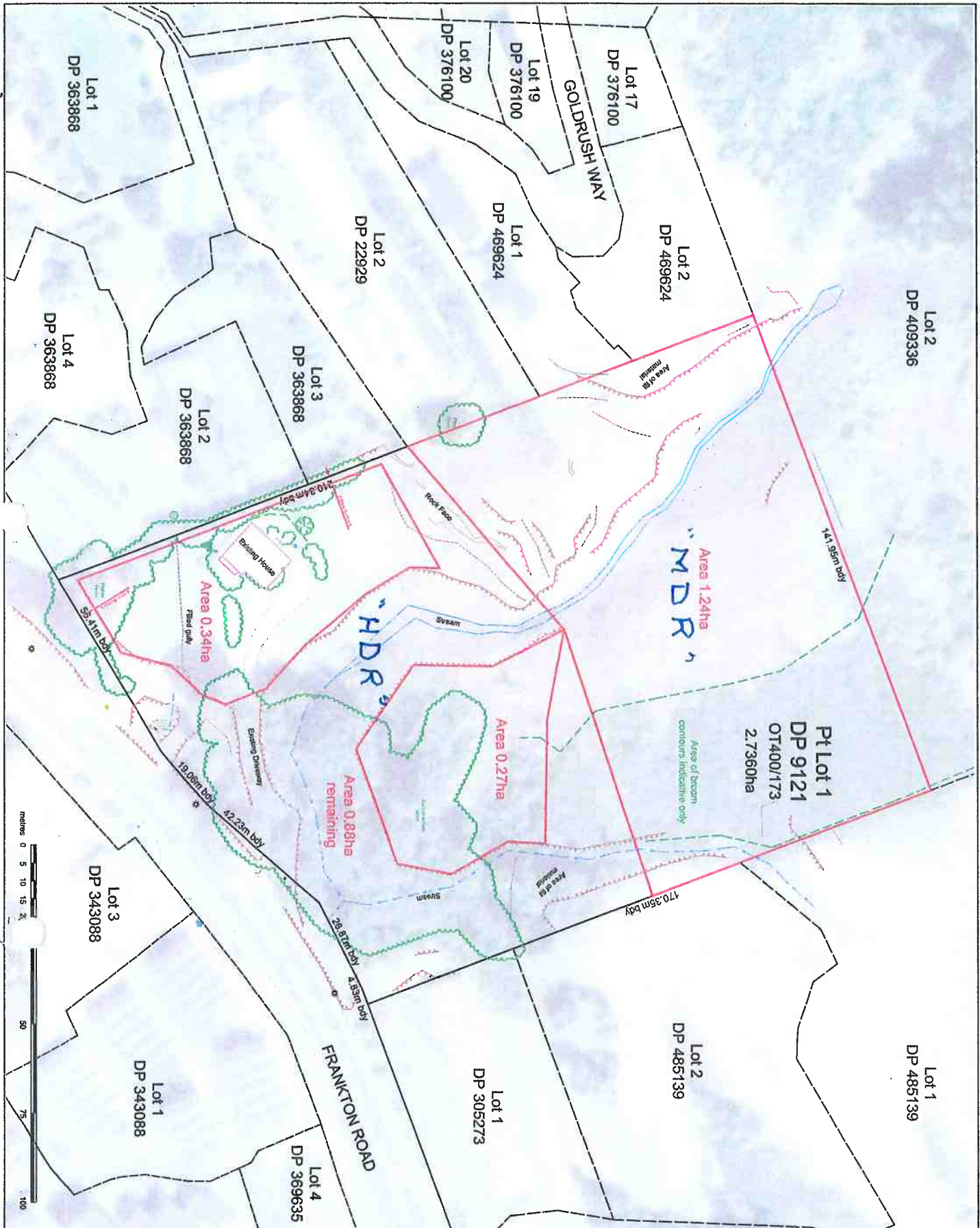
Date published: 29/02/2015



32

- Legend**
- Protected Tree
  - Parcel/Bound boundary
  - Landscape Classification (ONP-DLL, RL2)
  - Urban Growth Boundary
  - Queenstown Airport Outer Control Boundary (L408)
  - Significant Natural Areas
  - Undeveloped Roads
  - Queenstown Heights Overlay Area
  - Designated Areas
  - Water
  - Accommodation Sub-Zone
  - Plan Change Boundary
  - Rurhtime (Operative) (Operative)
  - High Density Residential
  - Medium Density Residential
  - Low Density Residential
  - High Density Residential
  - Rural
  - Water
  - Business Mixed Use
  - Medium Density Residential
  - Low Density Residential
  - High Density Residential
  - Rural
  - Water

"A"



**LEGEND:**

- WATER TOWER
- FIRE HYDRANT
- VALVE
- SUMP
- STORM WATER MANHOLE LID
- FOLI SEWER MANHOLE LID
- TELECOM CONNECTION
- POWER POLE
- POWER BOX
- LAIR POLE
- LETTER BOX
- TREE
- TRIEE DISPURNE
- FENCE
- BUILDING EAVES
- TOP OF BANK
- BOTTOM OF BANK
- TOP OF ROCK WALL
- BOTTOM OF ROCK WALL
- STREAM

**DATA QUALITY STATEMENTS**

**PROPERTY DATA:**  
This information has been sourced from land information New Zealand (LINZ) and is current as at 01/01/2015. The boundary data shown on this plan is based on the LINZ data. The boundary data shown on this plan is based on the LINZ data and may vary from the actual situation on the ground. The LINZ data is not intended to be used as a substitute for a cadastral survey or a cadastral plan. The LINZ data is not intended to be used as a substitute for a cadastral survey or a cadastral plan. The LINZ data is not intended to be used as a substitute for a cadastral survey or a cadastral plan.

**SURVEY DATA**

Survey data has been obtained using survey equipment to a vertical accuracy within the requirements of the Survey Act 1980. The original of the plan is held at the Survey Office, Christchurch. The original of the plan is held at the Survey Office, Christchurch. The original of the plan is held at the Survey Office, Christchurch. The original of the plan is held at the Survey Office, Christchurch.

**SERVICES DATA**

The location of underground services has been confirmed from utility records and a utility search. The location of underground services has been confirmed from utility records and a utility search. The location of underground services has been confirmed from utility records and a utility search. The location of underground services has been confirmed from utility records and a utility search.

**AURUM SURVEY**

4003, 11, 8A  
 15 Oct 2015  
 Scale: 1:1000 @ A1  
 Drawing: 1 of 1  
 4003, 11, 8A

Form 6

Further submission on publicly notified proposal for policy statement or plan, change or variation

Clause 8 of Schedule 1, Resource Management Act 1991

To: Queenstown Lakes District Council

[services@qldc.govt.nz](mailto:services@qldc.govt.nz)

NAME OF THE FURTHER SUBMITTER:

1. Pounamu Body Corporate Committee (**Body Corporate**).

FURTHER SUBMISSION:

2. This is a further submission by the Body Corporate (submitter 208) in support of, or opposition to, various original submissions on the Queenstown Lakes Proposed District Plan (**Proposed Plan**).

STATUS OF FURTHER SUBMITTER:

3. The Body Corporate has an interest in the Proposed Plan and the submissions that is greater than the interest the general public has as it represents the interests of the owners of the Pounamu Apartments, which are 68 luxury apartments at 110 Frankton Road, Queenstown. The Pounamu Apartments are within the High Density Residential Zone in the Proposed Plan and adjoin a large site to their rear, which is also within the High Density Residential Zone (**Lot 5 351561**, former intended site of the Hilton Hotel). The development of this vacant site has the potential to significantly impact the amenity of the Pounamu Apartments.

ORIGINAL SUBMISSIONS THAT THE BODY CORPORATE SUPPORTS OR OPPOSES:

4. **Annexure A**, which is **attached** to and forms part of this this further submission, comprises a schedule of the original submissions that this further submission relates to and summarises which parts of the submissions that are supported or opposed by the Body Corporate, with reasons, and the decisions sought.

THE BODY CORPORATE WISHES TO BE HEARD IN SUPPORT OF ITS SUBMISSION:

5. If others make a similar submission, the Body Corporate **will** consider presenting a joint case with them at a hearing.

POUNAMU BODY CORPORATE COMMITTEE

Solicitors and authorised agents **LANE NEAVE**

Per:

RM Wolt / J E Walsh



Date: 18 December 2015

**ADDRESS FOR SERVICE:**

POUNAMU BODY CORPORATE COMMITTEE  
C/- Lane Neave  
PO Box 701  
Queenstown 9384

Ph: (03) 409 0321  
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Fax: (03) 409 0322

Contact person: Rebecca Wolt

Email: [rebecca.wolt@laneneave.co.nz](mailto:rebecca.wolt@laneneave.co.nz)

**ANNEXURE A – FURTHER SUBMISSIONS AND DECISIONS SOUGHT BY THE BODY CORPORATE**

<b>Submitter Name</b>	<b>Plan Provision</b>	<b>Support/ Oppose</b>	<b>Particular Part of Submission the Body Corporate Supports/Opposes</b>	<b>Reason for the Body Corporate's Support/Opposition</b>	<b>Decision sought by the Body Corporate</b>
<b>CHAPTER 9: HIGH DENSITY RESIDENTIAL</b>					
Trustees - Panorama Trust  c/- Gordon and Alison Sproule 50 Oriel Avenue Tawa Wellington 5028  sproule@xtra.co.nz <b>(Submitter 64)</b>	Not Stated	Support	The submission that the 7 metre height limit be enforced for the site(s) at 94-130 Frankton Road;	The Body Corporate supports this submission for the reasons stated in the submission and in its original submission and for the further reasons that increased height limits in this location have the potential to significantly affect the amenity, outlook and access to sunlight and of neighbouring and nearby sites; to give rise to adverse privacy and shading effects; and to result in buildings that are overbearing, dominant and inconsistent with the form and scale of existing development in the area.	That this submission be accepted.
	Not Stated	Support	The submission that that full notification is required if the 7 metre height limit is exceeded for the site(s) at 94-130 Frankton Road;	The Body Corporate supports this submission for the reasons given in the submission and in its original submission and for the further reasons that taller buildings have the potential to affect not only adjoining properties but also the wider community. Taller buildings would not be in keeping with the neighbourhood and would have a significant visual effect when viewed from Frankton Road, which is the main entry route to Queenstown. Taller buildings may also cause shading on Frankton Road which may cause ice on the road in winter.	That this submission be accepted.

