

BEFORE THE ENVIRONMENT COURT
AT CHRISTCHURCH

I MUA I TE KŌTI TAIAO O AOTEAROA
KI ŌTAUTAHI

IN THE MATTER of the Resource Management Act 1991
AND of an appeal under clause 14 of the First
Schedule of the Act
BETWEEN QUEENSTOWN AIRPORT
CORPORATION LIMITED
(ENV-2018-CHC-093)
Appellant
AND QUEENSTOWN LAKES DISTRICT
COUNCIL
Respondent

Environment Judge J J M Hassan – sitting alone pursuant to s279 of the Act

In Chambers at Christchurch

Date of Consent Order: 4 December 2020

CONSENT ORDER

A: Under s279(1)(b) of the Resource Management Act 1991, the Environment Court, by consent, orders that:

- (1) the appeal is allowed, and Queenstown Lakes District Council is directed to amend:
 - (a) the provisions of Chapters 2 (Definitions), 7 (Lower Density Suburban Residential), 15 (Local Shopping Centre Zone), 17 (Airport Zone) and 36 (Noise) of the Proposed Queenstown Lakes District Plan as set out in Appendix 1; and
 - (b) the planning maps as set out in Appendix 2;
attached to and forming part of this order.



(2) the appeal is otherwise dismissed.

B: Under s285 of the Resource Management Act 1991, there is no order as to costs.

REASONS

Introduction

[1] These proceedings concern an appeal by Queenstown Airport Corporation Limited against part of a decision of the Queenstown Lakes District Council regarding provisions in Chapters 2 (Definitions), 7 (Lower Density Suburban Residential), 15 (Local Shopping Centre Zone), 17 (Airport Zone) and 36 (Noise) of the Proposed Queenstown Lakes District Plan – Stage 1, allocated to subtopics 1 and 2 of Topic 21 (Commercial Airports).

[2] The court has now read and considered the consent memorandum of the parties dated 13 October 2020 which proposes to resolve the appeal.

Other relevant matters

[3] Board of Airline Representatives New Zealand Inc, Southern District Health Board and Remarkables Park Limited gave notice of intention to become parties under s274 of the Resource Management Act 1991 ('the RMA') and have signed the memorandum setting out the relief sought.

[4] A minor typographical slip is noted in r 17.4.X as to buildings – in the right-hand column, as to Precinct B, cl b misspells "supply". QLDC will correct that when incorporating the provisions into the District Plan.

Orders

[5] The court makes this order under s279(1) RMA, such order being by consent, rather than representing a decision or determination on the merits pursuant to s297. The court understands for present purposes that:

- (a) all parties to the proceedings have executed the memorandum requesting this order;



- (b) all parties are satisfied that all matters proposed for the court's endorsement fall within the court's jurisdiction and conform to the relevant requirements and objectives of the RMA including, in particular, pt 2.



J J M Hassan
Environment Judge



Appendix 1

Agreed changes shown in underline and ~~strike-through~~



17 Airport Zone

Please Note: Variations to parts of this chapter have been decided by Council on 7 March 2019 as part of Stage 2 of the PDP. You can view the Stage 2 Decisions, appeals and section 274 notices on our website. The appeal and section 274 periods for the Stage 1 and 2 Decisions have closed.

17.1 Zone Purpose

The purpose of 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.

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 Airport acts as an important gateway into the District and facilitates access and economic activity in the local and broader regional economies.

The Airport's main function is for domestic and international scheduled passenger movements as well as freight. 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.

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 is a significant source of employment for the District.

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 ~~may one day~~ accommodate scheduled and chartered air transport services.

The Airport 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. At Queenstown Airport, the airport is separated into two precincts.

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.

17.2 Objectives and Policies

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



Policies

- 17.2.1.1 Provide for those aviation activities necessary to enable Queenstown Airport to operate in a safe and efficient manner.
- 17.2.1.2 Provide for a range of ~~airport related service~~ Airport Related Activities where these are associated with and principally serve, the function and operation of, business, industrial and commercial activity to support or complement the functioning of Queenstown Airport, and passengers.
- 17.2.1.3 Provide opportunities for Airport Related Activities, Freight Facilities and Industrial Activities within Precinct B at Queenstown Airport where:
- The activity efficiently utilises the land resource at Queenstown Airport; and,
 - The activity and associated built form are compatible with the overall urban form and amenity relationships of adjacent zones.
- 17.2.1.x For Airport Related Activities, Freight Facilities and Industrial Activities within Precinct B at Queenstown Airport, ensure the traffic generation, the location, design, and layout of access, manoeuvring, car parking spaces and loading spaces avoids or mitigates adverse effects on the safety and efficiency of the transportation network within and beyond the site and provides, as appropriate, for the safe movement of pedestrians taking into account:
- the relative proximity of other accesses or road intersections and the potential for cumulative adverse effects, including discouraging direct vehicle access onto Hawthorne Drive for freight and industrial activities; and
 - the ability to mitigate any potential adverse effect of the access on the safe and efficient functioning of the frontage road
- 17.2.1.4 Except as provided for in 17.2.1.3, discourage non-airport related activities within Precinct B
- that compromise the long-term availability of land for Airport or Airport Related Activities;
 - that give rise to adverse effects on the safety and efficiency of the transportation network;
 - that are incompatible with the overall urban form relationships of the adjacent zones; and
 - by limiting the nature, scale and extent of commercial activities, to those which service the reasonably foreseeable needs of travellers and workers associated with Airport Activities or Airport Related Activities.

17.2.2 Objective – Wanaka Airport remains a key strategic infrastructural asset supporting the well-being of the District.

Policies

- 17.2.2.1** Enable airport activities at Wanaka Airport which can operate in a safe and efficient manner.



- 17.2.2.2 ~~Ensure~~ Provide for a range of land uses including Airport Related Activities where these are associated with and principally serve, the function and operation of Wanaka Airport, and passengers have a legitimate relationship with Airport Activities and are only allowed where they are of a size and that (either individually or cumulatively) that:
- ~~is~~ are ancillary to and support part of the operation of an Airport Activity; and
 - do not adversely affect the key local service and employment function of Wanaka Town Centre or other commercially zoned areas within the District.
- 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.~~
- 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.
- 17.2.2.5 Discourage non-airport related activities at Wanaka Airport
- that compromise the long-term availability of land for Airport or Airport Related Activities;
 - that give rise to adverse effects on the safety and efficiency of the transportation network; and,
 - by limiting the nature, scale and extent of commercial activities, to those which service the reasonably foreseeable needs of travellers and workers associated with Airport Activities or Airport Related Activities.

