

**BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL**

<b>UNDER</b>	the Resource Management Act 1991
<b>IN THE MATTER</b>	of submissions and further submissions of the QLDC Proposed District Plan – Urban intensification variation
<b>BY</b>	<b>CITY IMPACT CHURCH QUEENSTOWN INCORPORATED</b>  Submitter 775
<b>AND</b>	<b>NO. 1 HANSEN ROAD LIMITED</b>  Submitter 766

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**SUMMARY STATEMENT OF EVIDENCE OF CHARLOTTE CLOUSTON**

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Dated: 7 August 2025

## Summary Statement of evidence of Charlotte Clouston

- [1] My full name is Charlotte Lee Clouston.
- [2] I prepared a statement of evidence dated 4 July 2025 in support of City Impact Church Queenstown Incorporated (**City Impact Church**) and No. 1 Hansen Road Limited's (**No. 1 Hansen Road**) requested relief.
- [3] The requested rezoning is shown visually below, with the Submitters sites outlined in bold:

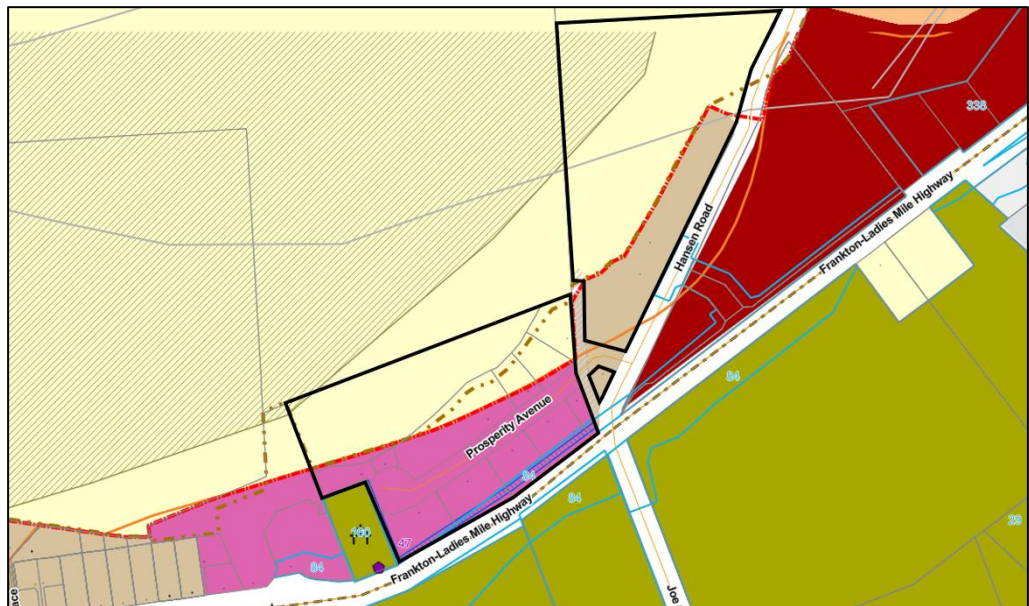


Figure 1: Existing PDP Zoning

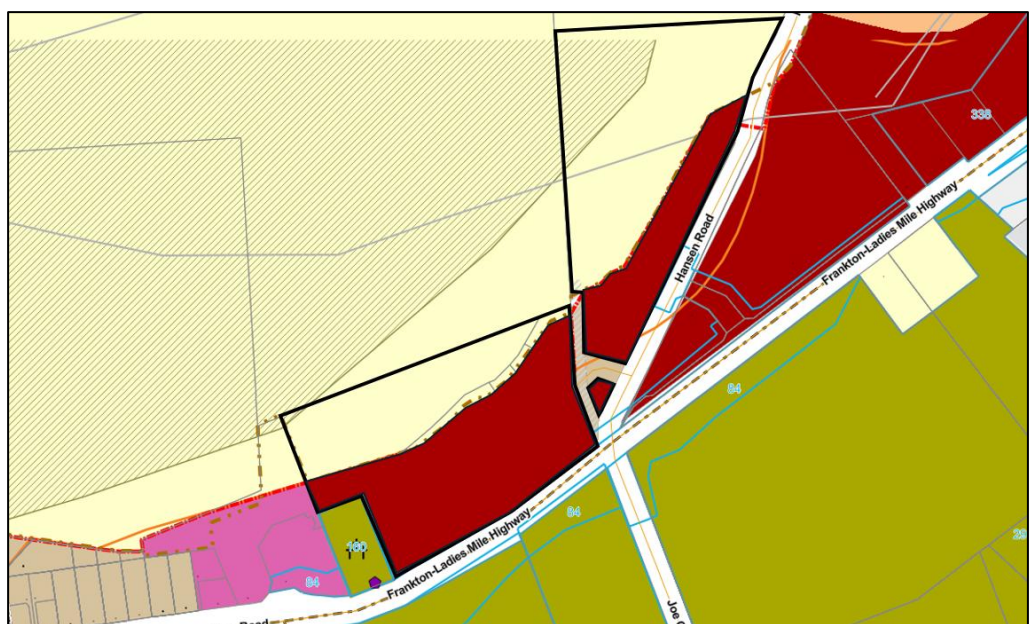


Figure 2: Requested Zoning (Business Mixed Use zone shown in red)

- [4] I prepared my evidence on the basis that the rezoning requested is within the scope of the Variation, and squarely 'on' the Variation, as addressed in legal submissions for the Submitters.
- [5] My view is that the requested BMU zoning is a logical extension of the Frankton North BMUZ and will support the existing commercial centres. Business Mixed Use zoning for both sites would enable a mixture of activities, including potentially higher residential yield. Rezoning will provide for built form that integrates well with the surrounding environment.
- [6] The areas of rural zoned land on both sites that are outside of the ONL are not feasible areas for rural activities to establish. These are generally flat areas geographically associated with the land use on the sites. I support an adjustment of the Urban Growth Boundary to reflect the urban and developable area of the sites, including these pockets of rural land outside the ONL.