<b>Submitter Name</b>	<b>Plan Provision</b>	<b>Support/ Oppose</b>	<b>Particular Part of Submission the Body Corporate Supports/Opposes</b>	<b>Reason for the Body Corporate's Support/Opposition</b>	<b>Decision sought by the Body Corporate</b>
<p>Mount Crystal Limited  c/- Mactodd  PO Box 653  Queenstown 9348  tray@mactodd.co.nz  <b>(Submitter 150)</b></p>	<p>Rule 9.5.2</p>	<p>Oppose</p>	<p>The submission to amend Rule 9.5.2 by deleting '10 metres' and inserting '12 metres'.    "<i>not exceed 40 metres 12 metres, a Restricted Discretionary activity consent shall be required</i>".</p>	<p>The Body Corporate opposes this submission. The effect of the amendment sought by the submitter is to allow buildings between 7 metres and 12 metres as a restricted discretionary activity, which is inappropriate as it would further enable development while failing to ensure amenity, privacy, views and outlook of nearby and neighbouring sites are maintained.</p> <p>Buildings of this height also have the potential to be overbearing, dominant, restrict access to sunlight and cause shading problems for nearby and neighbouring sites, especially in winter, and would be out of character with the existing surrounding environment.</p> <p>As stated in its original submission, the Body Corporate considers that the height restrictions in the Operative Queenstown Lakes District Plan, which require non-complying resource consent to be obtained for buildings exceeding a height of 7 metres (sloping sites) and 8 metres (flat sites), are appropriate.</p>	<p>That this submission point be rejected.</p>
	<p>Rule 9.5.3</p>	<p>Oppose</p>	<p>The submission to amend Rule 9.5.3 so that the maximum building height is 12 metres instead of 10 metres.</p>	<p>The Body Corporate opposes this submission. The effect of the amendment sought by the submitter is to allow buildings between 7 metres and 12 metres as a restricted discretionary activity, which is inappropriate as it would further enable development while failing to ensure amenity, privacy, views and outlook of nearby sites are maintained.</p>	<p>That this submission point be rejected.</p>



Submitter Name	Plan Provision	Support/ Oppose	Particular Part of Submission the Body Corporate Supports/Opposes	Reason for the Body Corporate's Support/Opposition	Decision sought by the Body Corporate
Bevan and Aderianne Campbell 9 Earnslaw Terrace Queenstown 9300 stay@campbellstone arnslaw.co.nz <b>(Submitter 184)</b>	Not stated	Support	The submission that the 7 metre height limit be enforced for the site(s) at 94-130 Frankton Road.	<p>Buildings of this height also have the potential to be overbearing, dominant, restrict access to sunlight and cause shading problems for nearby sites, especially in winter, and would be out of character with the existing surrounding environment.</p> <p>As stated in its original submission, the Body Corporate considers that the height restrictions in the Operative Queenstown Lakes District Plan, which require non-complying resource consent to be obtained for buildings exceeding a height of 7 metres (sloping sites) and 8 metres (flat sites), are appropriate.</p>	That this submission be accepted.
				<p>The Body Corporate supports this submission for the reasons stated in the submission and for the further reasons that allowing taller buildings may fail to ensure amenity, privacy, views and outlook of nearby sites is maintained. Taller buildings also have potential to be overbearing, dominant, restrict access to sunlight and cause shading problems for nearby sites, especially in winter, and would be out of character with the existing surrounding environment.</p> <p>As stated in its original submission, the Body Corporate considers that the height restrictions in the Operative Queenstown Lakes District Plan, which require non-complying resource consent to be obtained for buildings exceeding a height of 7 metres (sloping sites) and 8 metres (flat sites), are appropriate.</p>	

<b>Submitter Name</b>	<b>Plan Provision</b>	<b>Support/ Oppose</b>	<b>Particular Part of Submission the Body Corporate Supports/Opposes</b>	<b>Reason for the Body Corporate's Support/Opposition</b>	<b>Decision sought by the Body Corporate</b>
	Not stated	Support	The submission that full notification is required if the 7 metre height is exceeded for site(s) at 94-130 Frankton Road.	The Body Corporate supports this submission for the reasons stated in the submission and for the further reasons that taller buildings have the potential to affect not only adjoining properties but also the wider community. Taller buildings would not be in keeping with the neighbourhood and would have a significant visual effect when viewed from Frankton Road, which is the main entry route to Queenstown. Taller buildings may also cause shading on Frankton Road which may cause ice on the road in winter.	That this submission be accepted.
Nicholas Kiddle 249 Frankton Road Queenstown 9300 nikkiddle@yahoo.co m (Submitter 187)	Rule 9.5.2	Oppose	The submission that seeks to raise the permitted height on sloping sites to 14 metres.	The Body Corporate opposes this submission as a 14 metre permitted height limit would result in significantly reduced amenity for neighbouring and nearby sites including adverse effects on privacy, views and outlook.  Allowing for buildings of such substantial height as a permitted activities precludes neighbours and the surrounding community from expressing comments or concerns on any development proposal or for conditions addressing any potential adverse effects to be imposed.  A permitted height of 14 metres would result in dominant and overbearing buildings that are significantly out of character with the existing environment.	That this submission point be rejected.

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				<p>Buildings of this height also have the potential to restrict access to sunlight and cause shading of neighbouring and nearby sites, especially in winter.</p> <p>As stated in its original submission, the Body Corporate considers that the height restrictions in the Operative Plan are appropriate.</p>	
	Rule 9.5.3	Oppose	<p>The submission seeking to raise the maximum height on sloping sites to 20 metres.</p>	<p>The Body Corporate opposes this submission as a 20 metre maximum height limit would result in significantly reduced amenity for neighbouring and nearby sites including impacts on privacy, views and outlook.</p> <p>A maximum height limit of 20 metres would result in dominant and overbearing buildings that are significantly out of character with the existing environment.</p> <p>Buildings of this height also have the potential to restrict access to sunlight and cause shading of neighbouring and nearby sites, especially in winter.</p> <p>As stated in its original submissions, the Body Corporate considers that the height restrictions in the Operative Plan are appropriate.</p>	That this submission point be rejected.
<b>NZIA Southern and Architecture + Women Southern</b>	Rule 9.5.6	Support in part	<p>The submission to amend Rule 9.5.6 to use a more detailed compass similar to that used for Christchurch City Council Living H Zone but calculated for the</p>	<p>The Body Corporate supports this submission to the extent it seeks further guidance be provided in the Proposed Plan on recession planes for flat sites,</p>	That this submission point be accepted provided it results in recession plane requirements that are no less restrictive than those

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nortyqt@xtra.co.nz (Submitter 238)			specific topography and sun angles of Queenstown and Wanaka.	<p>provided that the Christchurch recession plane requirements are no less restrictive than those contained in the Operative Queenstown Lakes District Plan.</p> <p>Recession plane requirements have the potential to have a significant impact on maintaining and protecting neighbouring sites' amenity. It is appropriate that the Proposed Plan contains detailed recession plane requirements that take account of Queenstown's particular topography to ensure that the amenity of and outlook of neighbouring sites is maintained, their access to sunlight is appropriately provided for, and that buildings that are dominant, overbearing and overlook neighbouring properties are avoided.</p>	contained in the Operative Queenstown Lakes District Plan.
Queenstown Lakes District Council c/- Vanessa van Uden Private Bag 50072 Queenstown 9348 mayor@qldc.govt.nz (Submitter 383)	Rule 9.4.4	Support in part	The submission to amend Rule 9.4.4 to add privacy, screening and overlooking impacts as a matter of discretion.	The Body Corporate supports this submission to the extent that it is not inconsistent with its original submission as developments in the High Density Residential Zone have the potential to significantly affect neighbours' privacy and amenity. It is therefore entirely appropriate that these effects are considered at the time resource consent is sought for larger scale development.	That this submission point be accepted to the extent that it is not inconsistent with the Body Corporate's original submission.
	Policy 9.2.3	Support in part	The submission to amend Policy 9.2.3 to add new policy to address privacy/overlooking effects.	The Body Corporate supports this submission to the extent that it is not	That this submission point be accepted to the extent that it is not

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				<p>inconsistent with its original submission as developments in the High Density Residential Zone have the potential to significantly affect neighbours' privacy and amenity. Therefore it is entirely appropriate to have a policy which more specifically addresses potential privacy/overlooking effects of new buildings on adjoining properties.</p>	<p>inconsistent with the Body Corporate's original submission.</p>
	Rule 9.4.3	Support in part	<p>The submission to consider amendment to Rule 9.4.3 to include the potential for a design review process to confirm permitted status and review the design and yield of buildings progressing without resource consent.</p>	<p>The Body Corporate supports this submission to the extent that it is not inconsistent with its original submission as it may assist in ensuring that permitted developments are appropriate and of a high quality design.</p>	<p>That this submission point be accepted to the extent that it is not inconsistent with the Body Corporate's original submission.</p>
	Rule 9.5.2	Support in part	<p>Queenstown Lakes District Council's submission to amend Rule 9.5.2 to add privacy, screening and overlooking impacts as a matter of discretion.</p>	<p>The Body Corporate supports this submission to the extent that it is not inconsistent with its original submission as developments in the High Density Residential Zone have the potential to give rise to significant adverse effects on neighbours' privacy and amenity. It is therefore entirely appropriate that privacy, screening and overlooking impacts are considered when assessing the effects of taller buildings on adjoining properties.</p>	<p>That this submission point be accepted to the extent that it is not inconsistent with the Body Corporate's original submission.</p>
	Rule 9.5.5	Support in part	<p>Queenstown Lakes District Council's submission to amend Rule 9.5.5 to ensure that voids are not used as a means to increase building floor area coverage under a FAR control. Suggested wording as below: "Gross floor area on a site shall not</p>	<p>The Body Corporate agrees that voids or open areas should not be used to increase the achievable building footprint within a site.  However, the Body Corporate's preference, as stated in its original submission, is that Rule 9.5.5 be deleted</p>	<p>That this submission point be rejected and the Body Corporate's primary relief as stated in its original submission, that Rule 9.5.5 be deleted in its entirety, be accepted. If the Body Corporate's primary relief is not accepted, then the relief sought in this submission</p>

