

BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL HEARINGS PANEL

UNDER

the Resource Management Act 1991

IN THE MATTER

of the review of parts of the Queenstown Lakes District Council's District Plan under the First Schedule of the Act

AND

IN THE MATTER

of submissions and further submissions by
REMARKABLES PARK LIMITED

LEGAL SUBMISSIONS ON BEHALF OF REMARKABLES PARK LIMITED

DESIGNATIONS – QUEENSTOWN AIRPORT

20 OCTOBER 2016

**BROOKFIELDS
LAWYERS**

J D Young

Telephone No. 09 379 9350

Fax No. 09 379 3224

P O Box 240

DX CP24134

AUCKLAND

- (b) The evaluation undertaken by the QAC does not comply with the requirements section 171 because:
- (i) There is no proper assessment of effects because the assessment that has been undertaken is driven entirely by a flawed comparison with adjoining zone heights and setbacks;
 - (ii) Mr Kyle has not considered the ODP and integration with adjoining zones, despite that very issue being at the forefront of the Lot 6 NOR proceedings; and
 - (iii) Further to (ii) above, when considering a notice of requirement enabling similar bulk and density of buildings the Environment Court found that the proposal would have significant effects on RPL and could not meet Part 2 of the RMA without development of a suite of conditions addressing bulk, density and landscaping.

These errors are significant and cannot be remedied by “off the cuff” oral evidence. The modifications must be rejected.

1.6 RPL does not deny that a modern day airport can incorporate a range of commercial or industrial activities. It takes no issue with the reasoning and findings in the **McElroy**¹ decisions. RPL’s concerns relate to the paucity of information and analysis supporting the significant range of commercial and industrial activities now proposed within Designation 2.

1.7 In fact, the QAC’s heavy reliance on the **McElroy** decisions only serves to reinforce that the words “connected with and ancillary to the use of the Airport” will do very little to limit the scale of retail, commercial or industrial activities that QAC will claim are connected with and ancillary to the use of the Airport².

2. DESIGNATION 2

2.1 The proposed modifications include:

- (a) The introduction of retail, food and beverage, commercial and industrial activities anywhere within Designation 2 as a **permitted activity**;

¹ **McElroy v Auckland International Airport Limited** [2008] 3 NZLR 262 and **McElroy v Auckland International Airport** [2009] NZCA 621

² See paragraph 98 of the Submissions of Counsel for the QAC dated 17 October 2016.

Those are just two example of the myriad development scenarios that could emerge. In that context, it is difficult to see how Mr Kyle can say that the modifications are minor.³ They completely change the development profile of Designation 2.

2.5 Mr Kyle's assessment of effects simply confirms his general agreement with the assessment in the Notice of Requirement (**NoR**) and its modifications. The NoR document is limited to statements about what the QAC would like to do with its land⁴, the suggestion the proposed modifications are consistent with adjoining zones and reliance on the utline plan process to address adverse effects (none of which are identified). In fact, there is a disarming circularity in the QAC's proposition; it is first claimed there are no adverse effects and it is then claimed that an outline plan can address adverse effects. All this suggests is the QAC doesn't know whether there will be adverse effects (nor the scale of them) which is entirely understandable when it appears it has no idea what development it proposes to do. Exacerbating the dearth of information is Mr Kyle's failure to:

- (a) Acknowledge that the planning regime applying to similar development scenarios on adjoining land is not a permitted activity regime; and
- (b) Consider the objectives, policies and rules for those zones.

Height and Set-Back

2.6 Counsel for the QAC asserts that the summary of heights and setbacks attached to my synopsis was misleading. I disagree. The summary of heights and setbacks addressed permitted activities because that is the "apples with apples" comparison with what the QAC proposes. The modifications proposed by the QAC create significant additional development opportunities as a permitted activity.

2.7 In the Frankton Flats B Zone (**FFB**) Activity Areas E1 and D (which adjoin the Designation 2 land) have height limits of 12m⁵ and 10m respectively (12.20.6.2 xvii) as a zone standard. Should any proposal not comply with those limits, it is a **non-complying activity** (12.20.3.5) and falls to be assessed against all relevant standards and assessment matters, including (for example):

³ Kyle 4.5.1.

⁴ 4.1 to 4.5 (including an incorrect reference to a Master Plan)

⁵ Within 65m of the State Highway height is further limited to 9.5m

ii. overland flow paths and stormwater detention devices are adequately accommodated within the site.”

2.9 Activity Area 8 of the RPZ adjoins the Designation 2 boundary. The purpose of AA8 is identified at page 12-67 of the ODP as follows:

“Activity Buffer Area 8 Strategy

A northern perimeter area comprises Area 8 and has been created to function as a buffer zone enabling activities compatible with both the airport and other Remarkables Park Zone Activity Areas, and providing good separation between them.”

2.10 A permitted activity within Activity Area 8 must comply with all site and zone standards (12.11.3.1). The site standard for height in Activity Area 8 is 9m (12.11.5.1 iii). The 18m height limit is a zone standard, compliance with which results in restricted discretionary activity status (12.11.3.3ii) with various relevant assessment matters identified at 12.11.3.3ii (a) to (c).

2.11 Importantly, it is clear that the adjoining zones anticipated the potential for adverse environmental effects arising from the bulk and scale of buildings. There is no assumption that effects would be minor. Therefore, Mr Kyle’s assertion that effects are minor because the proposed heights are similar to adjoining zones is fundamentally flawed because it ignores:

- (a) The relevant activity status triggered by heights in adjoining zones; and
- (b) The assessment regime applying to activities (even in relation to permitted heights).

2.12 By comparison, the proposed modifications to Designation 2 would enable 15m height as a permitted activity subject only to the very general outline plan requirements at section 176A of the RMA that an outline plan must show:

- “(a) the height, shape, and bulk of the public work, project, or work; and
- (b) the location on the site of the public work, project, or work; and
- (c) the likely finished contour of the site; and
- (d) the vehicular access, circulation, and the provision for parking; and
- (e) the landscaping proposed; and
- (f) any other matters to avoid, remedy, or mitigate any adverse effects on the environment.”

(e) adverse visual effects associated with extensive car-parking.”

- 2.6 I do not accept Counsel for QAC’s contention that this decision is not helpful. In my submission, it is relevant and instructive. It provides insight into the issues that can arise with the development of large buildings on RPL’s boundary (or any adjoining zone boundary for that mater). While it is acknowledged that the Lot 6 decision concerned a specific proposal, it is difficult to comprehend the inference that the QAC has less of an obligation to address effects when little or no detail of what is proposed is given (noting that we have been directed to two conflicting Master Plans for guidance as to how development might proceed).
- 2.17 Given the importance of this matter, I reproduce the Court’s analysis and reasoning in relation to landscape and visual amenity (noting that the Court turned its mind to the outline plan process):

"Landscape and visual amenity

Introduction

[181] The relevant visual and amenity effects of the NOR are those experienced from within the RPZ and from public places including the Airport. In this regard we heard from three landscape architects; Mr D Miskell (QAC), Mr B McKenzie (RPL) and Dr M Read (QLDC). The issues arising from the proposed development are best captured by QLDC’s landscape architect, Dr M Read, as follows:

Currently the most striking aspect of Lot 6, traversed by Mr McKenzie in his evidence, is the expansive views which can be gained to the outstanding natural landscapes which ring the Wakatipu Basin. This serves, in my opinion, to underline that the landscape importance of the Frankton Flats as a platform from which these views can be appreciated rather than for any qualities which it may so far have retained itself. It is the case, however, that the current expansive views from Lot 6 will become less expansive and with greater evidence of urban development in the fore and mid-grounds regardless of the consequences of this notice of requirement.

[182] We understood Dr Read to refer to development enabled by *PC19* on the northern side of the aerodrome.