17.2.3 ~~Objective – Airport Activities and Airport Related Activities are provided for at Queenstown and Wanaka Airports while maintaining a~~ An acceptable level of noise amenity, and high levels of general amenity is provided for those using Queenstown and Wanaka Airports the airports and for those residing on neighbouring land, while taking into account the Airport’s role and function.

Policies

- 17.2.3.1 Maintain Queenstown Airport as a memorable and attractive gateway to the District.
- 17.2.3.2 Manage adverse effects on amenity values arising from the on-going development, use and maintenance of Queenstown and Wanaka Airports.
- 17.2.3.3 Avoid the establishment of activities that are incompatible with the ongoing operation and functioning of Queenstown or Wanaka Airports.
- 17.2.3.4 Ensure development within Precinct B at Queenstown Airport achieves a standard of amenity reflective of the role and function of the Airport, by:
- Maintaining views towards the face of the Remarkables, Peninsula Hill and Cecil Peak through defined viewshafts;



- b. Managing visual dominance, visual interest and activation of built form at the adjacent road and zone frontages and the interface with the historic McBride Farm Buildings;
- c. Managing the location and screening of outdoor loading, service and storage areas and car parking areas at the adjacent road and zone frontages and the interface with the historic McBride Farm Buildings; and,
- d. Enhancing accessibility for active travel modes and providing for safe vehicle access;
- e. Incorporating Crime Prevention through Environmental Design (CPTED) principles.

17.3 Other Provisions and Rules

17.3.1 District Wide

Attention is drawn to the following District Wide chapters.

1 Introduction	2 Definitions	3 Strategic Direction
4 Urban Development	5 Tangata Whenua	25 Earthworks
26 Historic Heritage	27 Subdivision	28 Natural Hazards
29 Transport	30 Energy and Utilities	31 Signs
32 Protected Trees	35 Temporary Activities and Relocated Buildings	36 Noise
37 Designations	Planning Maps	

17.3.2 Interpreting and Applying the Rules

- 17.3.2.1 A permitted activity must comply with all the rules listed in the relevant Activity and Standards tables.
- 17.3.2.2 Where an activity does not comply with a Standard listed in the relevant Standards table, the activity status identified by the 'Non-Compliance Status' column shall apply.
- 17.3.2.3 Where an activity breaches more than one Standard, the most restrictive status shall apply to the Activity.
- 17.3.2.4 The activities listed in Table 1 and the standards contained in Table 2 apply to Queenstown Airport.
- 17.3.2.5 The activities listed in Table 3 and the standards contained in Table 4 apply to Wanaka Airport.
- 17.3.2.6 Activities undertaken within, or within the immediate environs of, the Queenstown airport terminal facility are exempt from complying with any minimum parking requirement in Chapter 29.



17.3.2.7 The status of any Plantation Forestry will be determined by the Resource Management (National Environmental Standards for Plantation Forestry) Regulations 2017.

17.3.2.8 The following abbreviations are used within this Chapter.

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

17.4 Rules - Activities Airport zone - Queenstown

Table 1	Activities located in the Airport Zone - Queenstown	Activity Status	
		Precinct A	Precinct B
	Any airport <u>Airport Activity activity</u> or airport related activity	P	<u>P</u>
	<u>Airport related activity</u>	P	RD <u>Discretion is restricted to the effects on the transportation network including provision for an integrated transport assessment as necessary.</u>
	Signage <u>(excluding Billboards)</u> 17.4.3.1 Advertising or promotional signage located greater than 20m from the zone boundary. 17.4.3.2 Signage to be viewed by persons within the zone and not directed at persons outside the zone. 17.4.3.3 Instruction or directional signage.	P	<u>P</u>



Table 1	Activities located in the Airport Zone - Queenstown	Activity Status	
		Precinct A	Precinct B
	<p>Note: For advertising or promotional signage located within 20m of the zone boundary Chapter 31 applies.</p> <p>Note: For all other signs, Section 18 – Signs of the Operative District Plan Apply</p>		
17.4.X	<p><u>Billboards</u></p> <p>17.4.3.4 <u>Advertising or promotional billboards located greater than 20m from the zone boundary.</u></p> <p>17.4.3.5 <u>Billboards to be viewed by persons within the zone and not directed at persons outside the zone.</u></p> <p>Note: For all other billboards, Chapter 31 applies.</p>	<u>P</u>	<u>NC</u>
17.4.X	<u>Buildings</u>	<u>P</u>	<p><u>C</u></p> <p><u>Control reserved to:</u></p> <p><u>a. Siting and design of buildings and layout of landscaping and any outdoor areas in relation to:</u></p> <ul style="list-style-type: none"> <u>i. Location of active edges;</u> <u>ii. Pedestrian connections;</u> <u>iii. Personal safety and crime prevention.</u> <p><u>b. water supply, waste water, stormwater.</u></p> <p><u>c. the location and screening of outdoor loading,</u></p>



Table 1	Activities located in the Airport Zone - Queenstown	Activity Status	
		Precinct A	Precinct B
			<u>service and storage areas;</u>
<u>17.4.X</u>	Freight Facilities	P	<u>RD</u> <u>Discretion restricted to:</u> a. <u>the effects on the transportation network including provision for an integrated transport assessment as necessary; and,</u> b. <u>the location and screening of external loading, parking service and storage areas; and,</u> c. <u>the efficient and effective operation of Queenstown Airport.</u> d. <u>the extent to which the activity benefits from an Airport location.</u>



Table 1	Activities located in the Airport Zone - Queenstown	Activity Status	
		Precinct A	Precinct B
<u>17.4.X</u>	<u>Industrial Activity</u>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. <u>design, external appearance and siting of buildings and structures;</u></p> <p>b. <u>traffic generation, vehicle parking, site access and servicing, including provision for an integrated transport assessment;</u></p> <p>c. <u>landscaping and screening of any outdoor storage areas;</u></p> <p>d. <u>the extent to which the activity benefits from an Airport location.</u></p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. <u>design, external appearance and siting of buildings and structures;</u></p> <p>b. <u>the effects on the transportation network including provision for an integrated transport assessment as necessary;</u></p> <p>c. <u>landscaping and screening of any outdoor storage areas;</u></p> <p>d. <u>the extent to which the activity benefits from an Airport location.</u></p> <p>e. <u>The efficient and effective operation of Queenstown Airport.</u></p>
<u>17.4.X</u>	<p>Activities which are not airport related activities that are not listed in Rules [insert all other rules in Table 1]as prohibited activities in Rules 17.4.6 to 17.4.13.</p> <p>Discretion is restricted to:</p> <p>a. design, external appearance and siting of buildings and structures;</p>	RD	NC