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			<p>exceed a Floor Area Ratio of 2.0. <u>For the avoidance of doubt, the creation of voids or open areas cannot be used to increase the achievable overall building footprint within a site.</u></p>	<p>and a building coverage rule used instead. The relief sought in this further submission is a less preferred alternative.</p>	<p>should be accepted.</p>
<p>Plaza Investments Limited c/- Scott Freeman Southern Planning Group PO Box 1081 Queenstown 9348</p>	<p>Rule 9.5.4</p>	<p>Oppose</p>	<p>The submission that seeks the maximum building coverage limit should be 70% for sloping sites.</p>	<p>The Body Corporate opposes this submission as it seeks to increase site coverage from 65% to 70% for sloping sites. The Body Corporate considers that this amendment is inappropriate as it would enable intensive development while failing to maintain amenity, views and outlook.</p>	<p>That this submission point be rejected.</p>
<p>scott@southernplanning.co.nz (Submitter 551)</p>	<p>Rule 9.4.10</p>	<p>Support in part</p>	<p>The submission which seeks that controlled activity status for visitor accommodation in the High Density Residential Zone should be maintained as per the provisions of the Operative District Plan.</p>	<p>The Body Corporate supports controlled activity status for visitor accommodation to the extent that it is not inconsistent with its original submission. More particularly, the submission is supported provided that the Body Corporate's original submission seeking appropriate development controls in the High Density Residential Zone is accepted, and/or its submissions that the vacant site adjacent to the Pounamu Apartments (Lot 5) is subject to development controls that require any development on that site to be cognisant of and integrated with the Pounamu Apartments, is accepted.</p>	<p>That this submission point be accepted in part to the extent it is not inconsistent with the Body Corporate's original submission and provided the Body Corporate's original submission is accepted.</p>
<p>Antony and Ruth Stokes 37 Suburb Street Queenstown 9300 (Submitter 575)</p>	<p>Rule 9.5.4 (paragraph 2.6 of the submission)</p>	<p>Oppose</p>	<p>The submission to maintain the proposed allowed site coverage of 70% for flat sites and potentially increase it to 75% (noting however that the submission is unclear whether it relates to the proposed rule 9.5.4.1 or 9.5.4.2, or both. This further submission relates</p>	<p>The Body Corporate opposes this submission as the amendment sought would enable intensive development while failing to maintain amenity, views and outlook.</p>	<p>That this submission point be rejected.</p>

<b>Submitter Name</b>	<b>Plan Provision</b>	<b>Support/ Oppose</b>	<b>Particular Part of Submission the Body Corporate Supports/Opposes to and opposes the submission as it is expressed).</b>	<b>Reason for the Body Corporate's Support/Opposition</b>	<b>Decision sought by the Body Corporate</b>
Skyline Enterprises Limited c/- Tim Williams Southern Planning Group PO Box 1081 Queenstown 9348 tim@southernplannin g.co.nz <b>(Submitter 612)</b>	Rule 9.5.4	Oppose	The submission seeks the maximum building coverage limit should be 70% for sloping sites.	The Body Corporate opposes this submission as the amendment would enable intensive development while failing to maintain amenity, views and outlook.	That this submission point be rejected.
	Rule 9.4.10	Support in part	The submission that seeks controlled activity status for visitor accommodation in the High Density Residential Zone be maintained as per the provisions of the Operative District Plan.	The Body Corporate supports controlled activity status for visitor accommodation to the extent that it is not inconsistent with the Body Corporate's original submission. More particularly, the submission is supported provided that the Body Corporate's original submission seeking appropriate development controls in the High Density Residential Zones is accepted, and/or its submission that the vacant site adjacent to the Pounamu Apartments (Lot 5) is subject to development controls that require any development on that site to be cognisant of and integrated with the Pounamu Apartments, is accepted.	That this submission point be accepted in part to the extent it is not inconsistent with the Body Corporate's original submission and provided the Body Corporate's original submission is accepted.
Neville Mahon c/- John Edmonds + Associates Ltd PO Box 95 Queenstown 9348 reception@jea.co.nz <b>(Submitter 628)</b>	Rule 9.4.16	Oppose	The submission to amend Rule 9.4.16 to clarify that the use of a retirement village is a permitted activity and the construction of buildings for the purpose of a retirement village is a restricted discretionary activity.	The Body Corporate opposes this submission as retirement villages are not consistent with the activities provided for and established in the High Density Residential Zone. A retirement village on the vacant site adjacent to the Pounamu Apartments (Lot 5) would not be an appropriate means of recognising and providing for the relationship between the Pounamu Apartments and Lot 5, as described in the Body	That this submission point be rejected.

<b>Submitter Name</b>	<b>Plan Provision</b>	<b>Support/ Oppose</b>	<b>Particular Part of Submission the Body Corporate Supports/Opposes</b>	<b>Reason for the Body Corporate's Support/Opposition</b>	<b>Decision sought by the Body Corporate</b>
<p>Firestone Investments Limited  c/- James Aoake  John Edmonds + Associates Ltd  PO Box 95  Queenstown 9348  reception@jea.co.nz  <b>(Submitter 722)</b></p>	<p>Rule 9.5.1</p>	<p>Oppose</p>	<p>The submission supporting restricted discretionary activity status for buildings above 7m and below 10m in height.</p>	<p>Corporate's original submission, nor would it result in integrated development between the two sites.</p> <p>The Body Corporate opposes this submission as it considers that the Operative Plan height provisions are appropriate and should be included in the Proposed Plan. Taller buildings have the potential to be overbearing and dominant, and to give rise to adverse privacy, amenity and shading effects, particularly given the siting of the Pounamu Apartments to the rear of their site, and noting the intention at the time the Apartments were built was that they would be integrated with the Hilton Hotel development, then intended for the adjacent lot (Lot 5).</p>	<p>That this submission point be rejected.</p>





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**By Email**

18 December 2015

Queenstown Lakes District Council  
Private Bag 50072  
**QUEENSTOWN 9348**

Our Ref: 9010

**Attention:** Planning Department

Dear Sir/Madam

**RE: QUEENSTOWN AIRPORT CORPORATION, FURTHER SUBMISSION ON  
THE PROPOSED QUEENSTOWN LAKES DISTRICT PLAN**

Please find enclosed Further Submissions on the Proposed Queenstown Lakes District Plan (Stage 1) on behalf of the Queenstown Airport Corporation.

We look forward to being kept informed of the process.

Yours sincerely,  
**MITCHELL PARTNERSHIPS LIMITED**

A handwritten signature in black ink, appearing to read "K O'Sullivan".

**K O'SULLIVAN**

Email: [kirsty.osullivan@mitchellpartnerships.co.nz](mailto:kirsty.osullivan@mitchellpartnerships.co.nz)

Enc

cc: R Tregidga  
R Wolt

Queenstown Airport Corporation  
Lane Neave

*Also in Auckland and Tauranga*  
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PO Box 33 1642, Takapuna  
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**SUBMISSION FORM 6****CLAUSE 8 OF FIRST SCHEDULE, RESOURCE MANAGEMENT ACT 1991  
FURTHER SUBMISSION IN SUPPORT OF OR IN OPPOSITION TO SUBMISSIONS ON  
PUBLICLY NOTIFIED PROPOSED QUEENSTOWN LAKES DISTRICT PLAN (STAGE 1)**

**To:** Queenstown Lakes District Council  
Private Bag 50072  
**QUEENSTOWN 9348**

**Submission on:** Proposed Queenstown Lakes District Plan 2015

**Name:** **Queenstown Airport Corporation ("QAC")**

**Address:** Queenstown Airport Corporation  
c/- Mitchell Partnerships Limited  
PO Box 489  
**Dunedin 9054**

- 1. This further submission is in opposition to or in support of submissions on Stage 1 of the Proposed Queenstown Lakes District Plan ("Proposed Plan")**
- 2. QAC has an interest in the Proposed Plan that is greater than the interest the general public has within the District.**
  - 2.1. As set out in QAC's original submission on the Proposed Plan, QAC owns and operates the regionally and nationally significant Queenstown Airport, and operates the regionally significant Wanaka Airport.
  - 2.2. Queenstown Airport is one of the busiest airports in the country, accommodating in excess of 1.4 million passengers for the year ending June 2015. This represents a 12% increase in passengers from the previous year. Queenstown Airport has experienced a sustained period of growth, with passenger numbers expected to increase over the coming years as the District receives an increasing number of domestic and international visitors.
  - 2.3. Wanaka Airport accommodates aircraft movements associated with general aviation and helicopter operations, and is a major facilitator of commercial helicopter operations within the District. Wanaka Airport is also a key lifeline asset.

2.4. Queenstown and Wanaka Airports comprise significant infrastructure and assets, and play a critical role in providing for the economic and social wellbeing of the Queenstown Lakes District.

2.5. In light of the above, QAC considers it has an interest in the Proposed Plan that is greater than the interest the greater public has, by virtue of existing operations within the District.

**3. QAC therefore makes the following further submissions pursuant to clause 8 of the First Schedule to the RMA. Further submissions from QAC on the Proposed Queenstown Lakes District Plan 2015 are attached to this document in Attachment 1.**

**4. QAC will not gain an advantage in trade competition through this further submission.**

**5. QAC's further submission is:**

5.1. In its original submission QAC emphasised the importance of ensuring that the Proposed Plan adequately addresses the following matters:

- Affording recognition to the role of regionally significant infrastructure (such as airports) in supporting the economic and social wellbeing of the community, including their role as lifeline utility operators.
- Providing for the operational and locational constraints associated with the management and operation of airports.
- Protecting Queenstown and Wanaka Airports, as far as reasonably practicable, from adverse reverse sensitivity effects through the adoption of the land use regime established under Plan Change 35 (PC35) and Plan Change 26 (PC26).
- Establishing an appropriate land use management regime at Queenstown and Wanaka Airports that recognises and provides for the ongoing use and development of these Airports.
- A number of other ancillary amendments to ensure the ongoing effective and efficient operation of the Airports.

5.2. QAC seeks to ensure that the key principles identified in its original submission and summarised above are appropriately recognised and provided for in the Proposed Plan.

5.3. A significant number of submissions have also sought to rezone existing landholdings that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. Rezoning of land immediately adjacent

to the OCB may have long term, adverse planning implications for QAC and should be discouraged.

5.4. QAC's specific further submission is located at **Attachment 1**.


6. **QAC does wish to be heard in relation to this further submission.**

7. **If others make a similar submission QAC will consider presenting a joint case with them at any hearing.**

8. **QAC seeks the following decision from the Queenstown Lakes District Council:**

- a) That the relief sought and/or amendments (or those with similar or like effect) described above and outlined in **Attachment 1** be accepted; or that the Proposed Plan be amended in a similar or such other way as may be appropriate to address QAC's submission points; and,
- b) Any consequential changes, amendments or decisions that may be required to give effect to the matters raised in QAC's further submission.