[183] Mr Miskell prepared an assessment of landscape effects attached to the NOR. In it he concluded that the potential adverse landscape effects resulting from the development would be “less than minor”. While he did not consider the viewing population within the RPZ site to be particularly sensitive to landscape change, he recommended a buffer of grasses, shrub and tree planting at the southern boundary of the NOR. As it transpires the NOR did not include any conditions addressing the built form, bulk and location of buildings within the proposed general aviation/helicopter precinct.

[184] In his evidence-in-chief Mr Miskell reviewed this earlier opinion. Upon reflection he now found the views to the north within Activity Area 8 to be an

[190] That said, RPL is less concerned with maintaining a view to a skyline than it is with maintaining visual connection with the surrounding mountainous landscape. Mr McKenzie's response to the proposed landscape design controls was that they would have limited effect in addressing the visual effects of the proposal, because of its built form.

Views from within Queenstown Airport

[191] The views from Queenstown Airport to the surrounding mountains are expansive, and views south along the Coneburn Valley are rightly described by Dr Read as exceptional. Dr Read's evidence was that the southern precinct would partly obscure the base of the Remarkables Range (but not its "ice scoured face"), as it would also the Crown Terrace Escarpment. The development would narrow the field of vision and reduce the naturalness of the view.

[192] Mr Miskell evaluated the effect on views and visual amenity as a consequence of this development. In his opinion The Remarkable mountains would "dwarf" the precinct development in the foreground. At a distance of 300 m [we take that to be from areas which are accessible by the public] it is unlikely that the buildings within the southern precinct would significantly reduce the positive visual impact of the surrounding mountains. Further, in his opinion the views towards Coneburn Valley from within the Airport would be disrupted by the proposed precinct, as they would also be by development within the RPZ, albeit development within RPZ may have a lesser effect. He concludes the presence of aircraft related activities and structures within close proximity to the Airport is not an unexpected addition to the landscape and conditions can be imposed to ensure that any adverse landscape effects are successfully addressed.

Discussion and findings

[193] All three witnesses agreed that from a landscape perspective a location north of the main runway would be a better option for the proposed precinct; a northern location would have greater absorptive capacity as it would appear in the foreground of PC19's proposed industrial and yard based activities. However, the adjacent Events Centre and sports fields would give rise to similar amenity issues as could occur if the development was adjacent to RPZ's Activity Area 8.

[194] We agree with Dr Read and Mr McKenzie that the lack of control in the designation conditions over the form, bulk, location and exterior appearance of buildings could, unmitigated, create a significant adverse effect on the visual amenity of those parts of the RPZ located adjacent to the aerodrome. This is particularly so given that Designation 2's building height restriction of 9.0 m does not apply to hangars. We agree also with Dr Read that a lineal pattern of development along the one km boundary with the balance of RPZ would be a new and notable pattern within the landscape and without mitigation this would be neither pleasant nor attractive.

[195] While development within the RPZ, including Activity Area 8, may obstruct views towards the north and, in the nature of any development, the remnant natural character of RPZ's undeveloped land will be diminished; this does not detract from the relevance or significance of the views and the derived visual amenity for this zone. We find this to be the case even without assuming that any particular pattern of development will emerge in Activity Area 8 (such as a golf course and other recreational facilities as discussed by several witnesses).

[201] For avoidance of doubt the content of the various plans (for example the planting plan) are not required, and we doubt this would be possible without knowing the proposed layout of the precinct.

- (2) QAC is to propose conditions which require QLDC at the outline plan of works stage to consider the extent to which:
 - (a) The outline plan of works gives effect to the integrated design and management plan and achieves the stated landscape and visual amenity objectives for building and infrastructure design and location;
 - (b) Buildings appear recessive within the surrounding environment;
 - (c) Buildings complement existing or consented development within the Airport and adjacent RPZ activity areas
 - (d) Buildings provide visual permeability
 - (e) Views of surrounding mountainous landscape are maintained;
 - (f) Clustering of buildings may reduce a lineal arrangement of the precinct; and
 - (g) The use of landscape mounding as a tool to attenuate the bulk and form of the precinct buildings.

Overall conclusion on landscape and visual amenity

[202] QAC has prioritised its operational requirements without giving adequate consideration to how the development of the southern precinct addresses the surrounding landscape and urban context.

[203] There is considerable potential for large scale utilitarian buildings to be developed within the designation, particularly in the absence of maximum building height controls in relation to hangars. The effect of this would be to reduce the views and visual amenity enjoyed by both persons arriving and departing from this airport and from within the RPZ. The deficiencies in the management of landscape and visual amenity do not reflect the importance attributed to Queenstown by the Minister for the Environment; that it is a world renowned tourist destination and a place of national significance.

[204] The fact that the precinct's buildings will have a functional purpose does not obviate the need to address the development in its context, although plainly the functionality of the buildings is a relevant consideration. **Our concerns are such that we are unable to conclude that the NOR's confirmation as proposed by QAC achieves the purpose of the Act."**

[Emphasis added.]

2.18 From those passages, it can be seen that:

- (a) The adjoining zones were relevant (both the RPZ and the proposed Plan Change 19). I note at this point that Mr Kyle has not considered the ODP other than to refer to (incorrectly in my view) various building heights;

- (a) Mr Kyle has not assessed the proposed modifications against the ODP as expressly required under section 171(1)(a)(iv). Under the section "Planning Instruments" (paragraphs 4.51 to 4.64 of his evidence) he does not mention the ODP. This is significant because the RPL and the Frankton Flats A and B zones are excluded from the current district plan review and, therefore, will remain in their current operative form for the foreseeable future; and
- (b) Given the findings of the Court in the Lot 6 proceedings, Mr Kyle's assertions that effects will be minor is seriously undermined and, consequently, his failure to assess alternatives comes into sharp focus. Alternatives that have not even been contemplated include specific height regimes and activities for specific areas within the Designation 2 land. The QAC will argue that they don't yet have that level of detail. However, that cannot obviate the need for an effects assessment and, in reality, is an admission that a proper effects assessment has not been undertaken.

Auckland Airport

- 2.21 In that regard, the zone and designation provisions for Auckland Airport provide some insight into the type of assessment and conditions that might be included in a designation for a "modern airport".
- 2.22 Under the Proposed Auckland Unitary Plan (IHP Recommended Version)⁸, the designations for Auckland Airport (designations 1100, 1101 and 1102 are **attached** and marked "D") provide for the aeronautical functions of the airport and other directly related activities. Commercial, retail and recreational activities that were formerly provided for under the designation⁹ are now provided for under an "Auckland Airport Precinct"¹⁰ with an accompanying suite of objectives, policies and rules.
- 2.23 A "Precinct" is a site specific bespoke zoning applied to various parts of Auckland based on, for example, historical use or topography. The Auckland Airport Precinct is **attached** and marked "E". There is a comprehensive set of standards and assessment matters addressing the location of activities (in particular Precinct plan 1) and the scale of activities (see for example the limits on retail activities at I402.6.1). The Auckland Wide and Overlay standards also apply (I402.6). A significantly more

⁸ The decisions on the Auckland Airport designations have not been notified. However, we note that the relevant provisions have mostly been agreed between Auckland Airport, Auckland Council and most other submitters as explained in the evidence of Gregory John Osborne on behalf of Auckland Airport (excerpt **attached** and marked "C").