Table 1	Activities located in the Airport Zone - Queenstown	Activity Status	
		Precinct A	Precinct B
	<p>b. traffic generation, vehicle parking, site access and servicing, including provision for an integrated transport assessment;</p> <p>c. landscaping and screening of any outdoor storage;</p> <p>d. the extent to which the activity benefits from an Airport location.</p>		
17.4.5A	<u>Farming</u>	<u>P</u>	<u>P</u>
	Signage Signage on the roof of buildings.	NC	<u>NC</u>
	Forestry, except for Plantation Forestry where the Resource Management (Resource Management (National Environmental Standard for Plantation Forestry) Regulation 2017) Regulation 2017 prevails.	PR	<u>PR</u>
	Factory Farming	PR	<u>PR</u>
	Mining	PR	<u>PR</u>
	Any activity requiring an Offensive Trade Licence under the Health Act 1956	PR	<u>PR</u>
	<u>Residential Activities Sensitive to Aircraft Noise (excluding medical facilities and education facilities which serve an aviation related purpose)</u>	PR	<u>PR</u>
0	Community Activities (excluding police stations, fire stations, medical facilities and education facilities provided they serve an aviation related purpose)	PR	
1	Day Care Facilities	PR	
2	Visitor Accommodation	PR	

17.5 Rules - Standards Airport zone - Queenstown



Table 2	Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance status:
17.5.1	<p>Maximum Building Coverage – Precinct A</p> <p>75% of the site area</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. the effects on urban design outcomes; b. the positive economic, social and/or cultural effects that may be generated from the proposed activity.
17.5.2A	<p>Minimum Buildings Setback – Precinct A</p> <p>17A.5.1.1 Where the site adjoins the Residential zone the setback shall be 5m.</p> <p>17A.5.1.2 The setback for all other zones shall be 3m.</p> <p>17A.5.1.3 The setback from any public road shall be 5m.</p> <p>Except: Security fencing around the perimeter of Queenstown Airport and jet blast fences are not subject to the building setback standards above.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. the effects on urban design outcomes; b. the positive economic, social and/or cultural effects that may be generated from the proposed activity; c. the external appearance and visual dominance of the building as viewed from the street and adjacent properties; d. amenity and character of the streetscape; e. access to sunlight, shading and privacy of adjoining properties; f. views to and from Outstanding Natural Features and Landscapes.



Table 2	Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance status:
17.5.2B	<p>Minimum Building Setback – Precinct B</p> <p><u>Buildings shall be set back in accordance with the Airport Development Standards Plan Structure Plan.</u></p> <p><u>Security fencing around the perimeter of Queenstown Airport and jet blast fences are not subject to the building setback standards in the Airport Development Standards Plan Structure Plan.</u></p>	<p>RD</p> <p><u>Discretion is restricted to:</u></p> <ul style="list-style-type: none"> a. <u>External appearance, character and visual dominance of the building as viewed from road frontages and adjacent zones, in relation to:</u> <ul style="list-style-type: none"> i. <u>Setbacks, modulation and articulation of facades and roof lines</u> ii. <u>Whether the setback encroachment is offset by a reduction in building height and building frontage</u> iii. <u>Landscaping to improve amenity and visual integration</u> iv. <u>external colours, materials and finishing of buildings.</u> b. <u>Personal safety and crime prevention, including location of active building edges.</u> c. <u>Access to sunlight, shading and privacy of adjoining properties;</u> d. <u>Purpose of the building and operational requirements.</u>
17.5.3A	<p>Maximum Building Height – Precinct A</p> <p>The maximum building height of all buildings shall be 15m.</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>RD</p> <p><u>Discretion is restricted to:</u></p> <ul style="list-style-type: none"> a. the effects on urban design outcomes, b. visual effects; c. the positive economic, social and/or cultural effects that may be generated from the proposed activity;



Table 2	Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance status:
		<p>d. the external appearance and visual dominance of the building as viewed from the street and adjacent properties;</p> <p>e. amenity and character of the streetscape;</p> <p>f. access to sunlight, shading and privacy of adjoining properties;</p> <p>g. views to and from Outstanding Natural Features and Landscapes.</p>
<p>17.5.3B</p>	<p>Maximum Building Height – Precinct B</p> <p><u>The maximum building height shall be 10m.</u></p> <p><u>The limit specified above shall not apply to control towers, lighting towers or meteorological, navigation or communication masts and aerals which shall not be subject to a height limit.</u></p>	<p>RD</p> <p><u>Discretion is restricted to:</u></p> <p>a. <u>Extent and alignment of views to and from the Outstanding Natural Landscapes of the Remarkables, Peninsula Hill and Cecil Peak.</u></p> <p>b. <u>External appearance, character and visual dominance of the building as viewed from road frontages and adjacent zones, relation to:</u></p> <ul style="list-style-type: none"> i. <u>Setbacks, modulation and articulation of facades and roof lines</u> ii. <u>Variation in building height and building frontage width</u> iii. <u>Landscaping to improve amenity and visual integration</u> iv. <u>external colours, materials and</u>



Table 2	Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance status:
		<p><u>finishing</u> of <u>buildings.</u></p> <p>c. <u>Access to sunlight, shading and privacy of adjoining properties;</u></p> <p>d. <u>Purpose of the building and the operational requirements.</u></p>
<p>17.5.4</p>	<p><u>Continuous Building Length and separation distance – Precinct B</u></p> <p>a. <u>Where the aggregate length along one elevation of a building exceeds 30m, measured parallel to the zone boundary, any part of the building which exceeds the maximum building length shall be stepped back by a depth of 3m for a distance of at least 6m.</u></p> <p>b. <u>The separation distance between buildings shall be 6m.</u></p>	<p>RD</p> <p><u>Discretion is restricted to:</u></p> <p>a. <u>External appearance, character and visual dominance of the building as viewed from road frontages and adjacent zones; and</u></p> <p>b. <u>Purpose of the building and the operational requirements.</u></p>
<p>17.5.45</p>	<p><u>Recession Plane – Precinct A</u></p> <p>On any boundary that directly adjoins a Residential zone a recession plane commencing at ground level on the boundary and angled at 45° shall be applied. No building shall exceed the height of the recession plane at any point.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. the effects on urban design outcomes;</p> <p>b. visual effects;</p> <p>c. the positive economic, social and/or cultural effects that may be generated from the proposed activity;</p> <p>d. the external appearance and visual dominance of the building as viewed from the street and adjacent properties;</p> <p>e. amenity and character of the streetscape;</p> <p>f. access to sunlight, shading and privacy of adjoining properties;</p>