Signature:

  
Rachel Tregidga  
General Manager Property, Queenstown Airport Corporation

Date: 18 December 2015

Address for service: Queenstown Airport Corporation  
C/- Mitchell Partnerships  
PO Box 489  
DUNEDIN 9054

Attn: Kirsty O'Sullivan

Telephone: (03) 477 7884

Email: [kirsty.osullivan@mitchellpartnerships.co.nz](mailto:kirsty.osullivan@mitchellpartnerships.co.nz)

## ANNEXURE A

*Text highlighted with underlining (example) represents proposed insertions.*

*Text with strikethrough (~~example~~) represents proposed deletions.*

SUBMITTER	SUB. ID	PROVISION	RELIEF SOUGHT BY SUBMITTER	QAC POSITION	QAC REASONING
<b>2. DEFINITIONS</b>					
Christine Byrch	243.40	Noise	Rewrite the definition to remove reference to Ldn: delete the day/night level, I thought that this measure was not accepted by QLDC when last advertised? Any level of noise can be made to meet a standard by averaging it over a long enough time period. This level has been introduced simply to allow helicopter noise. Why are helicopters a special case? They should meet the noise standards as every other activity is required to do.	Oppose	QAC submits that the noise definition should be consistent with NZS6802:2008 Acoustics – Environmental Noise, as per the notified provision.
Otago Foundation Trust Board	408.2	Activity Sensitive Aircraft Noise	Amend the definition of Activity Sensitive to Aircraft Noise (ASAN) to <u>strikeout</u> 'community activity' in relation to activities proposed on their site.	Oppose	It would be inappropriate to remove the term "Community Activity" (in so far as it relates to the submitters site) from the definition as it would undermine the intent and purpose of the definition and how it is applied throughout the Proposed Plan.
Queenstown Lakes District Council	383.3	Aircraft	Amend the definition of Aircraft as follows (undefined shows new text): <i>Means any machine that can derive support in the atmosphere from the reactions of the air otherWISE than by reactions of the air against the surface of the earth.</i> <u>Excludes remotely piloted aircraft that weigh less than 15 kilograms.</u> Add a new definition as follows: <u>Remotely Piloted Aircraft: Means an unmanned aircraft that is piloted from a remote station.</u>	Support in part	QAC submits that it is appropriate to exclude remotely piloted aircraft from the definition of aircraft, however considers that all definitions should be consistent with Civil Aviation Authority definitions.
Airways Corporation of New Zealand	566.1	Definition of Airport Activity	Amend the definition of 'Airport Activities' to specifically provide for air traffic control facilities, flight information services, navigation and safety aids.	Support in part	QAC supports the inclusion of 'flight information services' in this definition, however notes that "control towers" and "navigation and safety aids" are already provided for in the definition of Airport Activity.
	566.2	New definitions	Add the following new definitions: <u>'Radio Communication Facility: Means any transmitting/receiving devices such as aerials, dishes, antennas, cables, lines, wires and associated equipment/apparatus, as well as support structures such as towers, masts and poles, and ancillary buildings, and as defined in the Radio Communications Act 1989 and its amendments.'</u> <u>'Navigational Facility: Means any permanent or temporary device or structure constructed and operated for the purpose of facilitating navigation by aircraft or shipping.'</u>	Support	It is appropriate to include definitions for radio communication facilities and navigational facilities in the Proposed Plan.  The proposed definition of "navigation facility" should be amended to reflect the terminology and definition set out in the Civil Aviation Act 1990.  The term "navigational facility" should also be included in the definition of "Airport Activity" for consistency.

Z Energy Limited BP Oil NZ Limited Mobil Oil NZ Limited	768	New definition: Reverse sensitivity	Insert a new definition for reverse sensitivity as follows (or with similar effect):  <u>The potential for the operation of an existing lawfully established activity to be constrained or curtailed by the more recent establishment or intensification of other activities which are sensitive to the established activity.</u>	Support in part	QAC supports, in principle, the inclusion of a definition that clarifies the meaning and interpretation of the term "reverse sensitivity". Minor further amendments may be required to the definition however to ensure it does not inadvertently impact the intent or interpretation of later provisions.
Transpower New Zealand Limited	805.16	Definitions	Add a new definition:  "Regionally significant infrastructure: includes the following: a) Renewable electricity generation facilities, where they supply the national electricity grid and local distribution network; and b) The National Grid; and c) The Electricity distribution network; and d) Telecommunication and radio communication facilities; and e) Road classified as being of national or regional importance; and f) Marinas and Airports; and g) Structures for transport by rail."	Support	QAC supports the inclusion of a new definition for "Regionally Significant Infrastructure".  Further, QAC seeks that reference to this new definition be included throughout the relevant chapters of the Proposed Plan.
<b>3. STRATEGIC DIRECTIONS</b>					
BARNZ	271.3	New Policy	Support the objective and add a new policy supporting objective 3.2.1.5 as follows:  <u>Avoid reverse sensitivity effects on significant infrastructure by requiring other urban subdivision, use and development to not occur in a location or form that constrains the use, operation, maintenance and upgrading of existing and planned significant infrastructure.</u>	Support in part	QAC supports the policy and considers that it is appropriate to recognise the effects of reverse sensitivity on infrastructure. QAC suggests the following alternative wording however:  <u>Avoid, remedy or mitigate reverse sensitivity effects on significant infrastructure by requiring other urban subdivision, use and development to not occur in a location or form that constrains the use, operation, maintenance and upgrading of significant infrastructure.</u>
	271.4	Objective 3.2.2.1	Add an additional bullet to Objective 3.2.2.1 as follows:  • <u>in locations which avoid reverse sensitivity effects on significant infrastructure.</u>	Support in part	QAC supports the policy and considers that it is appropriate to recognise the effects of reverse sensitivity on infrastructure. QAC suggests the following alternative wording however:  <u>in locations which avoid, remedy or mitigate reverse sensitivity effects on significant infrastructure.</u>
	271.5	Policy 3.2.2.1.3	Add an additional bullet to Policy 3.2.2.1.3 as follows:  • <u>that development occurs in locations and forms which avoid reverse sensitivity effects on significant infrastructure.</u>	Support in part	QAC supports the policy and considers that it is appropriate to recognise the effects of reverse sensitivity on infrastructure. QAC suggests the following alternative wording however:  <u>that development occurs in locations and forms which avoid, remedy or mitigate reverse sensitivity effects on significant infrastructure.</u>

Transpower New Zealand Limited	805.23	Objective 3.2.2.1	<p>Amend to:</p> <p><i>Ensure urban growth and development occurs in a logical manner.</i></p> <ul style="list-style-type: none"> <li>to promote a compact, well designed and integrated urban form;</li> <li>to manage the cost of Council infrastructure;</li> <li>to avoid adversely affecting the effective and efficient operation, maintenance, upgrading and development of regionally significant infrastructure; and</li> <li>to protect the District's rural landscapes from sporadic and sprawling development.</li> </ul>	Support in part	<p>QAC supports the proposed amendments. It is appropriate to take into consideration the potential adverse effects of urban growth and development on regionally significant infrastructure. QAC suggests the following alternative wording however:</p> <ul style="list-style-type: none"> <li><u>to avoid, remedy or mitigate adversely affecting the effective and efficient operation, maintenance, upgrading and development of regionally significant infrastructure; and</u></li> </ul>	
Remarkables Park Limited	807.48	Policy 3.2.2.1.4	<p>RPL supports the provision of higher density residential development provided it is not infill development and does not result on further pressure that cannot be accommodated within existing infrastructure.</p> <p><i>Amend the policy to read:</i></p> <p><i>Encourage a higher density of residential development in locations close to commercial and mixed use zones and within greenfield areas where new infrastructure has the capacity to service such development, town-centres, local-shopping-zones, activity-centres, public-transport-routes and non-vehicular-trails.</i></p>	Oppose in part	<p>QAC opposes the amendments to the policy. Encouragement of higher density residential development is not appropriate around all mixed use zones.</p> <p>Retain the policy as notified.</p>	
<b>4. URBAN DEVELOPMENT</b>						
Hansen Partnership	751.7	Policy 4.2.3.8	<p>Amend Policy 4.2.3.8 to separate out the policy direction for land use within the Air Noise Boundary and the Outer Control Boundary. For the land use activities within the Outer Control Boundary, amend as follows:</p> <p><u>Land within the Air Noise Boundary ...</u></p> <p><u>Land use within the Air-Noise-Boundary or Outer Control Boundary of the Queenstown Airport is managed to prohibit or limit minimise the adverse effects of the establishment of Activities Sensitive to Aircraft Noise on the operations of Queenstown Airport.</u></p>	Oppose	<p>QAC opposes the amendments sought by the submitter. The changes proposed by the submitter have the potential to establish a more permissive land use management regime for ASAN within the OCB than was established by PC35.</p> <p>The policy is intended to provide higher order guidance around the management approach for ASAN within the ANB and OCB.</p> <p>Later policies relating to the urban growth boundaries around Queenstown provide more specific detail around how this is to be achieved, as sought by the submitter.</p>	
Transpower New Zealand Limited	805.34	Policy 4.2.1.2	<p>Amend to:</p> <p><i>Urban development and growth is integrated with existing public regionally significant infrastructure, and achieves a pattern, form and design that does not adversely affect existing regionally significant infrastructure and does not restrict the upgrade and development of that infrastructure is designed and located in a manner consistent with the capacity of existing networks.</i></p>	Support in part	<p>QAC supports the proposed amendments as they afford regionally significant infrastructure with further recognition and protection, however QAC considers the following wording is more appropriate:</p> <p><u>Urban development and growth is integrated with existing public regionally significant infrastructure, and achieves a pattern, form and design that avoids, remedies or mitigates any adverse effects on existing regionally significant infrastructure.</u></p>	



7. LOW DENSITY RESIDENTIAL						Support in part / Oppose in part	
Hayden Tapper	24.5	Rule 7.4.11	Requests deletion of rule. Provide exemption which provides for two dwellings on sites greater than 900m <sup>2</sup> in the Air Noise Boundary as a permitted activity (subject to compliance with other rules) to achieve the same residential density allowance that applies under the operative district plan for properties in the Air Noise Boundaries.				QAC supports the retention of existing development rights and outcomes established under PC35 insofar as it relates to residential activity within the Low Density Residential Zone.
Keith Hubber Family Trust No 2	35.1	Rule 7.4.11	Delete Rule 7.4.11 and provide an exemption that provides for two residential dwellings on sites greater than 900m <sup>2</sup> in the air noise boundary as a permitted activity (subject to compliance with other rules) as provided for by the operative district plan.				QAC opposes the outright deletion of this rule until such a time that Rule 7.5.6 is amended to reflect that residential development within the ANB shall only be permitted at a rate of one dwelling per 450m <sup>2</sup> . Deleting Rule 7.4.11 without a subsequent amendment to Rule 7.5.6 would increase the density of residential activity within the ANB which is counter to the management approach adopted by PC35.
Malcolm, Anna McKellar, Stevenson	36.1	Rule 7.4.11	Requests deletion of Rule 7.4.11 and provision of an exemption that provides for two residential dwellings on sites greater than 900m <sup>2</sup> in the air noise boundary as a permitted activity (subject to compliance with other applicable rules) resulting in the same allowance that applies under the operative district plan for properties located in the air noise boundaries.				
KE & HM, RD Hamlin, Liddel	43.1	Rule 7.4.11	Requests deletion of Rule 7.4.11 and provision of an exemption that provides for two residential dwellings on sites greater than 900m <sup>2</sup> in the air noise boundary as a permitted activity (subject to compliance with other applicable rules) resulting in the same allowance that applies under the operative district plan for properties located in the air noise boundaries.				
Barbara Williams	141.4	Rule 7.4.11	Opposes Rule 7.4.11 and requests this rule be deleted. Requests exemption that provides for two residential dwellings on sites greater than 900m <sup>2</sup> in the Air Noise Boundary as a permitted activity (subject to compliance with other applicable rules) as provided for by the residential density allowance of the operative district plan.				
Queenstown Lakes District Council	383.14	Rule 7.4.11	Delete this rule as it is inconsistent with the outcomes of PC35 which retained development rights for properties located within the Air Noise Boundary and Outer Control Boundary for the Queenstown Airport, subject to requirements for sound insulation and mechanical ventilation. Namely, the Operative District Plan provides for development of 1 unit per 450m <sup>2</sup> net site area (ODP Rule 7.5.5.3(iii)) as a permitted activity, provided other site and zone standards are met.				
Joanne Phelan and Brent Hurdson	485.1	Rule 7.4.11	The format of Proposed District Plan Rule 7.4.11 conflicts with the Operative District Plan and PC35, and should be deleted (subject to the amendment of proposed Rule 7.5.6 outlined below) to maintain existing development rights and the outcomes of PC35.				
Scott Freeman & Bravo Trustee Company Limited	555.3 555.4	Rule 7.4.11	Delete Rule 7.4.11 in its entirety.				