⁹ Auckland Council District Plan Operative Manukau Section 2002

¹⁰ Proposed Auckland Unitary Plan (Decisions Version)

and marked "C" to counsel's Synopsis). It shows the general aviation precinct on the southern side of the runway. There is considerable uncertainty surrounding the proposed use of the designated land and, therefore, the Master Plans offer little in the way of insight into the extent and/or location of proposed development. In fact, counsel for the QAC submits that the relevance of the Master Plans is limited to growth projections contained therein; and

- 3.3 Counsel for QAC asserts that the Lot 6 proceedings are irrelevant and unhelpful because the proceedings are unsettled and the Lot 6 case presented different facts¹². However, earlier in her submissions she confidently predicted:

"The Court is expected to confirm the 16 ha designation once QAC completes an aeronautical study (currently underway) in relation to, and obtains CAA approval for, the works enabled by the Lot 6 NOR. "

- 3.4 More concerning is her statement that (at 110):

"In the present case, QAC is seeking, via its designation, to enable the opportunity to establish a range of activities commonly found at airports, so to achieve its objectives for this designation. It has no concept development plans in place."

That statement vividly highlights the QAC's approach, which is to say what it wants to do, why it wants to do it, call it a public work and pay no consideration to potential adverse environmental effects. This theme emerges at paragraphs 89 to 99 where counsel for the QAC cites and quotes from the **McElroy** decisions. As she acknowledges, those decisions concerned the Public Works Act 1981. The requirements of the RMA were not addressed. There is no consideration of adverse environmental effects.

- 3.5 I do not accept that the table attached to my synopsis was incomplete or misleading (para 105). The QAC seeks 15m height as a permitted activity. My table addressed permitted heights. It should not be forgotten that all buildings in the RPZ and Frankton Flats A and B zones are controlled. Further, resource consent applications for restricted discretionary activities can be declined.
- 3.6 I do not consider that comparison with the surrounding zones is not necessary (para 106). At paragraph 2.1(c)(viii) I stated that the comparison was largely irrelevant. The reason for this is it is not an "apples with apples" comparison for the reasons I have set out above. The designation as proposed provides for various permitted

¹² Paras 109 and 110.

zone and justifying it with statements such as “it’s a public work”, “we want a wastewater treatment plant” or “other Council’s have a wastewater treatment plant”. Those statement may all be true and valid, but they do not address environmental effects.

DATED the 20th day of October 2016

J D Young

Counsel for Remarkables Park Limited

“B”



Annexure A
Conditions of the extension to designation 2

A. Purpose of the Designation

[1] Insert into Designation 2 clause 1(f) the following statement of activities permitted within the Aerodrome Designation:

Within the General Aviation Precinct located on Part Lot 6 DP 304345:

- general aviation operations, including private aircraft traffic, rotary wing and helicopter operations, and
- hangars, including those for Code C aircraft; and
- associated activities, offices, aircraft servicing, fuel supply and storage, maintenance, buildings, signage and infrastructure, navigational aids and lighting, vehicle access, car parking, and landscaping.

B. Approved conditions for Traffic/Access Arrangements to Lot 6

- [1] In the event that the Eastern Access Road (EAR) is formed and operational from Hawthorne Drive through to Glenda Drive, and access from the EAR to the eastern end of the General Aviation Precinct (the GAP) is constructed and operational then the eastern access shall become the primary access to the GAP. The eastern access shall have a controlled intersection with the EAR approved by the road controlling authority and allow all movements from all approaches. Any access arrangement at the western (Hawthorne Drive) access shall revert to left-in access only.
- [2] In the event that a connection to the GAP is constructed and operational from a northern extension of Red Oaks Drive, then the western access from Hawthorne Drive shall be closed and full access and egress to the precinct shall be made from the Red Oaks Drive connection, irrespective of whether an eastern access to the precinct is constructed and operational.
- [3] If development within the GAP occurs prior to the construction and operation of an eastern access, and no extension from the current termination of Hawthorne Drive

- (a) Identify and maintain ~~key~~ views to the surrounding mountains ~~including and~~ Outstanding Natural Landscapes ~~identified in the District Plan, and~~ including those referred to in the Remarkables Park Zone. This may be achieved by:

- (i) providing sufficient separation between buildings and infrastructure to ensure that identified views to the mountains from neighbouring land to the south and north of the GAP are maintained;
- (ii) Interspersing ~~carparking and/or open space~~ with buildings and infrastructure with carparking and/or open space;
- (iii) Clustering of buildings.

Landscaping:

- (b) Provide landscaping within the GAP that achieves a high level of onsite and offsite amenity and ensures that any adverse effects on neighbouring land arising from development of the GAP are appropriately mitigated. This may be achieved by:

(i) landscaping of buildings, infrastructure and carparking areas that softens, integrates and where possible screens built form when viewed from neighbouring land and from the airport passenger terminal;

(ii) where necessary, planting along the boundary of the GAP to provide for the screening of buildings and infrastructure within the site and/or visual integration within the surrounding landscape;

(iii) a planting palette with sufficient range to enable the creation of character areas, but with elements that remain consistent throughout the GAP so as to create a consistent theme;

(iv) a hard landscaping element palette including paving, retaining structures, drainage grates, kerb profiles, bollards, fencing, light standards and any other public GAP infrastructure. More than one paving type may be included to enable the creation of character areas but all other hard elements should be consistent so as to create a consistent theme;



(ii) providing details of methods for managing stormwater and earthworks for the purpose of avoiding, remedying or mitigating any relevant adverse effect.

[2] The Integrated Design Management Plan shall allow for staged implementation of development within the GAP. If staged development is provided for then an overall plan showing the various likely stages and the method for ensuring a consistency of design and landscaping approach across the development of the entire GAP shall be included in the Integrated Design Management Plan. If the development is to be staged then the development of a precinct accessway the road corridor shall be part of Stage 1.

[3] The requiring authority shall ensure that all outline plans submitted pursuant to section 176A of the Resource Management Act 1991 ~~shall~~ demonstrate that the works subject to it are to be developed in a manner that achieves the objectives of the Integrated Design Management Plan. Outline plans shall contain a detailed landscape design plan including planting and maintenance plans to achieve objectives (a) and (b) of the Integrated Design Management Plan on an on-going basis. Each outline plan shall also contain details of buildings, signage, parking, and other built infrastructure to demonstrate how objectives (c) and (d) of the Integrated Design Management Plan are to be achieved. Each outline plan shall be accompanied by a report from a suitably qualified and experienced landscape architect addressing how the outline plan achieves the objectives of the Integrated Design Management Plan.