- [7] The BMU zoning sought for No. 1 Hansen Road is contingent on the removal of the prohibited activity status for activities sensitive to aircraft noise within the OCB. Without removal of this activity status, residential activity would not be provided for within a large part of the No. 1 Hansen Road Land and a small area of the City Impact Church Land, where residential activity is currently enabled. This would be an inappropriate outcome in light of the NPS-UD.
- [8] City Impact Church supports this submission point made by No. 1 Hansen Road. For clarity, the BMU zoning sought by City Impact Church is not contingent on the removal of this activity status.
- [9] Alternative relief is sought in the submission for No. 1 Hansen Road, if the removal of the prohibited activity status for ASANs within the OCB in the BMU zone is not accepted (or at least not accepted for their site). This alternative relief sought retains the existing Local Shopping Centre zoning, with removal of site-specific rules that restrict development.
- [10] Rezoning of the Submitters' Land will increase consistency in the Frankton planning framework, including the QLDC Spatial Plan (that includes both sites within the Five Mile Urban Corridor Priority Area and

the Frankton Metropolitan Area, which is identified as a major employment location) and the Frankton Masterplan (which identifies the land use at both sites as 'Mixed use (includes residential)').

#### **Removal of site-specific rules at 1 Hansen Road**

- [11] As the No. 1 Hansen Road Land has been subdivided, the existing site-specific provisions are neither effective nor efficient. I see no need to retain these.
- [12] The transport environment that previously informed site-specific PDP rules has changed, with the Waka Kotahi Queenstown Package / State Highway realignment works underway.
- [13] Hansen Road will be stopped, and access to and from the No. 1 Hansen Road Land and City Impact Church Land will be from a new link road, in the location shown in **Attachment 1**. The Hansen Road Link is currently under construction. This link road will provide further connectivity to the BMUZ land to the east, including Frankton North.