Ministry of Education	524.19	Rule 7.4.8	Change the activity status of community activities and facilities to permitted.	Support in part / Oppose in part	QAC supports the currently operative District Plan status for community activities.
Southern District Health Board	678.3	New provisions	The SDHB seeks the reinstatement of the Community Facility zone (or similar) within the Proposed Plan and over the Lakes District Hospital Site where subject to performance standards the development of the hospital site is a permitted activity, and / or Community Activities activity status is changed from discretionary to permitted in the Low Density Residential Zone.	Support in part / Oppose in part	QAC supports the currently operative District Plan status for community activities.
Transpower New Zealand Limited	805.46	Objective 7.2.7	Amend to: <i>Ensure development efficiently utilises existing infrastructure and does not adversely affect the safe, effective and efficient operation, maintenance, development and upgrade of <del>minimises impacts on</del> regionally significant infrastructure, including the National Grid and roading networks.</i>	Support in part	QAC supports the proposed amendments. It is appropriate to take into consideration the potential adverse effects of urban growth and development on regionally significant infrastructure. QAC proposed the following alternative wording: <i>Ensure development efficiently utilises existing infrastructure and avoids, remedies or mitigates the adverse effects on the safe, effective and efficient operation, maintenance, development and upgrade of <del>minimises impacts on</del> regionally significant infrastructure, including the National Grid and roading networks.</i>
<b>15. LOCAL SHOPPING ZONE</b>					
Spence Farms Limited	698.7	15.5.5	Delete the rule as follows: <del>Residential and Visitor Accommodation Activities All residential and visitor accommodation activities shall be restricted to first floor level or above.</del>	Oppose	QAC opposes the amendments sought. Restricting visitor accommodation and residential activities to the first floor of buildings and above (combined with a few other performance standards) is one of the few controls governing the density of residential or visitor accommodation development on Local Shopping Centre zoned land within the OCB. To remove this rule would therefore enable the intensification of ASAN within the Local Shopping Zone with no density constraints.
	6.998.8	15.5.3	Amend as follows: <del>Acoustic insulation a) A mechanical ventilation system shall be installed for all critical listening environments in accordance with Table 6 in Chapter 36. b) All elements of the façade of any critical listening environment shall have an airborne sound insulation of at least 40 dB Rw+Ctr determined in accordance with ISO 10140 and ISO 717 4.</del> <del>*Discretion is restricted to consideration of all of the following:</del>	Oppose in part	The further intensification of ASAN within the OCB is opposed by QAC. QAC submits that the proposed amendments incorrectly apply the acoustic insulation requirements for activities within the ANB. None of the Local Shopping Centre Zone area is located within the ANB.  This rule should therefore be amended to refer to the OCB as follows:  <i>New buildings and alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise shall be designed to achieve an Indoor Design</i>

<p>the noise levels that will be received within the critical listening environments, with consideration including the nature and scale of the residential or visitor accommodation activity;</p> <p>the extent of insulation proposed; and</p> <p>whether covenants exist or are being volunteered which limit noise emissions on adjacent sites and/or impose no complaints covenants on the site.</p>	<p><u>Airport Noise – Queenstown Airport (excluding any noncritical listening environments) within the Air Noise Boundary (ANB). New buildings and alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise (ASAN) shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either adhering to the sound insulation requirements in Table 4 of Chapter 36 and installation of mechanical ventilation to achieve the requirements in Table 5 of Chapter 36, or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the Indoor Design Sound Level with the windows open.</u></p>	<p>QAC opposes the changes to this rule. The proposed height restrictions would be redundant in light of QAC's Airport Approach and Protection Measures designation which lies at between 8 to 11m over this site.</p>	<p>QAC submits that this rule is vague, unenforceable and should not be included.</p>
<p>the noise levels that will be received within the critical listening environments, with consideration including the nature and scale of the residential or visitor accommodation activity;</p> <p>the extent of insulation proposed; and</p> <p>whether covenants exist or are being volunteered which limit noise emissions on adjacent sites and/or impose no complaints covenants on the site.</p>	<p><u>Airport Noise – Queenstown Airport (excluding any noncritical listening environments) within the Air Noise Boundary (ANB). New buildings and alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise (ASAN) shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either adhering to the sound insulation requirements in Table 4 of Chapter 36 and installation of mechanical ventilation to achieve the requirements in Table 5 of Chapter 36, or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the Indoor Design Sound Level with the windows open.</u></p> <p><u>Note – Refer to the Definitions for a list of activities sensitive to aircraft noise (ASAN).</u></p>	<p>QAC opposes this submission as the rule provides an exemption that car parking in association with the airport terminal facility does not have to meet the minimum car parking requirements of the Operative Plan.</p>	<p>QAC submits that the rule should therefore be retained insofar as it relates to car parking at the terminal building.</p>
<p>the noise levels that will be received within the critical listening environments, with consideration including the nature and scale of the residential or visitor accommodation activity;</p> <p>the extent of insulation proposed; and</p> <p>whether covenants exist or are being volunteered which limit noise emissions on adjacent sites and/or impose no complaints covenants on the site.</p>	<p><u>Airport Noise – Queenstown Airport (excluding any noncritical listening environments) within the Air Noise Boundary (ANB). New buildings and alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise (ASAN) shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either adhering to the sound insulation requirements in Table 4 of Chapter 36 and installation of mechanical ventilation to achieve the requirements in Table 5 of Chapter 36, or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the Indoor Design Sound Level with the windows open.</u></p> <p><u>Note – Refer to the Definitions for a list of activities sensitive to aircraft noise (ASAN).</u></p>	<p>QAC opposes this submission as the rule provides an exemption that car parking in association with the airport terminal facility does not have to meet the minimum car parking requirements of the Operative Plan.</p>	<p>QAC submits that the rule should therefore be retained insofar as it relates to car parking at the terminal building.</p>
<p><b>16. BUSINESS MIXED USE ZONE</b></p>			
<p>Schist Holdings Limited and BNZL Properties Limited</p>	<p>488.3</p>	<p>Rule 16.5.7.1</p>	<p>Amend Rule 16.5.7.1 by adding a new standard "16.5.7.2 Queenstown (Glenda Drive) a. Up to 8m - Permitted b. Up to 10m - Restricted Discretionary."</p>
<p><b>17. AIRPORT MIXED USE</b></p>			
<p>Queenstown Lakes District Council</p>	<p>383.38</p>	<p>17.5.5 17.5.5.1 17.5.5.2</p>	<p>An additional rule is sought to limit airport lighting when it is not operationally required, so as to mitigate impacts through the landscape and on the night sky.</p> <p>Add a new Rule 17.5.5.3: Lighting shall be in use only when necessary in an operational sense, so as to minimise adverse impacts on the night sky.</p>
<p>Queenstown Lakes District Council</p>	<p>383.39</p>	<p>17.5.9</p>	<p>Provisions relating to parking, loading and access refer to the Operative District Plan. The Transport Chapter of the Operative District Plan continues to apply for all parts of the Proposed District Plan, until reviewed as part of Stage 2. Therefore this rule provides no added clarity or value and can be removed.</p> <p>Delete provisions relating to parking, loading and access which refer to the Operative District Plan.</p>

Otago Regional Council	798.34	Objective 17.2.1	ORC requests that provisions for roading, access and parking should recognise the needs of active transport modes, public transport services and infrastructure. Provisions are requested for residential developments, particularly those large in scale, to provide for public transport services and infrastructure in the future.  Main road corridors in these areas should be retained to accommodate public transport services and infrastructure, both now and in the future.	Support in part / Oppose in part	QAC supports the inclusion of a new provision that encourages active transport modes, public transport services and infrastructures.  QAC opposes the inclusion of provisions relating to residential development and associated transportation requirements however, as such activities are not provided for in the Airport Mixed Use Zone.
Remarkables Park Limited	807.94	Policy 17.2.1.3	Delete Policy 17.2.1.3	Oppose	QAC submits that it is appropriate to retain the proposed Airport Mixed Use Zone at Queenstown Airport. The current Rural General zoning is inconsistent with the current use that occurs on site and is enabled by QAC's designation.
<b>21. RURAL</b>					
Willowridge Developments Limited	249.12	Assessment Matter 21.7.1.1	Delete assessment matter 21.7.1.1.	Support	QAC supports the deletion of assessment matter 21.7.1.1 as every resource consent application should be assessed on its merits. Assessment matter 21.7.1.1 suggests that the outcome of resource consents within ONF and ONLs is predetermined (i.e. "...successful applications will be exceptional cases").
Frank Wright	385	Policy 21.2.7.1	Change 21.2.7.1 to read: Prohibit any new [non-existing] activity sensitive to aircraft noise on any rural zoned land within the outer Control Boundaries of Queenstown Airport and Wanaka airport, Glenorchy, Makarora area and all other existing informal airports including private airstrips within the QLDC, used for fixed wing aircraft.	Oppose in part	QAC submits that the amendments sought by the submitter should be contained in a new and separate policy.
Te Anau Developments Limited	607.36	Rule 21.4.29	Amend rule as follows: <i>21.4.29 Activities, excluding tourism activities, within the Outer Control Boundary - Queenstown Airport</i>  <i>On any site located within the Outer Control Boundary, which includes the Air Noise Boundary, as indicated on the District Plan Maps, any new Activity Sensitive to Aircraft Noise.</i>	Oppose	Tourism activities that fall within the definition of an "activity sensitive aircraft noise" should continue to be captured by this rule.  The rule, as notified, should be retained.
Ross & Judith Young Family Trust	704.5	Rural Zone - general	Make changes to the objectives, policies and rules of the Rural zone as it applies to the land on the western corner of Mt Barker Rd and State Highway 6 legally described as Lots 1 and 10 DP3505038 and Part Section 9 Block VIII Lower Hawea Survey District, held in Computer Freehold Register 112402 to provide for airport related infrastructure and visitor accommodation to occur as permitted activities.	Support in part / Oppose in part	QAC remains neutral with respect to this zoning.  Notwithstanding, insufficient detail has been provided in the submission in terms of section 32 of the Act and whether the proposed rezoning is the most appropriate way to achieve the purpose of the Act, including the benefits and cost of the environmental, economic, social and cultural effects that could accrue from the implementation of the zone and the subsequent provisions. QAC therefore reserves its right to revise its position in light of such reporting.