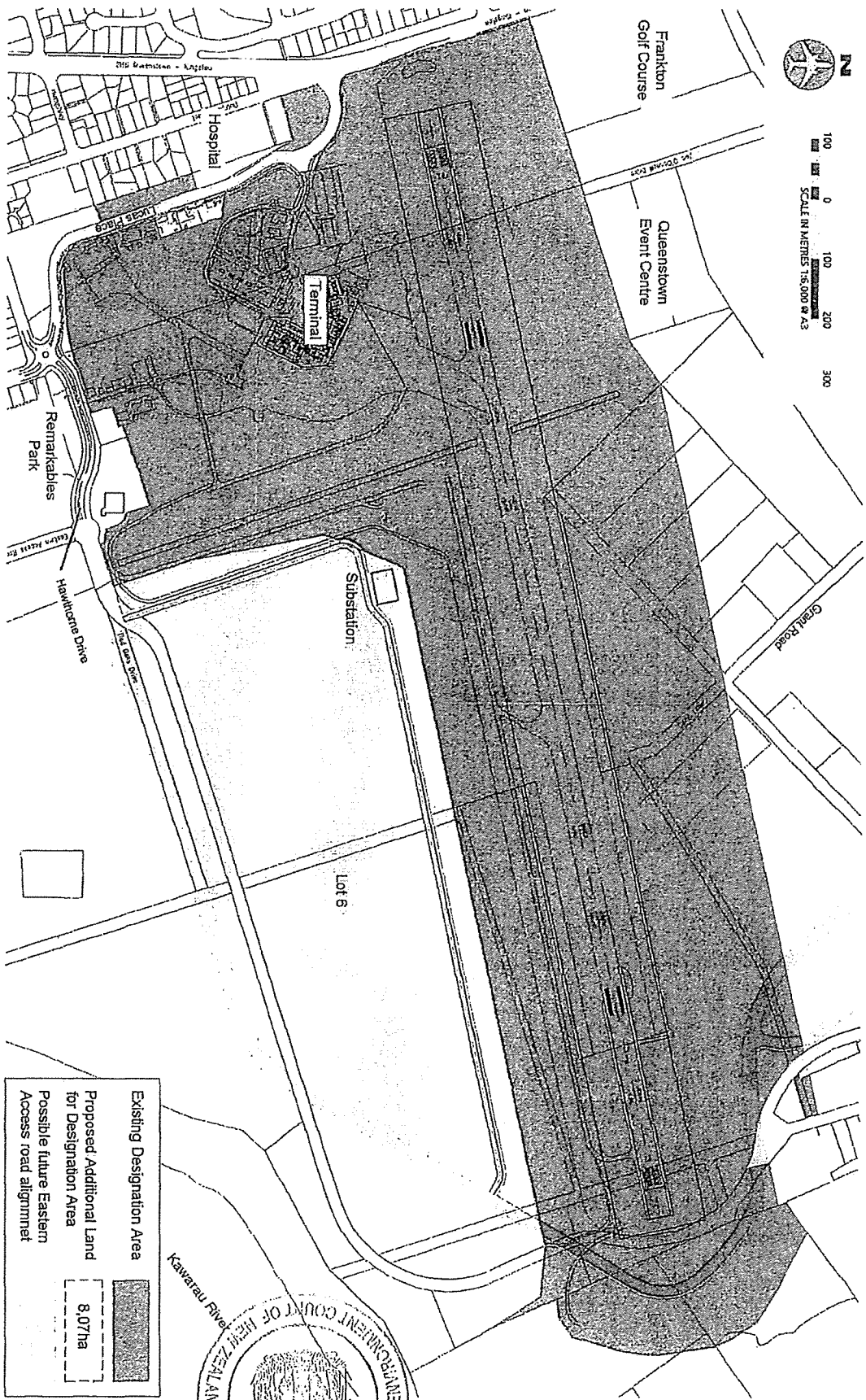
[4] The requiring authority may seek the approval of the territorial authority to make any necessary amendment to the Integrated Design Management Plan, without an application under the Resource Management Act 1991 to make such a change, provided that such amendments do not result in changing the purpose, or derogating from the purpose and the objectives of the Integrated Design Management Plan set out in condition [1]. ~~without an explicit application to make such a change.~~

[5] If a review of the Integrated Design Management Plan is undertaken by the requiring authority then that review shall be undertaken in consultation with the consent authority.





100 0 100 200 300
 SCALE IN METRES 1:5,000 @ A3



Existing Designation Area	
Proposed Additional Land for Designation Area	
Possible future Eastern Access road alignment	
	8.07ha



AIRBIZ QUEENSTOWN AIRPORT

Aviation Precinct Concept Detail (Optimised)
 Code C Taxiway Separation 93m

10/11/2017 13:07:46
 10/11/2017 13:07:46
 10/11/2017 13:07:46

EXECUTIVE SUMMARY

- A. The relevant planning framework in the Proposed Auckland Unitary Plan ("**Unitary Plan**") governing Auckland International Airport Limited ("**AIAL**") is comprised of the underlying Airport zone, Auckland Airport Precinct, the Aircraft Noise Overlay, and AIAL's designations. The relevant provisions have mostly been agreed with Auckland Council and most other submitters prior to and during mediation, and I support the provisions as attached to my evidence.
- B. The consistent key themes of the Unitary Plan Regional Policy Statement ("**RPS**") objectives and policies in the context of Auckland Airport are:
- (a) The need to recognise and enable the economic and social wellbeing benefits of Auckland Airport and its related business functions that connect New Zealand (as an exporting nation and a tourist destination) with the world and Auckland (as the Gateway to New Zealand) with the rest of New Zealand;
 - (b) The need to make provision for the future growth of the Airport as well as its existing capacity by protecting existing and planned future infrastructure from reverse sensitivity effects; and
 - (c) The need to manage land use surrounding the airport and the aircraft operations of the airport to avoid, remedy or mitigate adverse effects of aircraft noise on the amenity of people and communities.

In my view, the versions of the objectives, policies and rules of the Auckland Airport Precinct and the Aircraft Noise Overlay which are appended to my evidence give effect to these proposed RPS objectives and policies.

QUEENSTOWN AIRPORT MIXED USE ZONE 17

Key:

Recommend changes to notified chapter are shown in underlined text for additions and ~~strike through text~~ for deletions. Appendix 1 to s42A report, dated 2 November 2016.

17 ~~Queenstown Airport Mixed Use Zone~~

Comment [1]: Minute dated 16.6.16. Scope provided by 433 (QAC)

17.1 Zone Purpose

The purpose the Airport Zone is to provide for a range of airport and airport related activities at Queenstown and Wanaka Airports and to recognise the unique role of the airports in providing for the social and economic wellbeing of the community.

Comment [2]: Minute dated 16.6.16. Scope provided by 433 (QAC)

Queenstown Airport provides facilities for the transportation of people and freight and is a key asset to the District in terms of supporting the tourism industry and the needs of local and business travellers. ~~Queenstown~~ The Airport acts as an important gateway into the District and facilitates access and economic activity in the local and broader regional economies.

Comment [3]: Minute dated 16.6.16. Scope provided by 433 (QAC)

~~Queenstown~~ The Airport's main function is for domestic and international scheduled passenger movements as well as freight. ~~The Queenstown~~ Airport is recognised as a nationally significant asset in the light of its significant contribution to the tourism industry. Queenstown Airport also provides facilities and infrastructure for helicopter, flightseeing and general aviation operations. It is also a critical provider of emergency services and is a lifeline utility under the Civil Defence Emergency Management Act 2002.

Comment [4]: Minute dated 16.6.16. Scope provided by 433 (QAC)

Comment [5]: Minute dated 16.6.16. Scope provided by 433 (QAC)

International tourism is New Zealand's largest foreign exchange earner and the Queenstown Lakes District tourism industry is heavily reliant on air transport. Queenstown Airport ~~The airport~~ is a significant source of employment for the District.

Comment [6]: Minute dated 16.6.16. Scope provided by 433 (QAC)

Wanaka Airport is Regionally Significant Infrastructure to the District and is an important commercial and recreational aviation hub for the Upper Clutha. Wanaka Airport has capacity for commercial passenger flights and flights through until 10pm at night and, as such, the Airport may one day accommodate scheduled and chartered air transport services.

Comment [7]: Minute dated 16.6.16. Scope provided by 433 (QAC)

The ~~Airport Mixed Use~~ Zone applies to all land used for airport and airport-related activities at Queenstown and Wanaka Airports. The Zone rules apply a range of performance standards to manage the effects of land uses carried out at the Airports on amenity values.

Comment [8]: Minute dated 16.6.16. Scope provided by 433 (QAC)

The objective and provisions for Queenstown Airport promote a wide range of activities and reflect the location of Queenstown Airport within the Queenstown Urban Growth Boundary. The objectives and provisions for Wanaka Airport reflect the more remote location of Wanaka Airport outside of the Wanaka Urban Growth Boundary and seek to avoid adverse effects from inappropriate commercial activities locating at the Airport. The strategic importance to the District of both airports and the finite nature of the land resource for both airports is also recognised in the Airport Zone provisions.