Table 2	Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance status:
		g. views to and from Outstanding Natural Features and Landscapes.
17.5.6	<p><u>Viewshaft – Precinct B</u></p> <p>a. <u>Except for security and jet blast fences, no building, structure, or outdoor storage, shall be established within any viewshaft identified in the Airport Development Structure Plan</u></p> <p>b. <u>Viewshafts shall have a minimum width of 20m; and</u></p> <p>c. <u>Planting located within viewshafts shall not exceed 1m in height at maturity.</u></p>	<p><u>RD</u></p> <p><u>Discretion is restricted to:</u></p> <p>a. <u>Extent and alignment of views to and from Outstanding Natural Features and Landscapes;</u></p> <p>b. <u>Use and alignment of vegetation to focus on views</u></p> <p>c. <u>Design, appearance and siting of buildings, structures and outdoor storage; and</u></p> <p>d. <u>Purpose of the building or structure and the operational requirements.</u></p>
17.5.57A	<p><u>Landscaping – Precinct A</u></p> <p>At Queenstown Airport, those properties fronting Lucas Place and Hawthorne 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><u>RD</u></p> <p><u>Discretion is restricted to:</u></p> <p>a. the effects on urban design outcomes and the visual effects of reduction in landscaping;</p> <p>b. the functional and operational requirements of the site.</p>
17.5.7B	<p><u>Landscaping – Precinct B</u></p> <p>a. <u>Landscaping strips shall be established in the locations and with the minimum depths identified in the Airport Development Structure Plan (except for vehicle crossing points or pedestrian access).</u></p> <p>b. <u>All vegetation must be selected from the specified plant list in section 17.10 and include specimens capable of reaching a minimum of</u></p>	<p><u>RD</u></p> <p><u>Discretion is restricted to:</u></p> <p>a. <u>External appearance and visual dominance of buildings as viewed from the road and adjacent zones, relation to:</u></p> <p>i. <u>Setbacks, modulation and articulation of</u></p>



Table 2	Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance status:
	<p><u>5m in height, except where Designation 4 requires a lower height limit.</u></p> <p>c. <u>Vehicle crossing points, pedestrian access, security fencing around the perimeter of Queenstown Airport and jet blast fences are not subject to the landscaping strips in the Airport Development Standards Plan Structure Plan.</u></p> <p>d. <u>Where an activity, development or use is contiguous with a landscaping strip identified in the Airport Development Standards Plan, landscaping shall be provided along the length of the activity, development or use frontage only.</u></p>	<p><u>facades and roof lines;</u></p> <p>ii. <u>Variation in building height and building frontage width;</u></p> <p>iii. <u>external colours, materials and finishing of buildings.</u></p> <p>b. <u>The location and screening of loading, service and storage areas;</u></p> <p>c. <u>Personal safety and crime prevention, including location of active building edges; and</u></p> <p>d. <u>The operational requirements of the building, structure or activity that results of the non-compliance.</u></p>
17.5.68	<p>Building Design and Glare</p> <p>17.5.1.2 The exterior of buildings situated within the landside area at Queenstown Airport shall be designed so that roof and wall colours are limited to a maximum reflectivity of 36%, except that trims, highlights and signage totalling up to 10% of the façade area may exceed this level and be of contrasting colour.</p> <p>17.5.1.3 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>17.5.1.4 All fixed exterior lighting on buildings associated with Airport related activities shall be directed away from adjacent sites and roads.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. the extent of adverse effects from lighting on Residential Activities;</p> <p>b. the extent to which the lighting is required for operational purposes;</p> <p>c. the effects on urban design outcomes;</p> <p>d. visual effects;</p> <p>e. the purpose of the building and the operational requirements of the activity it contains.</p>



Table 2	Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance status:
17.5.9	<p>Advertising or promotional signage – Precinct B</p> <p><u>In relation to rule 17.4.3.1 the following permitted activity standards apply:</u></p> <p><u>17.5.9.1 The maximum area of any single sign shall be 18m².</u></p> <p><u>17.5.9.2 The maximum height of any single sign shall be 9m</u></p> <p><u>17.5.9.3 No more than eight (8) signs shall be located within Precinct B</u></p> <p><u>17.5.9.4 There shall be a minimum distance of 50m between any sign.</u></p>	<p><u>RD</u></p> <p><u>Discretion shall be limited to</u></p> <p>a) <u>Design and content;</u></p> <p>b) <u>Location;</u></p> <p>c) <u>Landscape and visual amenity effects including cumulative effects;</u></p> <p>d) <u>Dominance effect</u></p>
17.5.10	<p><u>Building and business identification signage - Precinct B</u></p> <p><u>In relation to rule 17.4.3.3 the following permitted activity standards apply to building or business identification signage:</u></p> <p><u>17.5.9.1 individual letters and symbols do not exceed 750mm;</u></p> <p><u>17.5.9.1 the background is not differentiated from the fabric and colour of the rest of the façade;</u></p> <p><u>17.5.9.1 signs do not extend above façade height.</u></p>	<p><u>RD</u></p> <p><u>Discretion shall be limited to</u></p> <p>a) <u>Design and content;</u></p> <p>b) <u>Location;</u></p> <p>c) <u>Landscape and visual amenity effects including cumulative effects;</u></p> <p>d) <u>Dominance effect</u></p>

17.6 Rules – Activities Airport Zone – Wanaka

Table 3	Activities located in the Airport zone - Wanaka	Activity Status
17.6.1	Farming Activities	P
	Temporary Air Shows	P
	Any Airport Activity (excluding Aircraft Operations) and Airport Related Activity that complies with the relevant standards in Table 4.	C



	<p>Control is reserved to:</p> <ul style="list-style-type: none"> a. design, appearance and siting of buildings and structures; b. the effects on visual amenity when viewed from beyond the Airport zone; c. the purpose of the building and the operational requirements of the activity it contains; d. traffic generation, vehicle parking and site access; e. provision for firefighting; f. wastewater; g. stormwater; h. water supply. 	
17.6.4	<p>Instructional or directional signage or signage directed at persons within the zone. Control is reserved to:</p> <ul style="list-style-type: none"> a. dimensions of signage; b. location of signage; <p>Note: For all other signs, Chapter 31 applies.</p>	C
17.6.5	Wholesaling or Commercial Storage Activity	NC
17.6.6	Any activity not otherwise listed in Table 3	NC
17.6.7	Any new Activity Sensitive to Aircraft Noise (ASAN) within the Outer Control Boundary - Wanaka Airport (except for excluding police stations, fire stations and medical facilities and education facilities which provided they serve an airport aviation related purpose).	PR