Jeremy Bell Investments Ltd	782.1	Rural Zone - general	Submitter requests that the 14.54 hectare area shown on in the attached map (Wanaka Airport) dated May 2011 is rezoned as Wanaka Airport Mixed Use Zone (WAMUZ) as set out in this submission.	Support in part / Oppose in part	QAC remains neutral with respect to this zoning.  Notwithstanding, insufficient detail has been provided in the submission in terms of section 32 of the Act and whether the proposed rezoning is the most appropriate way to achieve the purpose of the Act, including the benefits and cost of the environmental, economic, social and cultural effects that could accrue from the implementation of the zone and the subsequent provisions. QAC therefore reserves it right to revise its position in light of such reporting.
Queenstown Park Limited	806.112	New Policy	<p>Insert specific objective and policies to the Remarkables Ski Area as follows:</p> <p><u>Objective 21.2.7 - Encourage the future growth and development of the Remarkables alpine recreation area and recognise the importance of providing sustainable gondola access to the alpine area while avoiding, remedying or mitigating adverse effects on the environment.</u></p> <p><u>Policy 21.2.7.1 Recognise the importance of the Remarkables alpine recreation area to the economic wellbeing of the District, and support its growth and development.</u></p> <p><u>Policy 21.2.7.2 Recognise the importance of providing efficient and sustainable gondola access to the Remarkables alpine recreation area, while managing potential adverse effects on the landscape quality</u></p> <p><u>Policy 21.2.7.3 Support the construction and operation of a gondola that provides access between the Remarkables Park zone and the Remarkables alpine recreation area, recognising the benefits to the local, regional and national community.</u></p>	Oppose	<p>The provisions intend to enable the development of a gondola to the Remarkables Ski Field. While QAC remains neutral with respect to this matter, as currently drafted, the provisions are weighted towards enabling the development with limited consideration of avoiding, remedying or mitigating adverse effects.</p> <p>QAC submits that further amendments are required to ensure that effects are appropriately avoided, remedied or mitigated.</p>
	806.150	Rule 21.4.26	<p>Remove the building restriction from the Kawarau River, and from the rivers edge on Queenstown Park.</p> <p>Clarify the purpose of the building restriction area located east of the airport, and shown on planning map 31a.</p> <p><del>21.4.26 Any building within a Building Restriction Area identified on the Planning Maps—NC</del></p>	Oppose	QAC supports the retention of the building line restriction.

27. SUBDIVISION							
Aurum Survey Consultants	166.8	Rule 27.4.1	Delete 27.4.1 and revise the rules to provide controlled subdivision activities where the subdivision is in keeping with the objectives of the zone.	Oppose	QAC considers that in addition to the objectives of the zones it is necessary for subdivision proposals to respond positively to the Plan provisions relating to ASAN.  This will require the inclusion of a rule specifying a non-complying activity status for subdivisions that create lots at higher densities than the Operative Plan.		
CHAPTER 33							
Evan Alty	339.103	Policy 33.2.4.1	Recognise that alpine environments contribute to the distinct indigenous biodiversity and landscape qualities of the District and are vulnerable to should be protected from change through vegetation clearance or establishment of exotic plants.	Oppose	The proposed amendment contains ambiguous drafting ("should be protected from") and may unnecessarily constrain the ability of regionally significant infrastructure to upgrade and develop in alpine areas.		
	339.112	Rule 33.4.3	Make non-compliance with 'alpine environments' rule a non-complying activity.	Oppose	The proposed amendment may result in minor indigenous vegetation clearance required for the safe and effective operation of regionally significant infrastructure being deemed a non-complying activity. This is considered to be inappropriate as it is unduly onerous.		
	339.119	Rule 33.5.8	Reject, there should not be any permitted clearance within SNAs	Oppose	It is practical and efficient to provide for small-scale vegetation clearance in Significant Natural Areas. This provision as notified will reduce onerous resource consent requirements (for example minor vegetation clearance associate with the upgrade of existing significant infrastructure located within a SNA) and enable efficient allocation of Council resources.		
Forest and Bird NZ	706.104	33.3.4.3	Make non-compliance with 'alpine environments' rule a non-complying activity.  Rule as notified: Activities located within alpine environments (any land at an altitude higher than 1070m above sea level) that comply with Table 4 shall be a permitted activity...  Does not involve the clearance of indigenous vegetation, the planting of shelterbelts, or any exotic tree or shrub planting... Discretionary	Oppose	The proposal would see the installation of aircraft navigational infrastructure in alpine environments become a non-complying activity, which is unduly onerous.		
35. TEMPORARY ACTIVITIES AND RELOCATED BUILDINGS							
House Movers Section of New Zealand Heavy Haulage Association Inc	496.1	New provisions	<ul style="list-style-type: none"> <li>Delete all provisions (including objectives, policies, rules, assessment criteria and other methods and reasons) on removal, re-siting, and relocation of buildings in the Proposed Plan, the definitions section, and elsewhere.</li> <li>Replace the policy provisions relating to relocated dwellings and buildings (either by rewriting the plan, or alternatively, by deleting the relevant sections and replacing the provisions in each section</li> </ul>	Oppose	All relocatable dwellings should be subject to the performance standards of the zone to which they will be located, including the necessary requirement to provide acoustic treatment within the OCB.  QAC submits that this relief should not be allowed.		

or zone of the plan, as is appropriate) with objectives, policies, rules, assessment criteria, methods, reasons and other provisions which expressly provide for relocation of buildings as "permitted activities" in all zones/areas, so as to achieve performance standards no more restrictive than provided for in the paragraph below.

- Provide for the relocation of dwellings and buildings subject to the following performance standards/conditions (or to same or similar effect):

Relocation of buildings

Relocated buildings are permitted where the following matters can be satisfied:

a) Any relocated building can comply with the relevant standards for Permitted Activities in the District Plan;

b) Any relocated dwelling must have been previously designed built and used as a dwelling;

c) A building inspection report shall accompany the building consent for the building/dwelling. The report is to identify all reinstatement work required to the exterior of the building/dwelling; and

d) The building shall be located on permanent foundations approved by building consent no later than 121 months of the building being moved to the site.

e) All work required to reinstate the exterior of any relocated building/dwelling, including the siting of the building/dwelling on permanent foundations, shall be completed within 12 months of the building being delivered to the site.

- As a default rule, in the event that relocation of a buildings/dwelling is not a permitted activity (as provided for in the two paragraphs above) due to non-compliance with performance standards, provide for relocation of dwellings and buildings no more restrictively than a restricted discretionary activity (provided that such application be expressly provided for on a non-notified, non-service basis) subject to the following assessment criteria (or to the same or similar effect):

Restricted Discretionary Activity

(on a non-notified, non-service basis) Where an activity is not permitted by this Rule, Council will have regard to the following matters when considering an application for resource consent:

i) Proposed landscaping;

ii) the proposed timetable for completion of the work required to reinstate the exterior of the building and connections to services;

iii) the appearance of the building following reinstatement

		<ul style="list-style-type: none"> <li>- Delete any provision for a performance bond or any restrictive covenants for the removal, re-siting, and relocation of dwellings and buildings.</li> <li>- Restrict (as a discretionary activity rule) the use of restrictive covenants for the removal, siting, and relocation of dwellings and buildings.</li> </ul>			<p>All relocatable dwellings should be subject to the performance standards of the zone to which they will be located, including the necessary requirement to provide acoustic treatment within the OCB.</p> <p>QAC submits that this relief should not be allowed.</p>	Oppose		
496.2	New provisions	<p>Suggested drafting to give effect to this submission (or the same or similar effect but without limiting the relief sought):</p> <p><u>Permitted Activity Standards for Relocated Buildings</u></p> <p><i>i. Any relocated building intended for use as a dwelling (excluding previously used garages and accessory buildings) must have previously been designed, built and used as a dwelling.</i></p> <p><i>ii. A building pre-inspection report shall accompany the application for a building consent for the destination site. That report is to identify all reinstatement works that are to be completed to the exterior of the building.</i></p> <p><i>iii. The building shall be located on permanent foundations approved by building consent, no later than 2 months of the building being moved to the site.</i></p> <p><i>iv. All other reinstatement work required by the building inspection report and the building consent to reinstate the exterior of any relocated dwelling shall be completed within 12 months of the building being delivered to the site. Without limiting (iii) (above) reinstatement work is to include connections to all infrastructure services and closing in and ventilation of the foundations.</i></p> <p><i>v. The proposed owner of the relocated building must certify to the Council that the reinstatement work will be completed within the 12 month period.</i></p>			<p>All relocatable dwellings should be subject to the performance standards of the zone to which they will be located.</p>	Oppose		
<b>36. NOISE</b>								
Queenstown Lakes District Council	383	Rule 36.6.2 including Table 4			<p>The acceptable construction materials set out in Table 4 were subject to intensive investigations during the promulgation of PC35 and are an appropriate means of achieving acoustic insulation within the OCB. Furthermore, the rules relating to this table and the acoustic insulation of ASAN provide the opportunity for an applicant to either undertake their construction works in accordance with Table 4 OR submit a certificate from a person suitably qualified in acoustics stating that the proposed construction will achieve the Indoor Design</p>	Oppose		



			Amend to ensure format addresses modern building solutions and is not unnecessarily restrictive to building and resource consent processing – or requires outdated building materials to be used which are less appropriate. Further investigation needed to determine an appropriate response to improve the application of this rule in consent processing.		Sound Level specified. It is therefore not necessary to update Table 4.
<b>PLANNING MAPS</b>					
DS EE Properties Limited	16.1 16.2	Rezoning request – Low Density to Commercial	Rezoning Sugar Lane from Low Density Residential as shown on planning map 33 to commercial.	Oppose in part	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.  The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.
Kerr Ritchie Architects	48.1 48.2 48.3 48.4	Rezoning request – Rural to Low Density Residential	Rezoning the land at 48 and 50 Peninsula Road, Kelvin Heights from Rural as shown on planning map 33 to Low Density Residential.	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.  The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.
Don Lawrence	125.1 125.2 125.3	Rezoning request – Low Density Residential to Business Mixed Use Zone	Change the Sugar Lane area from Low Density Residential to Business Mixed Use Zoning.	Oppose in part	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.  The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.
Russell March	128.1 128.2 128.3	Rezoning request - Low Density Residential to Medium Density Residential	Please: (a) amend the plan to reinstate the original Frankton - Proposed Medium Density Zoning – as per the MACTODD report; or, (b) amend the plan to include Stewart Street Lake Avenue Burse Street McBride Street into MDR zoning as opposed to LDR; or, (c) amend the plan to include Frankton district streets into MDR that are currently outside the Air noise Boundary (ANB) - per the Queenstown Airport website.	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35.  Rezoning the land would have potentially significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.