Comment [9]: Minute dated 16.6.16. Scope provided by 433 (QAC)

~~QUEENSTOWN AIRPORT MIXED USE~~ ZONE 17

QLDC 08 Business Airport Zone Chapter 17 Revised Chapter RPL-QPL Changes v2.docx

Queenstown Lakes District Council Proposed District Plan 2015, s42A report, Appendix 1

QUEENSTOWN AIRPORT MIXED USE ZONE 17

17.3 Objectives and Policies

17.3.1 **Objective – Queenstown Airport is recognised as nationally significant infrastructure and a generator of nationally and regionally significant economic, social and cultural benefits.**

Comment [10]: Fourth Procedural Minute

Comment [11]: 768 (Z Energy Ltd, BP Oil NZ Ltd and Mobil Oil NZ Ltd) 2.11.16

Policies

17.3.1.1 ~~Airport activities are enabled, provided~~ Provide for those aviation activities necessary to enable Queenstown Airport can to operate in a safe and efficient manner.

Comment [12]: 768 (Z Energy Ltd, BP Oil NZ Ltd and Mobil Oil NZ Ltd) 2.11.16

17.3.1.2 Provide for a range of airport related service, business, industrial and commercial activity to support or complement the functioning of Queenstown Airport.

Comment [13]: Clarification 2.11.16

Comment [14]: Fourth Procedural Minute

Comment [15]: Fourth Procedural Minute

~~17.2.1.3 Zone sufficient land to meet the foreseeable future requirements of activities that support or complement the functioning of Queenstown Airport.~~

REASON: As set out in evidence of Dave Serjeant

17.2.1.4 Promote the use of walking, cycling and public transport services and infrastructure to support or complement the functioning of Queenstown Airport.

Comment [16]: 798 (ORC) 2.11.16

17.2.2 **Objective – At Wanaka Airport, Airport Activities and Airport Related Activities support the essential functioning of aviation activities.**

Comment [17]: Minute dated 16.6.16. Scope provided by 433 (QAC)

Policies

17.2.2.1 Airport Activities which are core to the safe and efficient operation of Wanaka Airport are enabled and provided for.

Comment [18]: Minute dated 16.6.16. Scope provided by 433 (QAC)

17.2.2.2 Ensure land uses including Airport Related Activities have a legitimate relationship with Airport Activities and are only allowed where they are of a size (either individually or cumulatively) that:

a. is ancillary to and support part of the operation of an Airport Activity; and

b. do not adversely affect the key local service and employment function of Wanaka Town Centre or other commercially zoned areas within the District.

Comment [19]: Minute dated 16.6.16. Scope provided by 433 (QAC)

17.2.2.3 Only allow retail and food and beverage facilities which are designed and operated and of a nature, scale and intensity to service visitors, passengers or workers engaged in or associated with Airport Activities or Airport Related Activities within the Wanaka Airport zone, and are unlikely to attract significant patronage outside of this purpose.

Comment [20]: Minute dated 16.6.16. Scope provided by 433 (QAC)

17.2.2.4 Ensure buildings and activities are adequately serviced with a water supply for fire-fighting purposes as well as provision of potable water, sewage treatment and disposal.

Comment [21]: Minute dated 16.6.16. Scope provided by 433 (QAC)

17.2.23 **Objective – Provision for the requirements of Airport activities and airport related activities are provided for at Queenstown and Wanaka Airports while is balanced with achieving maintaining an acceptable level of amenity for noise, and high levels of general amenity for those using the airports and for those residing on neighbouring land.**

Comment [22]: Minute dated 16.6.16. Scope provided by 433 (QAC)

QUEENSTOWN AIRPORT MIXED USE ZONE 17

REASON: 1. Unclear as to what the 'requirements' of the airports are (potential confusion with Notice of Requirements) whereas 'airport activities' and 'airport related activities' are defined.

2. While only 'acceptable' levels of amenity in relation to noise are appropriate, given the obvious high noise environment, all other levels of amenity such as urban design, visual connection to ONLs etc., traffic safety, parking amenity etc. should aspire to 'high' levels of amenity.

Policies

47.2.2.1 17.2.3.1 Maintain Queenstown Airport as a memorable and attractive gateway to the District.

47.2.2.2 17.2.3.2 Manage adverse effects on amenity values arising from the on-going development, use and maintenance of Queenstown and Wanaka Airports.

17.2.23.3 Avoid the establishment or intensification of activities that are incompatible with the ongoing operation and functioning of Queenstown Airport.

Comment [23]: Minute dated 16.6.16. Scope provided by 433 (QAC)

Comment [24]: 768 (Z Energy Ltd, BP Oil NZ Ltd and Mobil Oil NZ Ltd) 2.11.16

17.4 Other Provisions and Rules

17.4.1 District Wide

Attention is drawn to the following District Wide chapters. All provisions referred to are within Stage 1 of the Proposed District Plan, unless marked as Operative District Plan (ODP).

1 Introduction	2 Definitions	3 Strategic Direction
4 Urban Development	5 Tangata Whenua	24 Signs (18 Operative DP)
25 Earthworks (22 Operative-ODP)	27 Subdivision 26 Historic Heritage	28 Natural Hazards 27 Subdivision
29 Transport (ODP) 28 Natural Hazards	30 Utilities and Renewable Energy 29 Transport (14 Operative)	31 Hazardous Substances (ODP) 30 Energy and Utilities
35 Temporary Activities and Relocated Buildings 31 Hazardous Substances (16 Operative)	36 Noise 32 Protected Trees	37 Designations 35 Temporary Activities and Relocated Buildings
Planning Maps 36 Noise	37 Designations	Planning Maps

Comment [25]: Changes to this section made for consistency with other chapters. Plan guidance only, no change in substance.

17.4.2 District Wide Clarification

Advice Notes:

17.3.2.1 A permitted activity must comply with all the rules listed in the activity and standards tables.

Comment [26]: Clarification 2.11.16

Comment [27]: 383 (QLDC) 2.11.16

QLDC 08 Business Airport Zone Chapter 17 Revised Chapter RPL-QPL Changes v2.docx

Queenstown Lakes District Council Proposed District Plan 2015, s42A report, Appendix 1

QUEENSTOWN AIRPORT MIXED USE ZONE 17

47.3.2.4 17.3.2.2 Where an activity does not comply with a Standard listed in the Standards table, the activity status identified by the 'Non-Compliance Status' column shall apply. Where an activity breaches more than one Standard, the most restrictive status shall apply to the Activity.

17.3.2.3 Rules 17.4.1 to 17.4.9 and the standards contained in Table 2 apply to Queenstown Airport. Rules 17.4.10 to 17.4.23 and the standards contained in Table 3 apply to Wanaka Airport.

Comment [28]: Minute dated 16.6.16. Scope provided by 433 (QAC)

17.3.2.4 In addition to these rules, any person wishing to undertake an activity within the Aerodrome Purposes designation at Queenstown or Wanaka Airport must obtain the written approval of the requiring authority, in accordance with section 176 of the Resource Management Act 1991.

Comment [29]: Clarification 2.11.16

47.3.2.3 17.3.2.5 The following abbreviations are used within this Chapter.

P	Permitted	C	Controlled
RD	Restricted Discretionary	D	Discretionary
NC	Non Complying	PR	Prohibited

General Rules:

17.3.2.6 For Airport Activities at Queenstown Airport, including the Queenstown Airport Corporation as Network Utility Operator, the Airport Zone (Chapter 17) shall prevail over the Energy and Utilities Chapter (Chapter 30).