#### **Location of the ONL**

- [14] I support the adjustment of the ONL boundary to reflect the Landscape values and character present on the ground, as set out in the evidence of Mr Falconer. Amendment would be consistent with Chapter 3 and 6 policy direction, and section 6(b) RMA. The existing ONL line running through buildings on the City Impact Church Land is not appropriate.
- [15] On the No. 1 Hansen Road Land, I support the recommendation for the ONL line to follow the northern property boundaries of the recently created allotments. This would retain a northern balance lot that remains rural zoned and inside the ONL.
- [16] The property boundaries of the recently created allotments follow the southern edge of the Arrow Irrigation Water Race. This water race runs through the length of the City Impact Church Land. I consider this would be an appropriate location for the ONL line to be mapped, and is consistent with the No. 1 Hansen Road Land.

- [17] If the ONL boundary is amended, I recommend the Urban Growth Boundary and zoning should also be amended to align with the ONL boundary, to provide for increased efficiency in administering the plan.

### **Enabling ASANs in the BMUZ**

- [18] Both submitters seek removal of the prohibited activity status for ASANs in the BMUZ within the OCB. This is integral to the relief sought for rezoning to BMUZ.
- [19] In relation to the Queenstown Airport Corporation submission, I have reviewed the planning evidence provided by Ms Keeley and make the following comments.
- (a) The evidence relies heavily on reverse sensitivity effects and risk, as rationale to restrict residential development.
  - (b) The evidence at paragraph [89] states that *“Reverse sensitivity effects may also be at play when an existing lawfully established activity faces opposition or constraint to development and expansion”*.
  - (c) In my view this goes beyond the reverse sensitivity definition in the PDP: *“Means 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.”* The definition is specific to the operation of the existing activity and does not provide for risks related to expansion (as these are not known).
  - (d) The evidence also refers to a proposed National Policy Statement – Infrastructure, which should not be given any weight as the document is a draft for consultation.
  - (e) The evidence refers at paragraph [137(e)] to amenity impacts, in particular to an inability of residents to enjoy private outdoor spaces due to frequent and intrusive aircraft noise, as a potential source of residential complaint, with demands to reduce noise affecting airport operations. I do not see this perceived risk as appropriate to prohibit residential activity, particularly given the

existing zoning framework for both sites currently provides for residential activity where internal noise standards are met.

- (f) There are multiple examples of public spaces within the OCB that actively encourage communal gathering and enjoyment of outdoor spaces, including the QLDC recreation grounds, reserve areas including bench seating, and public shelter and barbecue facilities at Frankton Beach.

- [20] I support removal of the prohibited activity status for activities sensitive to airport noise in the OCB in the BMU zone.
- [21] The PDP expressly provides for new buildings that contain an ASAN within the OCB in Policy 4.2.2.17, with a direction to ensure that critical listening environments of these buildings are designed and built to achieve appropriate indoor design sound levels.
- [22] A consenting pathway would be consistent with the existing framework for No. 1 Hansen Road Land in the Local Shopping Centre Zone (Standard 15.5.4 relating to acoustic insulation for development within the OCB) and City Impact Church Land (Standard 7.5.4 relating to buildings within the OCB). In these zones, ASANs are generally permitted activities provided that the noise standards for buildings can be met. If there is non-compliance with the noise standard, then non-complying resource consent is required.
- [23] I consider a consenting pathway is appropriate for making decisions on specific applications, and I do not otherwise consider reverse sensitivity concerns to be a reason for opposing the increased height limits sought, consistent with strategic objectives 4.2.2A and 4.2.2B for compact, integrated and well-designed urban form.
- [24] Removing the prohibited activity status would enable both intensification of land within Frankton as an accessible area (in line with the direction of the NPS-UD) and encourage mixed use activities throughout the OCB, which could result in positive urban design outcomes.
- [25] My view is that Rule 16.4.19 should be deleted. An additional rule could be instated that mirrors Standard 15.5.4 or 7.5.4, as indicated at [21].