Barbara Williams	141.3 141.6	Rezoning request – Low Density Residential to Commercial type zone.	Requests that as an alternative to Low Density Residential Zone, properties located at 58-106 McBride St are rezoned to a form of commercial zoning.	Support in part / oppose in part	<p>QAC supports in part/opposes in part the rezoning of this site to a commercial type zoning provided it does not result in the intensification of ASAN in this area.</p> <p>Subsequent amendments to the relevant zone chapter may be required to ensure that the occurrence of ASAN does not intensify at this site above the currently permitted levels set out in the Operative Plan (i.e. the levels prescribed in the Low Density Residential Zone).</p> <p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p> <p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.</p> <p>The proposed rezoning request should not be accepted.</p>
Mount Crystal Limited	150.1 150.2	Rezoning request – Low Density Residential to Medium and High Density Residential	Change the zoning of the submitters land located at the southern end of Lake Hayes (Part Sections 115 and 210R Blk III Shotover SD) from rural to rural residential at the southern end of Lake Hayes located on planning map 30.	Oppose	<p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p> <p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.</p> <p>The proposed rezoning request should not be accepted.</p>
Felzar Properties Limited	229.1 229.2	Rezoning request – Rural Residential to Rural Residential	Change the zoning of the submitters land located at the southern end of Lake Hayes (Part Sections 115 and 210R Blk III Shotover SD) from rural to rural residential at the southern end of Lake Hayes located on planning map 30.	Oppose	<p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p> <p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.</p> <p>The proposed rezoning request should not be accepted.</p>
NZIA and Architecture + Women Southern	238.42	Rezoning request – Low Density Residential to Medium Density Residential	Requests consideration of other areas that are currently zoned LDR around Frankton (as demonstrated on the map provided) should also be considered for medium density development.	Oppose	<p>QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35.</p> <p>Rezoning the land would have potentially significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.</p>
Don Moffat	239.2 239.3 239.4	Rezoning request – Rural to Rural Lifestyle	Planning Map 30 be amended to show a portion of the submitters site at 420 Frankton Road-Ladies Mile (Adjoining Shotover Country, legally described as Lot 500 DP470412 and comprising 23.6578 ha), re-zoned from Rural General to Rural Lifestyle as per the area shown boarded yellow on the Plan included as Attachment [B] of the submission.	Oppose	<p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p> <p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.</p> <p>The proposed rezoning request should not be accepted.</p>

Bruce Grant	318.1 318.2	Rezoning request – Rural to Low Density Residential	Rezoning from rural to low density residential and include the land within the urban growth boundary.	Oppose	<p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p> <p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.</p> <p>The proposed rezoning request should not be accepted.</p>
Noel Gutzewitz	328.1 328.2	Rezoning request – Rural to Rural Lifestyle	Rezoning part of the land located between Boyd Road and the Kawarau River as described in section 1 (Secs 42 and 43, Blk XII Closeburn SD and Lots 4 and 5 DP 24790) and Attachment B from rural to rural lifestyle.	Oppose	<p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p> <p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.</p> <p>The proposed rezoning request should not be accepted.</p>
Middleton Family Trust	336.1 336.2 336.3	Rezoning request – Remove overlay	Remove any references to the Queenstown Heights Overlay Area.	Oppose	<p>The proposed rezoning request should not be accepted.</p> <p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p> <p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.</p> <p>The proposed rezoning request should not be accepted.</p>
Middleton Family Trust	338.2 338.3 338.4	Rezoning request – Rural to Low Density Residential and part Rural Residential	Rezoning the land on planning map 31 generally located between Lake Johnson and the Shotover River (as shown in Attachment B to the submission and legally described as secs 21, 24, 40, 41, 44, 61 Blk XXI Shotover SD, Sec 93 Blk II Shotover SD, Secs 43- 45, 52-55, 60 Blk II Shotover SD, Pt Sec 47 Blk II Shotover SD, Pt sec 123 & 124 Blk I Shotover SD, and Secs 130-132 Blk I Shotover SD) from Rural to part Low Density Residential and part Rural Residential with provision made to protect escarpment areas. NB Attachment B shall take precedence over the legal descriptions cited above as it is unclear whether all these sites are affected by the rezoning.	Oppose	<p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p> <p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.</p> <p>The proposed rezoning request should not be accepted.</p>
Remarkables Limited	347.1 347.3	Rezoning request – Rural General to Low Density Residential	Oppose the Rural General zoning of Lot 1 DP 411971 (Middleton Rd) and request rezoning to Low Density Residential.	Oppose	<p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p>

Sam Strain	351.1 351.4	Rezoning request – Rural to Rural Lifestyle	Oppose the Rural zoning of Lot 1 & 2 DP 388976 and request it be rezoned from Rural to Rural Lifestyle.	Oppose	<p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.</p> <p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p> <p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.</p>
Body Corporate 22362	389.1 389.5 389.12 389.13 389.16	Rezoning request – Low Density Residential to Medium Density Residential	That Body Corporate 22362 be removed from the low density zone and be included in the medium density zone.	Oppose	<p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p> <p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.</p>
Sam and Jane McLeod	391.7 391.22	Rezoning request – Low Density to Medium Density Residential	That the medium density zone is extended all the way along Frankton Road from the existing High Density areas to include Panorama Tee, Larchwood Heights, Andrews park, Goldfields, Battery Hill Marina Heights and everything in between.	Oppose	<p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.</p> <p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p> <p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.</p>
Middleton Family Trust	393.1 393.2	Rezoning request – Rural to Airport Mixed Use	Oppose the rural zoning and request that 114 hectares of Lot 2 DP 351844 be rezoned to Airport Mixed Use zone.	Oppose	<p>QAC opposes the proposed rezoning until such a time that an aeronautical study has been completed for the site that confirms the site is suitable for aviation activities. Rezoning the land may also potentially result in significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.</p>
Peter and Margaret Arnott	399.1 399.2 399.3 399.4 399.11	Rezoning request – Rural to Local Shopping Centre and/or Business Zone	That the part of the submitters' land (legally described as Lot 1 DP 19932 and Section 129 Block 1 Shotover Survey District) shown on Planning Map 31a currently proposed to be zoned Rural General be rezoned Local Shopping Centre and/or Business Zone.	Oppose	<p>QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35.</p>

Sanderson Group Limited	404.1 404.4	Rezoning request – Rural to an Urban Zone or similar	Rezoning Lot 500 DP 470412 from Rural to an Urban Zone that enables the construction of a Retirement Village as a Controlled or Restricted Discretionary Activity, with control/discretion limited to positive effects; demand for housing supply; site layout; effects on local infrastructure; onsite serviceability; effects on landscape and visual amenity values; landscape treatment; site access arrangements; traffic and parking effects; and construction effects. And/ or any other relief to give effect to the intent of the submission.	Oppose	Rezoning the land would have potentially significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.  QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.  The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.  The proposed rezoning request should not be accepted.
Aviemore Corporation Ltd	418.1 418.2 418.3	Rezoning request – Rural to Industrial A	Amend Planning Map 31 to extend the existing Industrial A Zone south so that it includes Lot 1 DP 472825.	Support	QAC supports the rezoning of this land from Rural General to Industrial.
Otago Foundation Trust	408.1 408.4	Rezoning request – Rural to Medium Density Residential	Rezoning the entire area of the subject site (legally described as Section 130, Blk 1 Shotover SD, Section 31, Blk Shotover SD, and Part of Section 132, Blk 1 Shotover SD) as Medium Density Residential. This is the area north of Frankton Junction Roundabout found on Maps 31 and 31a.	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35.  Rezoning the land would have potentially significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.
Bonisch Consultants	425.1 425.2	Rezoning request – Low Density to Medium Density, Local Shopping Centre	That those areas identified on the attached Structure Plans be rezoned as Medium Density Residential, Local Shopping Centre or Low Density as specified.	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.  The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.  The proposed rezoning request should not be accepted.
F.S Mee Developments Co Limited	429.1	Rezoning request – Low Density Residential to High Density	That the area identified on the attached Structure Plan be rezoned from Low Density Residential to High Density Residential.	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.  The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.  The proposed rezoning request should not be accepted.
Bruce Grant	434.2 434.3	Rezoning request – Rural	Seeks modify the PDP to rezone the subject land from Rural Zone to Low Density Residential Zone.	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.

		to Low Density Residential				<p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.</p> <p>The proposed rezoning request should not be accepted.</p> <p>QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35.</p> <p>Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.</p>
W&M Grant	455.1 455.2	Rezoning request – Rural to Medium Density Residential	Requests that land on Hansen Road / Frankton-Ladies Mile Highway, Frankton, legally described as Lot 1 DP 355881 Secs 22 27-28 30 BLK XXI & sec 125 BLK I Shotover SD, valuation 2907148703 be rezoned from Rural to either a Medium Density Zone with a Visitor Accommodation Overlay, or a zone to allow for commercial activities.	Oppose		<p>Area 1 of the Plan Change is partially located within an area where the ground surface penetrates the Conical and Inner Horizontal Surface at Wanaka Airport. In accordance with Designation 64, Airport Approach and Protection Measures, no object, including any building, structure, mast, pole, or tree shall penetrate the horizontal and conical surfaces except with prior approval of the requiring authority, or where the object is determined to be shielded by an existing immovable object in accordance with recognised aeronautical practice.</p> <p>It is therefore necessary to determine whether the site is "shielded by an existing immovable object in accordance with recognised aeronautical practice" in order to determine if it is appropriate to rezone this site for any intended purpose other than rural activities.</p> <p>The site is located on the edge of the ANB and OCB. The Business Mixed Use Zone currently contains no provisions relating to the management of ASAN.</p> <p>Rezoning this site would therefore allow a level of ASAN development that is not currently provided for the Operative District Plan. This is inappropriate and inconsistent with the land use management regime established under PC35.</p> <p>Rezoning the land would have potentially significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.</p> <p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p>
Lake McKay Station	484.1	Rezoning request – Rural to Rural Residential	Rezone the submitters property from Rural to Rural Residential and Rural Lifestyle zones	Oppose in part		
Schist Holdings Limited and BNZL Properties Limited	488.1 488.2	Rezoning request – Industrial to Business Mixed Use Zone	Opposes Industrial zoning of two properties located on the eastern side of Glenda Drive, towards the southern end of Glenda Drive. They have the valuation numbers 2910225704 and 2910225708.  Submits that the southern end of Glenda Drive (if not most of Glenda Drive) is more appropriately zoned Business Mixed Use Zone.  Rezone properties with valuation numbers 2910225704 and 2910225708 on Glenda Drive as Business Mixed Use Zone.  Consider extending such zonings to other properties along Glenda Drive.	Oppose		
Woodlot Properties Limited	501	Rezoning request – Rural to Rural Lifestyle	Requests that Proposed District Plan Map 29 - Dalefield, Coronet Peak Road is amended to replace the zone boundary line between	Oppose		