Comment [30]: 433 (QAC)
Consequential change in accordance with Council's Reply Recommended Chapter 30 Energy and Utilities (Recommended General Rule 30.3.3.4)
2.11.16

17.5 Rules - Activities

Table 1 - Activities located in the Queenstown Airport Mixed Use Zone		Activity Status
Queenstown Airport		
17.4.1	Any airport activity or airport related activity Airport Activity – Queenstown Airport, Airport Related Activity – Queenstown Airport or farming activity that which complies with all the relevant standards in Table 2 rules in section 17.5 shall be a Permitted Activity.	P
17.4.1B	Retail and commercial services not within the immediate environs of the airport terminal facility	NC
17.4.1C	Buildings for Airport or Airport Related Activities Except security fencing greater than 2m high which shall not be subject to this rule and is permitted. Control is reserved to all of the following: • Design and appearance, in particular the avoidance of: - lineal patterns of development;	C

Comment [31]: Minute dated 16.6.16. Scope provided by 433 (QAC)

Comment [32]: Minute dated 16.6.16. Scope provided by 433 (QAC)

QUEENSTOWN AIRPORT MIXED USE ZONE 17

	<ul style="list-style-type: none"> - regular offset from the edge of the runway strip; and - large blank walls facing the runway • <u>The effects on visual amenity when viewed from and beyond the zone boundary, in particular;</u> - the provision of a viewshaft from Hawthorne Drive across the eastern end of the runway; - the location of car parking; and - the softening of surface parking areas with landscaping, including tree planting. <p><i>REASON: Apply the same measures as for the Frankton Flats Special Zone (B) in order to implement high levels of amenity close to airport.</i></p>	
17.4.2	<p>Any non-airport related activity which is Prohibited, with Council's discretion restricted to:</p> <p>Activities not listed in Rules 17.4.3 to 17.4.9 as Prohibited, with Council's discretion restricted to:</p> <p>Discretion is restricted to all of the following:</p> <ul style="list-style-type: none"> • Design, external appearance and siting of buildings and structures; • Traffic generation, vehicle parking, site access and servicing, including provision for an integrated transport assessment; • Landscaping and screening of any outdoor storage; • The extent to which the activity benefits from an Airport location. 	RD
17.4.3	Forestry	PR
17.4.4	Factory Farming	PR
17.4.5	Mining	PR
17.4.6	Any activity requiring an Offensive Trade Licence under the Health Act 1956	PR
17.4.7	Residential Activities	PR
17.4.8	Community Activities (excluding police stations, fire stations, medical facilities and education	PR

Comment [33]: Minute dated 16.6.16. Scope provided by 433 (QAC)

Comment [34]: Clarification 2.11.16

QUEENSTOWN AIRPORT MIXED USE ZONE 17

	facilities provided they serve an aviation related purpose)	
17.4.9	Day Care Facilities	PR
Wanaka Airport		
17.4.10	Any activity not listed in Rules 17.4.11 to 17.4.23	NC
17.4.11	Any Airport Activity – Wanaka Airport that complies with the relevant standards in Table 3.	P
17.4.12	Airport Related Activity – Wanaka Airport that complies with the relevant standards in Table 3.	P
17.4.13	Buildings for Airport or Airport Related Activities Except security fencing greater than 2m high which shall not be subject to this rule and is permitted. Control is reserved to all of the following: <ul style="list-style-type: none"> • Design and appearance; • The effects on visual amenity when viewed from the zone boundary; • The purpose of the building and the operational requirements of the activity it contains. • Provision for firefighting; • Wastewater; • Stormwater; • Water Supply. 	C
17.4.14	Instructional or directional signage Control is reserved to all of the following: <ul style="list-style-type: none"> • Dimensions of signage • Location of signage 	C
17.4.15	Community Activities limited to police stations, fire stations, medical facilities and aviation schools (provided they serve an aviation related purpose).	D
17.4.16	Wholesaling or Commercial Storage Activity	NC
17.4.17	Forestry	PR
17.4.18	Factory Farming	PR

Comment [35]: The changes noted below (Rule 17.4.10 – 17.4.23) relate to the minute dated 16.6.16. Scope provided by 433 (QAC)

Comment [36]: Minute dated 16.6.16. Scope provided by 433 (QAC)

Comment [37]: Minute dated 16.6.16. Scope provided by 433 (QAC)

QUEENSTOWN AIRPORT MIXED USE ZONE 17

17.6	17.4.19	Mining	PR
	17.4.20	Any activity requiring an Offensive Trade Licence under the Health Act 1956	PR
	17.4.21	Residential Activity	PR
	17.4.22	Community Activities (excluding those identified in Rule 17.4.15)	PR
	17.4.23	Day Care Facilities	PR

17.7 Rules - Standards

Table 2 Standards for activities located in the Queenstown Airport Mixed Use Zone		Non-compliance status:
17.7.1	<p>Maximum Building Coverage</p> <p>75% of the site area</p> <p>Discretion is restricted to all of the following: *Discretion is limited to consideration of</p> <ul style="list-style-type: none"> • The effects on urban design outcomes, and • The positive economic, social and/or cultural effects that may be generated from the proposed activity. 	RD
17.7.2	<p>Minimum Buildings Setback</p> <p>17.7.2.1 For all buildings at Queenstown Airport:</p> <ol style="list-style-type: none"> a. Where the site adjoins the Residential Zone the setback shall be 5m. b. The setback for from all other zones shall be 35m. <i>REASON: Consistency with neighbouring zones.</i> c. The setback from any public road shall be 5m. <p>17.5.2.1 Except: Security fencing around the perimeter of Queenstown Airport and jet blast fences are not subject to the building setback standards in (a) above.</p> <p>Discretion is restricted to all of the following: *Discretion is limited to consideration of</p>	RD

Comment [38]: Clarification 2.11.16

Comment [39]: 433 (QAC) 2.11.16

Comment [40]: Clarification 2.11.16

Comment [41]: Clarification 2.11.16

QLDC 08 Business Airport Zone Chapter 17 Revised Chapter RPL-QPL Changes v2.docx

Queenstown Lakes District Council Proposed District Plan 2015, s42A report, Appendix 1

QUEENSTOWN AIRPORT MIXED USE ZONE 17

Table 2 Standards for activities located in the Queenstown Airport Mixed Use Zone		Non-compliance status:
	<ul style="list-style-type: none"> The effects on urban design outcomes, and The positive economic, social and/or cultural effects that may be generated from the proposed activity. 	
17.7.3	<p>Maximum Building Height</p> <p>The maximum building height of all buildings within the Queenstown Airport Zone within the Zone is 159m. <i>REASON: Consistency with neighbouring zones.</i></p> <p>The limit specified above shall not apply to control towers, lighting towers, hangars or meteorological, navigation or communication masts and aerials which shall not be subject to a height limit.</p> <p>Discretion is restricted to all of the following: Discretion is limited to consideration of</p> <ul style="list-style-type: none"> The effects on urban design outcomes, and Visual effects. The positive economic, social and/or cultural effects that may be generated from the proposed activity. 	RD
17.7.4	<p>Landscaping</p> <p>At Queenstown Airport, those properties fronting Lucas Place and Hawthorn Drive to the west of Copper Beech Ave shall provide and maintain a landscape strip extending the full length of the road boundary, except across vehicle and pedestrian entranceways. The strip shall be not less than 1m deep and shall have an average depth of 3m over its entire length.</p> <p>Discretion is restricted to all of the following: Discretion is limited to consideration of</p> <ul style="list-style-type: none"> The effects on urban design outcomes and the visual landscape effects of reduction in landscaping, and The functional and operational requirements of the site. 	RD
17.7.5	<p>Building Design and Glare</p> <p>17.7.5.1 The exterior of buildings situated within the landside area at Queenstown Airport shall be designed so that roof and wall</p>	RD

Comment [42]: Minute dated 16.6.16. Scope provided by 433 (QAC)

Comment [43]: Clarification 2.11.16

Comment [44]: Clarification 2.11.16

Comment [45]: 238 (NZIA)