### **Height Rules for BMUZ**

[26] Mr Falconer considers a height of 24m would be appropriate for the City Impact Church Land and the No. 1 Hansen Road Land.

[27] I consider the Submitters' land is appropriate for additional height, without a set maximum height limit. Removal of the maximum height limit would be consistent with the approach in the HDR zone in the Variation.

[28] If a maximum height limit is deemed necessary, I consider 24m would be more appropriate.

### **Height Rules for LSCZ**

[29] No. 1 Hansen Road sought alternative relief of a 24m height limit in Rule 15.5.7 in the instance that the existing LSCZ zoning is retained for the No. 1 Hansen Road Land. I support this relief sought.

### **Further Submissions – In Support**

[30] City Impact Church and No. 1 Hansen Road both made further submissions. My position on these further submissions has not changed.

### **Conclusions**

[31] I consider that increased height and rezoning within the Frankton area as set out above will achieve a more effective zoning outcome, and greater alignment with the requirements of Policy 5 of the NPS-UD.

Dated: 7 August 2025

**Charlotte Clouston**



## KEY

Masterplan area

## MOVEMENT NETWORKS

Public transport route/stops (separated lanes or priority)

Orbital bus route/stops

Gondola lines/base station (private)

Ferry route/stops

Street network

Active travel network (walking and cycling)

New road corridor

Freight route

Bridge crossing (Active travel and/or public transport)

400m (5min) walking distance

Park and Ride

Site of Cultural Significance

Potential gateway feature

Note: Dashed routes subject to further investigation

## CONSTRAINTS

Queenstown Airport noise contours (existing)

## LAND USE

Higher density residential

Medium density residential

Lower density residential

Mixed use (includes residential)

Small to medium format retail

Large format retail

Commercial (excludes residential)

Light industrial and utilities

Community facilities (buildings)

Queenstown Airport Corporation (subject to separate process)

Active open space

QEC Recreation Masterplan area (subject to separate process)

Passive open space

Urban park (location and size subject to levels of service)