17.7 Rules – Standard Airport Zone – Wanaka

Table 4	Standards for activities located in the Airport zone - Wanaka	Non-Compliance Status
	<p>Minimum Building Setback</p> <p>17.7.1.1 The setback from all zone boundaries shall be 5m.</p> <p>17.7.1.2 The setback from the eastern side of the centreline of the main runway (as at 2013) shall be 217 metres.</p> <p>17.7.1.3 The setback from the western side of the centre line of the main runway (as at 2013) shall be 124 metres.</p> <p>17.7.1.4 The setback from any public road shall be 5m.</p> <p>Except no setbacks shall apply to security fencing greater than 2m in height.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. for all non-compliances:</p> <p>i. the purpose of the building and the operational requirements of the activity it contains.</p> <p>b. for non-compliances with 17.7.1.1 or 17.7.1.4 only:</p> <p>i. the external appearance, location and visual dominance of the building as viewed from the public roads and adjacent properties;</p> <p>ii. amenity and character of the surrounding Rural zone;</p> <p>iii. access to sunlight, shading and privacy of adjoining properties;</p> <p>iv. views to and from Outstanding Natural Features and Landscapes.</p> <p>c. for non-compliances with 17.7.1.2 or 17.7.1.3 only:</p> <p>i. the effects on the current and future operation of the Airport.</p>
17.7.2	Maximum Building Height	RD



	<p>The maximum height of all buildings shall be 10m.</p> <p>Except this limit shall not apply to control towers, lighting towers or navigation and communication masts and aerials which are not subject to a height limit.</p>	<p>Discretion is restricted to:</p> <ol style="list-style-type: none"> a. visual effects of the bulk and location non-compliance when viewed from the boundary of the zone; b. the purpose of the building and the operational requirements of the activity it contains; c. the external appearance, location and visual dominance of the building as viewed from the public roads and adjacent properties; d. amenity and character of the surrounding Rural zone; e. access to sunlight, shading and privacy of adjoining properties; f. views to and from Outstanding Natural Features and Landscapes.
17.7.3	<p>Lighting and Glare</p> <p>Within all landside areas, all lighting shall:</p> <p>17.7.3.1 ensure that direct or indirect illumination does not exceed 3 lux spill of light at any adjacent site.</p> <p>17.7.3.2 be directed away from adjoining sites and roads;</p> <p>17.7.3.3 not be directed upwards.</p>	NC
17.7.4	<p>Identified Airport Related Activities - Maximum Gross Floor Area</p> <p>The following activities shall not exceed <u>an aggregate 1000m²</u> in Gross Floor Area as part of any single activity:</p>	D



	<p>17.7.4.1 cafes and other food and beverage facilities; <u>and</u></p> <p>17.7.4.2 retail activities; <u>excluding activities and ancillary activities related to aviation museums.</u></p> <p>17.7.4.3 offices.</p>	
17.7.5	<p>Hours of Operation for Airport Related Activities</p> <p>The hours of operation for the following Airport Related Activities may only fall between 6.00 am and 10.000030pm:</p> <p>17.7.5.1 cafes and other food and beverage facilities;</p> <p>17.7.5.2 retail activities.</p>	NC
17.7.6	<p>Air shows</p> <p>17.7.6.1 The air show (including set up, flying programme and pack down) shall be limited to 12 days inclusive.</p> <p>17.7.6.2 The flying programme for the air show shall be limited to a period of not more than five days.</p> <p>17.7.6.3 The air show event must not operate outside of the hours of 0800 and 2000. Set up and pack down outside of these hours is permitted.</p> <p>17.7.6.4 The air show operator shall hold a Council approved plan detailing the noise, environmental management and traffic (vehicle and pedestrian movements, public transport, parking and management of adverse effects on operation of the State Highway) aspects of the air show. A report containing the draft plan shall be submitted to the Council for approval, no later than 30 working days prior to the air show taking place.</p> <p>The noise standards in Rule 36.5.14 shall not apply to Air Shows complying with the above standards.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> adverse amenity effects for surrounding landowners; measures to avoid, remedy or mitigate the adverse amenity effects; adverse traffic and transport effects including effects from parking.



17.8 Rules – Non-Notification of Applications

17.8.1 All applications for controlled activities shall not require the written approval of other persons and shall not be notified or limited notified.

17.9 Non Regulatory Methods

17.9.1 Council will use advocacy to promote good urban design and form at Queenstown Airport.

17.9.2 As the major requiring authority in the Airport zone 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 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.



Indicative Planting List

Trees

<u>Natives:</u>	<u>Exotics:</u>
<p><u>Griselinia littoralis</u>, papauma/ broadleaf, 4m</p> <p><u>Olearia paniculata</u>, golden akeake, 4m</p> <p><u>Pittosporum eugenioides</u>, tarata/lemonwood, 12m</p> <p><u>Pittosporum tenuifolium</u>, kohuhu, 6m</p> <p><u>Plagianthus regius</u>, manatu/ribbonwood, 12m</p> <p><u>Pseudopanax crassifolius</u>, lancewood</p> <p><u>Podocarpus totara</u>, totara, 15m</p> <p><u>Sophora microphylla</u>, South Island kowhai, 8m, (not to be mass planted)</p>	<p><u>Ulmus sp.</u>, elm:</p> <ul style="list-style-type: none"> — <u>Ulmus parvifolia</u>, Chinese Lacbark Elm, 15m — <u>Ulmus procera</u> 'Louis van Houtte', Golden Elm, 10m — <u>Ulmus parvifolia</u> 'Frontier', Chinese Lacbark Elm, 8m — <u>Ulmus carpinifolia</u> 'Variegata', Smooth Variegated Elm, 14m — <u>Ulmus glabra</u> 'horizontalis', Weeping Wych, 6m <p><u>Fagus sylvatica</u>, European beech, 25m</p> <p><u>Fraxinus sp.</u>, ash:</p> <ul style="list-style-type: none"> — <u>Fraxinus angustifolia</u>, Narrow-leaved Ash, 20m — <u>Fraxinus angustifolia</u> 'Raywoodii', Claret Ash, 10m <p><u>Quercus palustris</u>, Pin oak, 20m</p>