Comment [46]: Clarification 2.11.16

QUEENSTOWN AIRPORT MIXED USE ZONE 17

Table 2 Standards for activities located in the Queenstown Airport Mixed Use Zone		Non-compliance status:
	<p>colours are limited to a maximum reflectivity of 36%, except where:</p> <p>a. Trims, highlights and signage totalling up to 10% of the façade area may exceed this level and be of contrasting colour.</p> <p>17.7.5.2 Any landside activity which requires the lighting of outdoor areas shall ensure that direct or indirect illumination does not exceed 10 lux at the windows of residential buildings in any adjacent Residential Zone</p> <p>17.5.5.3 All fixed exterior lighting on buildings associated with Airport Related Activities shall be directed away from adjacent sites and roads.</p> <p>*Discretion is <u>restricted to all of the following:</u></p> <ul style="list-style-type: none"> • limited to the extent of adverse effects from lighting on Residential Activities. And • The extent to which the lighting is required for operational purposes. 	
47.5.6	<p>Maximum Noise – Land Based Activities</p> <p>17.5.6.1 Sound from land based activities measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802: 2008 shall not exceed the following noise limits at any point within any Residential Zone, the notional boundary in the Rural Zone, or at any point within Activity Areas 1, 3, 4, 6 and 8 of the Remarkables Park Zone. On any site within the zone, land based activities shall be conducted such that the following noise levels are not exceeded at any adjacent Zone boundary:</p> <p style="margin-left: 40px;">a. Daytime (08:00 to 22:00 hrs) 50 55 dB L_{Aeq} (15 min)</p> <p style="margin-left: 40px;">b. Night-time (2200 to 0700 hrs) 40 45 dB L_{Aeq} (15 min) 70 dB L_{AFmax}</p> <p>17.5.6.2 The noise limits in (a) shall not apply to any aircraft noise activities subject to the Queenstown Airport noise provisions managed through</p>	RD

Comment [47]: 383 (QLDC)

Comment [48]: Clarification 2.11.16

QLDC 08 Business Airport Zone Chapter 17 Revised Chapter RPL-QPL Changes v2.docx

Queenstown Lakes District Council Proposed District Plan 2015, s42A report, Appendix 1

QUEENSTOWN AIRPORT MIXED USE ZONE 17

Table 2 Standards for activities located in the Queenstown Airport Mixed Use Zone		Non-compliance status:
	<p style="text-align: center;">Designation 2.</p> <p>17.5.6.3 The noise limits in (a) shall not apply to construction noise which shall be assessed in accordance with NZS6803:1999 "Acoustics – Construction Noise".</p> <p>*Discretion is limited to the extent of effects of noise generated on adjoining zones.</p> <p><i>REASONS: Rule re-instated with edits, see evidence of Malcolm Hunt</i></p>	
17.5.7 17.5.6	<p>Hazardous Substances</p> <p>Hazardous substances must be used, stored and transported in accordance with the HSNQ regulations and any CAA requirements (NB Chapter 16 Hazardous Substances of the Operative District Plan does not apply to the Airport Mixed Use Zone).</p>	NC
17.5.87	<p>Visitor Accommodation– Queenstown Airport</p> <p>17.5.87.1 Within the Air Noise Boundary (ANB) – New buildings and alterations and additions to existing buildings containing Visitor Accommodation shall be designed to achieve an Indoor Design Sound Level of 40 dB L_{dn} 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 1 of Appendix 13 Table 4 of Chapter 36 of the Operative this District Plan and installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13 Table 5 of Chapter 36, or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction can achieve the Indoor Design Sound Level with the windows open.</p> <p><i>REASONS: See evidence of Dave Serjeant and Malcolm Hunt.</i></p> <p>17.5.87.2 Between the Outer Control Boundary (OCB) and the ANB - New buildings and alterations and additions to existing buildings containing Visitor</p>	NC

Comment [49]: 768 (Z Energy Ltd, BP Oil NZ Ltd and Mobil Oil NZ Ltd) 2.11.16

Comment [50]: 383 (QLDC) 2.11.16

Comment [51]: 383 (QLDC) 2.11.16

QUEENSTOWN AIRPORT MIXED USE ZONE 17

Table 2 Standards for activities located in the Queenstown Airport Mixed Use Zone		Non-compliance status:
	<p style="text-align: center;"><i>Special Zone (B)</i></p> <p>Matters over which Council reserves control:</p> <p>(i) The number, location and design of facilities to promote walking, cycling, and the use of public transport services by visitors, customers and workers;</p> <p>(ii) Methods to manage use of car parking, including shared parking arrangements; and</p> <p>(iii) Monitoring of outcomes.</p> <p><i>REASON: Apply the same measures as for the Frankton Flats Special Zone (B) in relation to parking and for higher trip generating activities.</i></p>	
17.5.940	<p>Signs</p> <p>17.5.409.1 For Any advertising or promotional signage shall not be located within 20m of the zone boundary, whether it is affixed to a building or freestanding the rules in Section 18 – Signs of the Operative District Plan apply.</p> <p>17.5.409.2 For signage to be viewed by persons within the zone at not directed at persons outside the site, no limits apply.</p> <p>17.5.409.3 There are no restrictions on the dimensions or location of instructional and directional signage.</p> <p>No signage shall be permitted on building roofs.</p>	

Table 3 Standards for activities located in the Wanaka Airport Zone		Non-compliance status:
17.5.10	<p>Minimum Building Setback</p> <p>a. The setback from all zone boundaries shall be 5m.</p> <p>b. The setback from the eastern side of the centreline of the main runway (as at</p>	RD

QLDC 08 Business Airport Zone Chapter 17 Revised Chapter RPL-QPL Changes v2.docx

Queenstown Lakes District Council Proposed District Plan 2015, s42A report, Appendix 1

QUEENSTOWN AIRPORT MIXED USE ZONE 17

	<p>2013) shall be 217 metres.</p> <p>c. <u>The setback from the western side of the centre line of the main runway (as at 2013) shall be 124 metres.</u></p> <p>d. <u>The setback from any public road shall be 5m.</u></p> <p><u>Except no setbacks shall apply to security fencing greater than 2m in height.</u></p> <p><u>Discretion is restricted to the following (where relevant):</u></p> <ul style="list-style-type: none"> • <u>For non-compliances with (a) or (d) only, the visual effects of the bulk and location when viewed from the boundary of the zone or adjacent public roads.</u> • <u>For non-compliances with (b) or (c) only, the effects on the current and future operation of the Airport.</u> • <u>For all non-compliances, the purpose of the building and the operational requirements of the activity it contains.</u> 	
17.5.11	<p>Maximum Building Height</p> <p><u>The maximum height of all buildings shall be 10m.</u></p> <p><u>Except this limit shall not apply to control towers, lighting towers or navigation and communication masts and aerals which are not subject to a height limit.</u></p> <p><u>Discretion is restricted to all of the following:</u></p> <ul style="list-style-type: none"> • <u>Visual effects of the bulk and location non-compliance when viewed from the boundary of the zone.</u> • <u>The purpose of the building and the operational requirements of the activity it contains.</u> 	RD
17.5.12	<p>Glare</p> <p><u>All lighting shall:</u></p> <ol style="list-style-type: none"> a. <u>ensure that direct or indirect illumination does not exceed 3 lux spill of light at any adjacent site.</u> b. <u>be directed away from adjoining sites and roads;</u> c. <u>not be directed upwards.</u> 	NC

QLDC 08 Business Airport Zone Chapter 17 Revised Chapter RPL-QPL Changes v2.docx

Queenstown Lakes District Council Proposed District Plan 2015, s42A report, Appendix 1

QUEENSTOWN AIRPORT MIXED USE ZONE 17

17.5.13	<p>Identified Airport Related Activities - Maximum Gross Floor Area</p> <p>The following activities shall not exceed 100m² in Gross Floor Area as part of any single activity:</p> <ul style="list-style-type: none"> a. cafes and other food and beverage facilities; b. retail activities; c. offices. 	D
17.5.14	<p>Identified Airport Related Activities - Maximum Total Gross Floor Area</p> <p>The maximum Gross Floor Area of the following activities shall not exceed 1000m² over the zone, irrespective of any site, tenancy or lease arrangement within the zone:</p> <ul style="list-style-type: none"> a. cafes and other food and beverage facilities; b. retail activities; c. offices. 	NC
17.5.15	<p>Hours of Operation for Airport Related Activities</p> <p>The hours of operation for the following Airport Related Activities shall be undertaken between 6.00 am and 10.00 pm:</p> <ul style="list-style-type: none"> a. cafes and other food and beverage facilities; b. retail activities; 	NC