Native revegetation

Tussockland/wetland

Note: Land use mix assumes removal of crosswind runway

## 22 KEY FEATURES

01 Frankton Campground redevelopment

02 Emergency precinct

03 Events centre extension

04 Public transport interchange (estimated location)

05 Community facilities

06 Arranmore/McBride Farm heritage area

07 Wastewater treatment plant expansion

08 Relocation of power infrastructure

09 Kimiākau Zero Waste Community Eco Park

10 Wastewater ground filtration

11 Constructed wetland areas

12 Proposed golf course

13 Commercial recreation (excludes noise sensitive activities)

14 Conference and arts centre

15 Quayside waterfront and jetty

16 Te Kirikiri/Frankton Gardens

17 Regional coach hub

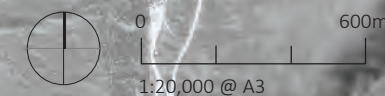
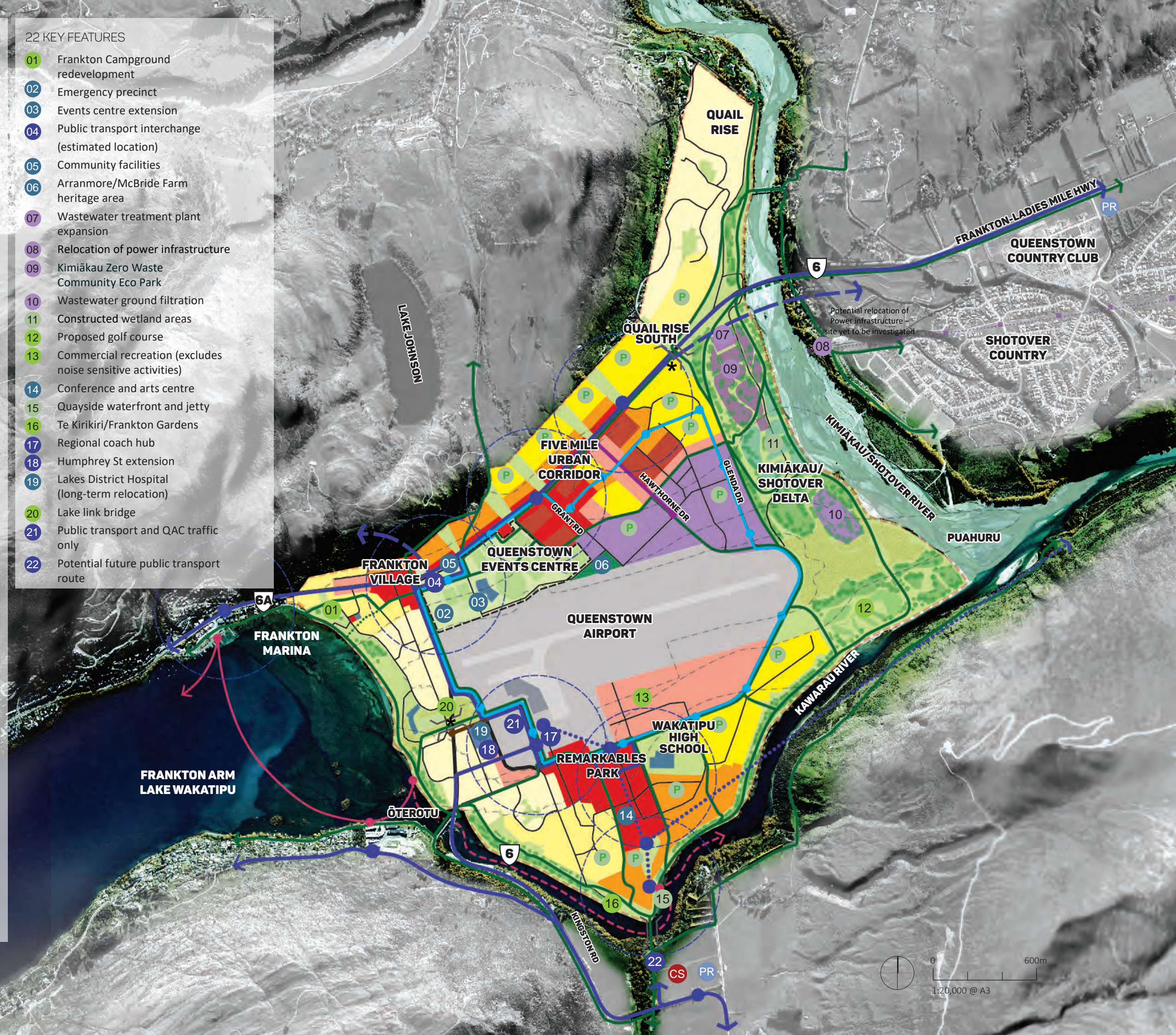
18 Humphrey St extension