17.9.4 Shrubs

<u>Natives:</u>	<u>Exotics:</u>
<p><u>Hebe sp.</u></p> <p><u>Pachystegia insignis</u>, marlborough rock daisy</p> <p><u>Sophora prostrata</u>, prostrate kowhai</p>	<p><u>Azalea sp.</u></p> <p><u>Camellia sp.</u> (not to be mass planted)</p> <p><u>Calluna sp.</u></p> <p><u>Erica sp.</u></p> <p><u>Escallonia sp.</u></p> <p><u>Photinia sp.</u></p> <p><u>Pieris sp.</u></p> <p><u>Rhododendron sp.</u> (not to be mass planted)</p> <p><u>Viburnum sp.</u></p>



17.9.5 Groundcovers & Grasses:

<u>Natives:</u>	<u>Exotics:</u>
<u><i>Acaena novae-zelandiae</i></u> ,	<u><i>Ajuga reptans</i></u>
<u><i>Aciphylla subflabellata</i></u> , taramea/fine speargrass	<u><i>Bergenia cordifolia</i></u>
<u><i>Anamenthele lessoniana</i></u> , wind grass (not of concern)	<u><i>Grevillia</i> sp.</u>
<u><i>Astelia</i> sp.</u> , nz bush lily (not to be mass planted)	
<u><i>Blechnum pennamarina</i></u> , kiokio	
<u><i>Carex testacea</i></u> , carex	
<u><i>Chionochloa rubra</i></u> , red tussock	
<u><i>Libertia ixiodes</i></u> , native NZ iris	
<u><i>Libertia grandiflora</i></u> , native NZ iris	
<u><i>Muehlenbeckia axillaris</i></u> , mat pohuehue	
<u><i>Poa cita</i></u> , silver tussock/wiwi	
<u><i>Poa colensoi</i></u> , blue tussock	
<u><i>Raoulia monroi</i></u> , silver scabweed cushion	
<u><i>Schleranthus uniflorus</i></u> , kohukohu	
<u><i>Uncinia uncinata</i></u>	

17.9.6 Climbers

<u>Natives:</u>	<u>Exotics:</u>
<u><i>Clematis paniculata</i></u> , puawananga/White clematis	
<u><i>Parsonia capsularis</i></u> , native jasmine	

<u>Botanic Name</u>	<u>Common Name</u>	<u>Height (m)</u>
Trees (Native)		
<u><i>Griselinia littoralis</i></u>	papauma/ broadleaf	5 - 10



<i>Olearia paniculata</i>	golden akeake	4
<i>Pittosporum eugenioides</i>	tarata/lemonwood	8 - 12
<i>Pittosporum tenuifolium</i>	kohuhu	8
<i>Pittosporum tenuifolium</i> 'silversheen'	Pittosporum cultivar	3
<i>Plagianthus regius</i>	manatu/ribbonwood	15
<i>Pseudopanax crassifolius</i>	lancewood	10
<i>Pseudopanax ferox</i>	Fierce lancewood	5
<i>Podocarpus laetus</i>	Mountain totara	20
<i>Sophora microphylla</i> *	South Island kowhai	8
Trees (Exotics)		
<i>Ulmus sp.</i> , elm		
<i>Ulmus parvifolia</i>	Chinese Lacbark Elm	15
<i>Ulmus procera</i> 'Louis van Houtte'	Golden Elm	10
<i>Ulmus parvifolia</i> 'Frontier'	Chinese Lacbark Elm	8
<i>Ulmus carpinifolia</i> 'Variegata'	Smooth Variegated Elm	15
<i>Ulmus glabra</i> 'horizontalis'	Weeping Wych	6
<i>Fagus sylvatica</i>	European beech	25
<i>Quercus palustris</i>	Pin oak	20
Srubs (Native)		
<i>Hebe sp.</i>		
<i>Coprosma crassifolia</i>		3
<i>Coprosma propinqua</i>	mingimini	3
<i>Coprosma ruqosa</i>		3
<i>Corokia cotoneaster</i>	Korokio	3
<i>Muehlenbeckia astonii</i>	Shrubby tororaro	2 - 3
<i>Pachystegia insignis</i>	Marlborough rock daisy	0.9
<i>Pittosporum 'golfball'</i>	Dwarf Pittosporum	0.5
<i>Olearia lineata</i>		3
<i>Sophora prostrata</i>	prostrate kowhai	2
<i>Veronica albicans</i>	hebe	0.5
<i>Veronica 'emerald green'</i>		0.5
<i>Veronica [Hebe] evenosa</i>	Tararua hebe	2
Shrubs (Exotic)		
<i>Azalea sp.</i> *	Rhododendron	
<i>Camellia sp.</i> *		
<i>Escallonia sp.</i>		