17.8 Non-Notification of Applications

17.8.1 ~~Except as provided for by the Act, a~~ All applications for controlled or, restricted discretionary activities or discretionary activities will be considered without shall not require public notification or the need to obtain the written consent of other persons and shall not be notified or limited notified. ~~approval of or serve notice on affected persons.~~

Comment [54]: 383 (QLDC)

Except the following:

Rule 17.5.10 Minimum Building Setback – Wanaka Airport

Rule 17.5.11 Maximum Building Height – Wanaka Airport

Comment [55]: Minute dated 16.6.16. Scope provided by 433 (QAC)

QUEENSTOWN AIRPORT MIXED USE ZONE 17

17.9 Non Regulatory Methods

- 17.9.1** Council will use advocacy to promote good urban design and form ~~at in the Queenstown Airport Mixed Use Zone.~~
- 17.9.2** As the major requiring authority in the ~~Queenstown Airport Mixed Use Airport Zones at Queenstown,~~ the Queenstown Airport Corporation will adopt best practice urban design and urban design led principles ~~at Queenstown Airport.~~
- 17.9.3** The Queenstown Airport Corporation shall prepare an urban design guideline for the Queenstown Airport Mixed Use Zone. The urban design guideline shall promote a built form and character which maintains the Airport and its surrounds as an attractive gateway to the district.

Comment [56]: Minute dated 16.6.16. Scope provided by 433 (QAC)

Comment [57]: Minute dated 16.6.16. Scope provided by 433 (QAC)

Comment [58]: Non substantive, consequential change to clarify that these do not relate to Wanaka Airport Mixed Use Zone.

Comment [59]: Minute dated 16.6.16. Scope provided by 433 (QAC)

Comment [60]: Minute dated 16.6.16. Scope provided by 433 (QAC)

Note: Recommended amendments to definitions relevant to the activities within Chapter 17.

Aircraft	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. Excludes remotely piloted aircraft that weigh less than 15 kilograms.
Aircraft Operations	Includes the operation of aircraft during landing, take-off and taxiing but excludes: <ul style="list-style-type: none"> - Aircraft operating in an emergency - Aircraft using the Airport as an alternative to landing at a scheduled airport; - Military aircraft movements; and - Engine testing
Activity Sensitive To Aircraft Noise (ASAN)	Means any residential activity, visitor accommodation activity, community activity and day care facility activity as defined in this District Plan including all outdoor spaces associated with any educational facility, but excludes activity in police stations, fire stations, courthouses, probation and detention centres, government and local government offices.
Activity Sensitive To Aircraft Noise (ASAN) Wanaka	Means any residential activity, visitor accommodation activity, community activity and day care facility activity, but excludes activity in police stations, fire stations, courthouses, probation and detention centres, government and local government offices.
Air Noise Boundary	Means a boundary, the location of which is based on predicted day/night sound levels of Ldn 65 dBA from future airport operations. The location of the boundary

Comment [61]: 383 (QLDC)

Comment [62]: 433 (QAC) and 836 (Arcadian Triangle Limited)

QLDC 08 Business Airport Zone Chapter 17 Revised Chapter RPL-QPL Changes v2.docx

Queenstown Lakes District Council Proposed District Plan 2015, s42A report, Appendix 1

QUEENSTOWN AIRPORT MIXED USE ZONE 17

	is shown on the District Plan Maps.
Airport Activity – Queenstown Airport	<p>Means land used wholly or partly for the landing, departure, and surface movement of aircraft, including but not limited to:</p> <p>(a) aircraft operations, private aircraft traffic, domestic and international aircraft traffic, rotary wing operations, aircraft servicing, general aviation, airport or aircraft training facilities and associated offices.</p> <p>(b) Runways, taxiways, aprons, and other aircraft movement areas.</p> <p>(c) Terminal buildings, hangars, control towers, air traffic control facilities, flight information services, navigation and safety aids, rescue facilities, navigation and safety aids, lighting, car parking, maintenance and service facilities, catering facilities, freight facilities, quarantine and incineration facilities, border control and immigration facilities, medical facilities, fuel storage and fuelling facilities, facilities for the handling and storage of hazardous substances, and associated offices.</p>
Airport Activity – Wanaka Airport	<p>Means land used wholly or partly for the landing, departure, and surface movement of aircraft, including but not limited to:</p> <p>(a) aircraft operations, rotary wing aircraft operations, helicopter aprons, and associated touch down and lift off areas, aircraft servicing, general aviation, navigational and safety aids, lighting.</p> <p>(b) Runways, taxiways, aprons, and other aircraft movement or safety areas.</p> <p>(c) Terminal buildings, hangars, air traffic control facilities, flight information services, navigation and safety aids, rescue facilities, lighting, car parking, maintenance and service facilities, catering facilities, quarantine and incineration facilities, medical facilities, fuel storage and fuelling facilities, and associated offices.</p>
Airport Related Activity – Queenstown Airport	<p>Means an ancillary activity or service that provides support to the airport. This includes, but is not limited to, land transport activities, buildings and structures, servicing and infrastructure, police stations, fire stations, medical facilities and education facilities provided they serve an aviation related purpose, retail</p>

Comment [63]: 433 (QAC) and 836 (Arcadian Triangle Limited)

Comment [64]: Minute dated 16.6.16. Scope provided by 433 (QAC)

Comment [65]: 1123 (Airways Corporation of NZ Limited)

Comment [66]: Minute dated 16.6.16. Scope provided by 433 (QAC)

Comment [67]: Minute dated 16.6.16. Scope provided by 433 (QAC)

QUEENSTOWN AIRPORT MIXED USE ZONE 17

	and commercial services, industry and visitor accommodation associated with the needs of Airport passengers, visitors and employees and/or aircraft movements and Airport businesses.
Airport Related Activity – Wanaka Airport	Means any retail activity, cafes and other food and beverage facilities, administrative offices, industrial and commercial activities, provided they are ancillary to the use of the Airport. Also includes aviation schools, space research and associated activities, facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums and aero recreation. Also includes Temporary Activities associated with Air Shows, Conferences and Meetings, and rental vehicles, valet activities, and public transport facilities. Includes Military Training Operations. Also includes grazing and the keeping of livestock for land management purposes.
Hangar	Means a structure used to store aircraft, including for the maintenance, servicing and/or repair purposes.
Landside	Means that an area of an airport and buildings to which the public has unrestricted access.
Outer Control Boundary (OCB) Wanaka	Means a boundary, as shown on the District Plan Maps 18A, the location of which is based on the predicted day/night sound levels of 55 dBA Ldn from airport operations in 2036.
Projected Annual Aircraft Noise Contour (AANC)	Means the Projected Annual Aircraft Noise Contours calculated as specified by the Aerodrome Purposes Designation 2, Condition 44 13.
Remotely Piloted Aircraft	Means an unmanned aircraft that is piloted from a remote station.
Wholesaling (Three Parks, and Industrial B and Airport Mixed Use Zones)	Means a business engaged in the storage and distribution of goods to businesses (including retail activities) and institutional customers.

Comment [68]: Minute dated 16.6.16. Scope provided by 433 (QAC)

Comment [69]: 433 (QAC)

Comment [70]: Clarification 2.11.16

Comment [71]: 433 (QAC)

Comment [72]: 433 (QAC)

Comment [73]: 433 (QAC)

Comment [74]: 383 (QLDC)

Comment [75]: Consequential change resulting from minute dated 16.6.16. Scope provided by QAC (433)