19 Lakes District Hospital (long-term relocation)

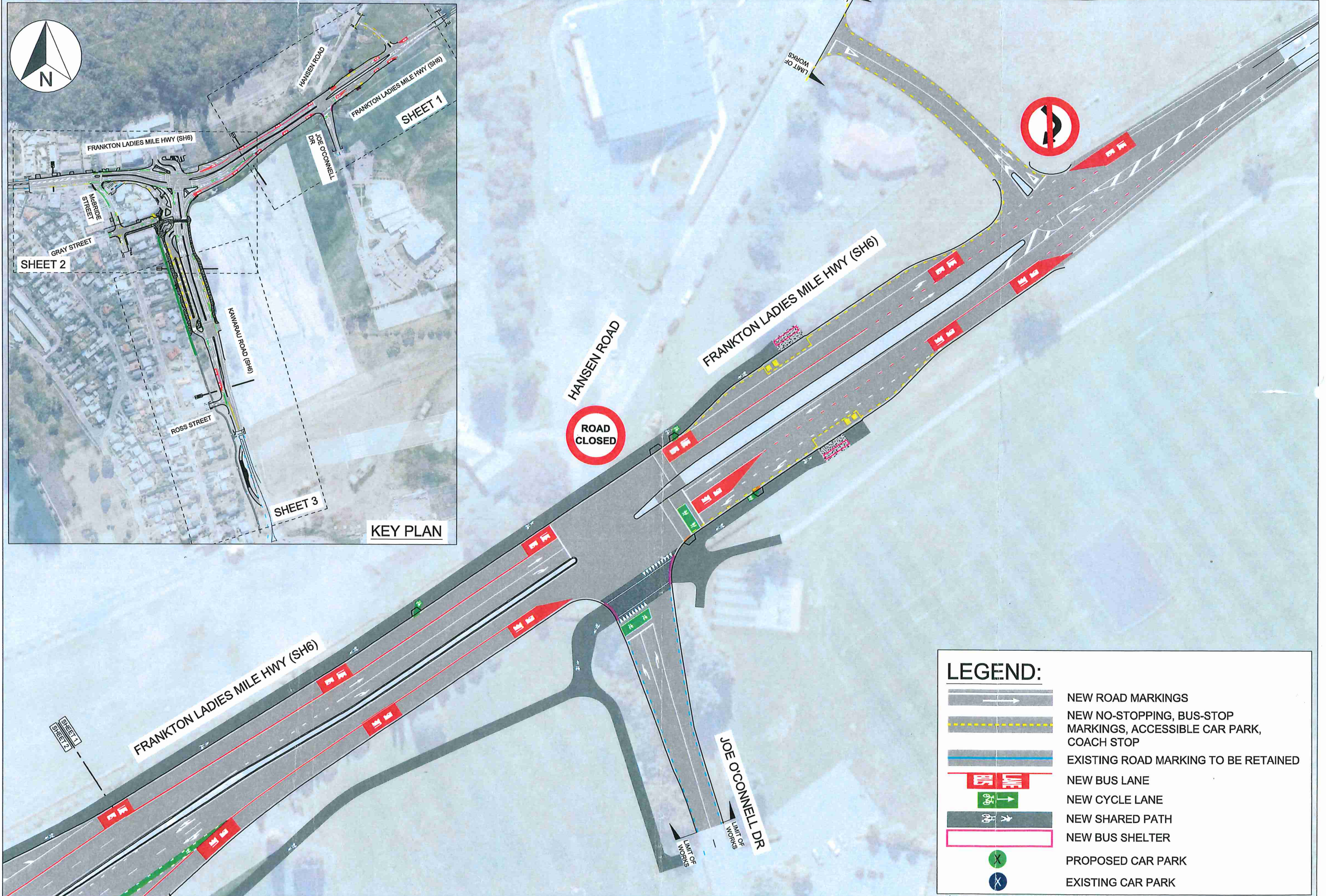
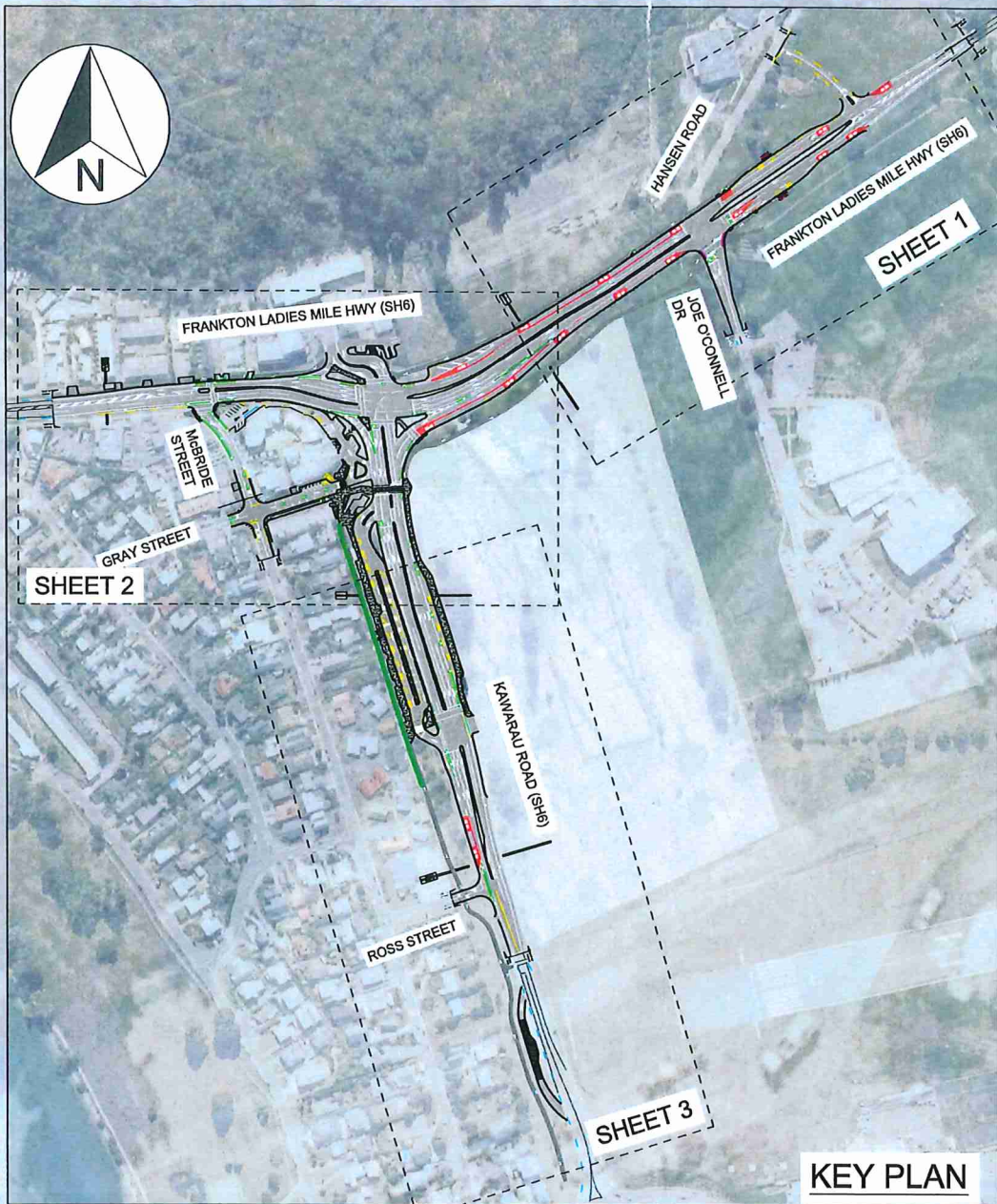
20 Lake link bridge

21 Public transport and QAC traffic only

22 Potential future public transport route







### LEGEND:

	NEW ROAD MARKINGS
	NEW NO-STOPPING, BUS-STOP MARKINGS, ACCESSIBLE CAR PARK, COACH STOP
	EXISTING ROAD MARKING TO BE RETAINED
	NEW BUS LANE
	NEW CYCLE LANE
	NEW SHARED PATH
	NEW BUS SHELTER
	PROPOSED CAR PARK
	EXISTING CAR PARK