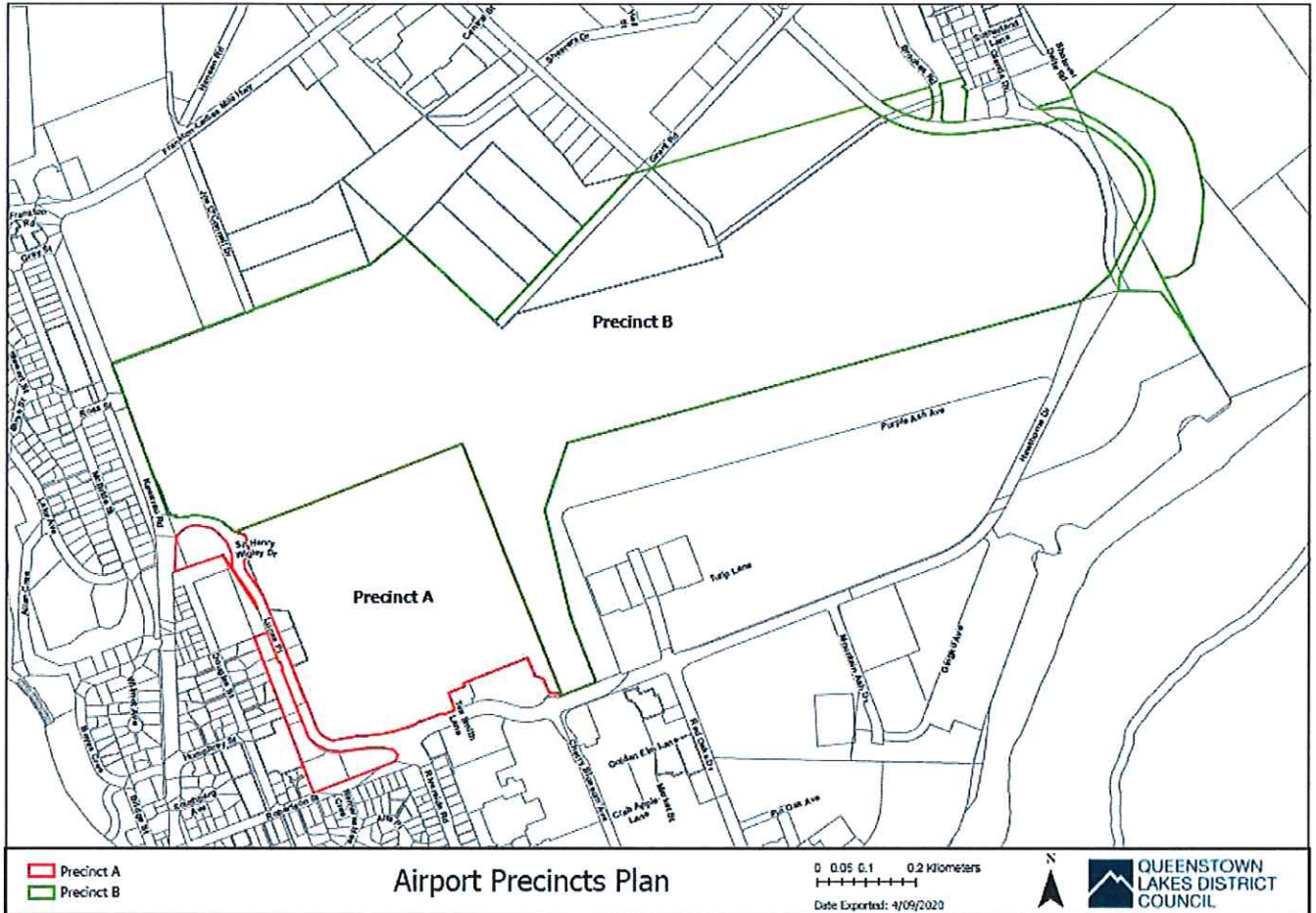


<u>Photinia sp.</u>		
<u>Pieris sp.</u>		
<u>Rhododendron sp*</u>		
<u>Viburnum sp</u>		
<u>Cornus alba 'Sibirica'</u>	<u>Red-barked dogwood</u>	
Groundcovers, Grasses & Herbs (Natives)		
<u>Acaena novae-zelandiae</u>	<u>Red bidibid</u>	
<u>Aciphylla subflabellata</u>	<u>taramea/fine speargrass</u>	
<u>Anemanthele lessoniana</u>	<u>wind grass, gossamer grass</u>	
<u>Astelia sp.</u>	<u>nz bush lily</u>	
<u>Austroblechnum penna-marina</u>	<u>Little hard fern</u>	
<u>Carex testacea</u>	<u>Speckled sedge/ trip me up</u>	
<u>Carex uncinata</u>	<u>Hook grass</u>	
<u>Chionochloa flavicans</u>	<u>Dwarf toetoe</u>	
<u>Chionochloa rubra</u>	<u>red tussock</u>	
<u>Coprosma acerosa 'red rocks'</u>	<u>Prostrate coprosma</u>	
<u>Libertia ixiodes</u>	<u>native NZ iris</u>	
<u>Libertia peregrinans</u>	<u>NZ Iris</u>	
<u>Libertia 'Taupo blaze'</u>	<u>Libertia</u>	
<u>Muehlenbeckia axillaris</u>	<u>mat pohuehue</u>	
<u>Phormium cookianum*</u>	<u>Mountain flax</u>	
<u>Poa cita</u>	<u>silver tussock/wiwi</u>	
<u>Poa colensoi</u>	<u>blue tussock</u>	
<u>Scleranthus uniflorus</u>		
Groundcovers & Grasses (Exotics)		
<u>Ajuqa reptans</u>	<u>Carpet bugle</u>	
<u>Bergenia cordifolia</u>	<u>Heartleaf bergenia</u>	
<u>Grevillea sp.</u>		
<u>Lavendula sp.</u>	<u>Lavender</u>	
<u>Nandina domestica 'Firepower'</u>	<u>Nandina</u>	
Climbers – Native:		
<u>Clematis paniculata</u>	<u>puawananga/White clematis</u>	
<u>Parsonia capsularis</u>	<u>native jasmine</u>	

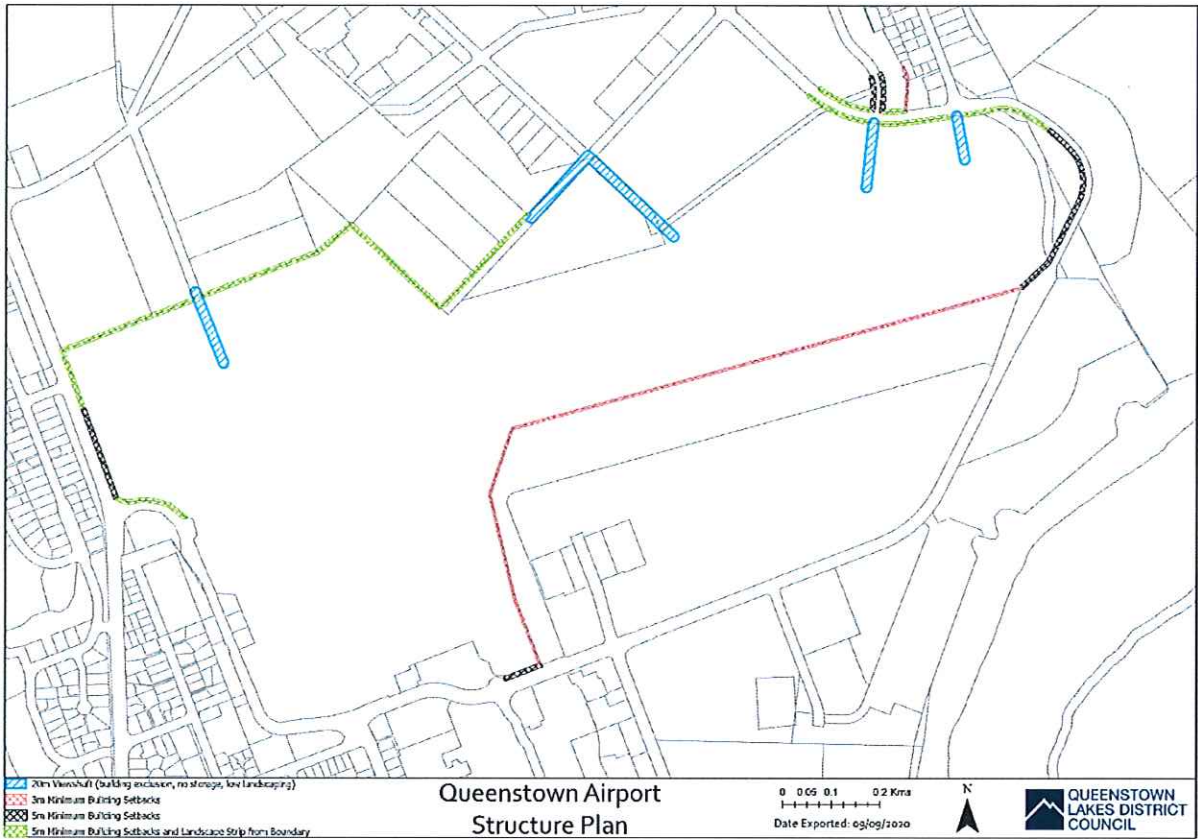
*(not to be mass planted)