			or Rural Residential	the Rural Zone and the Rural Lifestyle Zone with that of the area outlined within the attached map.				The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.
Larchmont Developments Limited	527.1 527.7	Rezoning request – Rural to Low Density Residential	Rezoning request – Rural to Low Density Residential	Rezoning the area of land hatched on the Map attached to this submission from Rural zone to Low Density Residential.	Oppose			QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.  The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.
Shotover Country Limited	528.9 528.10	Rezoning request – Shotover Country Special Zone or Low Density Residential Zone	Rezoning request – Shotover Country Special Zone or Low Density Residential Zone	Within this newly defined boundary, rezone the land subject to this submission (the "Site") from 'Rural Zone' to 'Shotover Country Special Zone', or in the alternative, to 'Low Density Residential Zone'	Oppose			QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.  The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.
Bill and Jan Walker Family Trust	532.37 532.38	Rezoning request – Rural to Rural Lifestyle	Rezoning request – Rural to Rural Lifestyle	Amend Map 30 to rezone the identified land on the attached map (hatched) at Appendix 1 as Rural Lifestyle. The land is generally bounded by Frankton-Ladies Mile to the North and Lake Hayes Estate to the south.	Oppose			QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.  The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.
Winton Partners Funds Management No.2 Limited	533.2 533.3 533.4 533.5 533.6	Rezoning request – Rural to High, Medium or Low Density Residential Zone, Business Mixed Use Zone or any other zone.	Rezoning request – Rural to High, Medium or Low Density Residential Zone, Business Mixed Use Zone or any other zone.	Amend Map 33 to re-zone the area of land hatched on the map attached to this submission from rural to High Density Residential. The land is generally located between Kingston Road SH6 and Peninsula Road.	Oppose			QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.  The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.
Bridesdale Developments Limited	655.1 655.4 655.4	Rezoning request – Rural to Medium	Rezoning request – Rural to Medium	Requests that Lot 3 Deposited Plan 392823, Lot 4 Deposited Plan 447906, Lot 1 Deposited Plan 26719, Lot 1 Deposited Plan 21087 and Lot 3 Deposited Plan 337268 be zoned Medium Density Residential.	Oppose			QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.

		Density Residential							<p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.</p> <p>The proposed rezoning request should not be accepted.</p>
Land Information Zealand	New	661.5 661.6 661.7	Rezoning request – Rural to Low Density Residential	That the land at Section 2 Survey Office Plan 448337 as shown on Proposed Planning Maps 31a and 33, described by the submitters as the Peninsula Road site, is zoned Low Density Residential rather than Rural and that Planning Maps 31a and 33 are amended accordingly.	Oppose				<p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p> <p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.</p> <p>The proposed rezoning request should not be accepted.</p>
Lynette Hamilton		670.3 670.4	Rezoning request – Rural to Rural Lifestyle or Rural Visitor Zone	The area defined in the map contained in Attachment [D] is re-zoned from Rural General to a mix of Rural Lifestyle and Rural Visitor Zone.	Oppose				<p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p> <p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.</p> <p>The proposed rezoning request should not be accepted.</p>
Justin Crane and Kirsty McTaggart		688.9	Rezoning request – Rural to Rural Residential	Amend the planning maps to show lower Threeewood area as part of the Rural Residential Zone, in general accordance with the map in Attachment 1 to this submission.	Oppose				<p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p> <p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.</p> <p>The proposed rezoning request should not be accepted.</p>
Susan May Todd		690.2 690.3	Rezoning request – Rural to Rural Lifestyle or Rural Visitor Accommodation	Re-zone Doonholme farm Lots 4,5,10 & 11 DP300661, Sections 21,22,23,24 & 25 Blk IX Shotover SD, Sections 1 SO 420327, Sections 17,18,19,23,64, & 71 Blk VII Shotover SD from Rural General to a mix of Rural Lifestyle and Rural Visitor Zone as shown in attachment D of this submission 690.	Oppose				<p>QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport.</p> <p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.</p> <p>The proposed rezoning request should not be accepted.</p>



Ross & Judith Young Family Trust	704.4	Rezoning request - Rural to Airport Mixed Use Zone	Amend Map 18a to provide for the following activities to occur as permitted or controlled activities on the land on the western corner of Mt Barker Road and State Highway 6, legally described as Lots 1 and 10 DP 3505038 and Part Section 9 Block VIII Lower Hawea Survey District, held in Computer Freehold Register 112402: 1. Airport related infrastructure; 2. Visitor accommodation	Oppose in part/ Support in part	QAC remains neutral with respect to this zoning.  Notwithstanding, insufficient detail has been provided in the submission in terms of section 32 of the Act and whether the proposed rezoning is the most appropriate way to achieve the purpose of the act, including the benefits and cost of the environmental, economic, social and cultural effects that could accrue from the implementation of the zone and the subsequent provisions. QAC therefore reserves it right to revise its position in light of such reporting.
The Jandel Trust	717.1	Rezoning request -- Rural to Medium Density Residential	The submitter considers that the most appropriate zone for the site and surrounds would be a mixed use zone that provides for residential and lighter industrial/commercial uses. Such a zone would best reflect the existing land uses and the proximity to Frankton Industrial, State Highway 6 and the nearby commercial land at 5 Mile.  If the Medium Density Residential Zone is adopted by the Council, the submitter requests that changes are made to the provisions to provide for more mixed use activity than is currently provided for. In addition, amendments would also be required to protect the submitter's lawfully established business from reverse sensitivity effects, primarily noise and nuisance effects.  Rather than apply the proposed Medium Density Residential Zone to the land at 179 Frankton-Ladies Miles Highway, rezone the site and wider area to Business Mixed Use Zone or Industrial Zone; or  Amend the Medium Density Residential Zone provisions (and related provisions) as set out in Annexure B.	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35.  Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.
The Hansen Family Partnership	751.4 751.5 751.6	Rezoning request -- Rural to a mix of Low, Medium or High Density Residential, Industrial, Business Mixed Use or Local Shopping Centre Zone.	Remove the area of rural zone shown on Planning Maps 31, 31a and 33, along the northern side of State Highway 6 between Hansen Road and the Eastern Access Road and below the Queenstown Airport Outer Control Boundary and within the Queenstown Urban Growth Boundary; and  Rezone the former rural land and part of the Medium Density Residential Zone on the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road, below the Urban Growth Boundary as Industrial; or alternatively  Rezone the area of Rural Zone and part Medium Density Residential Zone on the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road, and within the Queenstown Urban Growth Boundary as any mix of Low, Medium or	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35.  Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.

Queenstown Lakes District Council	790	Rezoning request - Reserve to Low Density Residential	High Density Residential, Industrial, Business Mixed Use or Local Shopping Centre Zones. Requests the inclusion of Section 36 BLK XXXI TN of Frankton (Boyes Crescent) into the Low Density Residential Zone and any consequential amendments.	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35.  Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.
Queenstown Park Limited	806	Rezoning request - Rural new to Queenstown Park Zone	Submitter seeks rezoning of land to create new Queenstown Park Zone, with Structure Plan and associated policy suite.	Oppose	QAC opposes the proposed rezoning of this land and associated policy suite.  Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.
Remarkables Park Limited	807.13 807.14	Map amendment - Maps 31a and 33	Include the High School designation on maps 31a and 33.	Support	QAC supports the inclusion of the currently operative designated high school on Map 31a and 33.
	807.15 807.16	Map amendment - Maps 31a and 33	Update planning maps 31a and 33 to remove the unformed legal roads that have been stopped. Specifically, the EAR alignment north of the former EAR, the unformed section of Cherry Blossom Avenue, the superseded alignment of the EAR and the associated roads within the Frankton Flats B Zone.	Support	QAC supports updating maps 31a and 33 to reflect the changes to the roading layout around the EAR and Frankton Flats.
	807.19 807.20	Map amendment - Maps 31a and 33	Update the planning maps to correctly identify the extent of the Airport Designation 2 and remove the airport designation from Lot 1 DP472825.	Support in part	QAC supports this submission point insofar as it relates to the removal of Lot 1 DP 472825 from the designation.
	807.93	Rezoning request - Airport Mixed Use Zone	Delete the extension of the Airport Mixed Use Zone from land not currently zoned for Airport Mixed Use Zone	Oppose	QAC submits that it is appropriate to retain the notified Airport Mixed Use Zone extent at Queenstown Airport. The current Rural General zoning is inconsistent with the current use that occurs on site and is enabled by QAC's designation.
Brett Giddens	828	Rezoning request - Low Density Residential to Local Shopping Centre, High Density Residential or Medium Density Residential	The land bound by McBride Street, Burse Street, Grey Street and State Highway 6 are altered from Low Density Residential zone to Local Shopping Centre zone; or as secondary options that are more appropriate than the Low Density Residential Zone: i. High Density Residential zone; or ii. Medium Density Residential; or iii. Another zone or amended zone that will achieve the outcomes sought in this submission.	Oppose in part / Support in part	QAC remains neutral with respect to the rezoning of this area to Local Shopping Centre zone provided it does not result in the intensification of ASAN in this area.  Subsequent amendments to the relevant zone chapter may be required to ensure that the occurrence of ASAN does not intensify at this site above the currently permitted levels set out in the Operative Plan (i.e. the levels prescribed in the Low Density Residential Zone).



R and R Jones	850.1 850.5	Rezoning – Rural request – Rural to Low Density Residential	The Operative Rural General Zone be removed from the land bounded by Lake Hayes Estate to the north and Shotover Country to the west, referred to below and shown in the map attached to this submission in favour of Low Density Residential under the Proposed District Plan. <ul style="list-style-type: none"> <li>• Sections 109, 110, 66 &amp; 129 Blk III Shotover SD.</li> <li>• Lot 2 DP 20797</li> <li>• Lot 2 DP 475594</li> </ul>	Oppose	<p>The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term.</p> <p>The proposed rezoning request should not be accepted.</p> <p>QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35.</p> <p>Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.</p>
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