Precinct Plan



Structure Plan



Chapter 2 Definitions

Activity Sensitive To Aircraft Noise (ASAN) / Activity Sensitive to Road Noise	Means any residential activity, visitor accommodation activity, residential visitor accommodation activity, homestay activity, community activity and day care facility activity as defined in this District Plan including all outdoor spaces associated with any education activity, but excludes activity in police stations, fire stations, courthouses, probation and detention centres, government and local government offices.
Airport Activity	<p>Means land used wholly or partly for the landing, departure, and surface movement of aircraft, including:</p> <ol style="list-style-type: none"> a. aircraft operations which include private aircraft traffic, domestic and international aircraft traffic, rotary wing operations; b. aircraft servicing, general aviation, airport or aircraft training facilities and associated offices; c. runways, taxiways, aprons, and other aircraft movement areas; d. terminal buildings, hangars, air traffic control facilities, flight information services, navigation and safety aids, rescue facilities, lighting, car parking, maintenance and service facilities, fuel storage and fuelling facilities and facilities for the handling and storage of hazardous substances. e. <u>catering facilities;</u> f. <u>quarantine and incineration facilities;</u> g. <u>border control and immigration facilities.</u>
Airport Related Activity	<p>Means an ancillary activity or service that provides support to the airport. This includes:</p> <ol style="list-style-type: none"> a. land transport activities; b. buildings and structures; c. servicing and infrastructure; d. police stations, fire stations, medical facilities and education facilities provided they serve an aviation related purpose; e. retail and commercial services and industry associated with the needs of Airport passengers, visitors and employees and/or aircraft movements and Airport businesses; f. catering facilities; g. quarantine and incineration facilities; h. border control and immigration facilities; i. administrative offices (provided they are ancillary to an airport or airport related activity).
Airport Operator	<u>Means the person or body that has necessary statutory authority for the establishment, maintenance, operation or management of the airport.</u>



PART 2

DEFINITIONS 2

Projected Annual Aircraft Noise Contour (AANC)	Means the projected annual aircraft noise contours calculated as specified by the Aerodrome Purposes Designation 2, Condition 135.
Wholesaling (Airport Zones)	Means a business engaged in the storage and distribution of goods to businesses (including retail activities) and institutional customers.



PART 3 LOWER DENSITY SUBURBAN RESIDENTIAL 7

7 Lower Density Suburban Residential

- 7.2.2 Objective - Development of Activities Sensitive To Aircraft Noise is limited within the Queenstown Airport Air Noise Boundary and Outer Control Boundary in recognition of the severe amenity (noise) constraints now and also likely in the foreseeable future as a result of its increasing intensity of operation and use.



15 Local Shopping Centre Zone

15.2.3 Objective – Adverse environmental effects received both within and beyond the zone are minimised.

Policies

15.2.3.1 Provide appropriate noise limits to control adverse noise effects generated by activities occurring within the Local Shopping Centre Zone and received by nearby properties.

15.2.3.2 Require acoustic insulation for critical listening environments (including residential activities and visitor accommodation) to:

- limit the impact of noise generated within the Zone on occupants; and,
- where relevant, limit the potential for reverse sensitivity effects on Queenstown Airport of buildings from Activities Sensitive to Aircraft Noise within the Queenstown Airport Outer Control Boundary.

15.2.3.3 Ensure that the location and direction of lights does not cause significant glare to other properties, roads and public places, and promote lighting design that mitigates adverse effects on views of the night sky.

15.2.3.4 Avoid the establishment of activities that are not consistent with established amenity values, cause inappropriate environmental effects, or are more appropriately located in other zones.

15.2.3.5 For development of the site(s) at 1 Hansen Road, between Hansen Road and the Frankton Cemetery (as shown on Planning Maps 31, 31a and 33), in addition to other Zone-wide requirements:

- ensure that development is undertaken in an integrated manner, having particular regard to ensuring the safe and efficient operation of the transport network;
- implement specific controls to limit effects on the historic values of the neighbouring cemetery.



36 Noise

36.6 Airport Noise

36.6.1 Sound Insulation Requirements for the Queenstown and Wanaka Airport - Acceptable Construction Materials (Table 4).

The following table sets out the construction materials required to achieve appropriate sound insulation within the airport Air Noise Boundary (ANB) as shown on the planning maps.

Building Element	Minimum Construction	
External Walls	Exterior Lining	Brick or concrete block or concrete, or 20mm timber or 6mm fibre cement
	Insulation	Not required for acoustical purposes
	Frame	One layer of 9mm gypsum or plasterboard (or an equivalent combination of exterior and interior wall mass)
Windows/Glazed Doors	Double-glazing with 4 mm thick panes separated by a cavity at least 12 mm wide	
Pitched Roof	Cladding	0.5mm profiled steel or masonry tiles or 6mm corrugated fibre cement
	Insulation	100mm thermal insulation blanket/batts
	Ceiling	1 layer 9mm gypsum or plaster board
Skillion Roof	Cladding	0.5mm profiled steel or 6mm fibre cement
	Sarking	None Required
	Insulation	100mm thermal insulation blanket/batts
	Ceiling	1 layer \pm 9 mm gypsum or plasterboard
External Door	Solid core door (min 24kg/m ²) with weather seals	

Note: The specified construction materials in this table are the minimum required to meet the Indoor Design Sound Level. Alternatives with greater mass or larger thicknesses of insulation will be acceptable. Any additional construction requirements to meet other applicable standards not covered by this rule (e.g. fire, Building Code etc.) would also need to be implemented.



Appendix 2

