

12.19 Frankton Flats Special Zone (B)

12.19.1 Resource Management Issues

12.19.1.1 Urban Growth and Sustainability

The location and topography of the Frankton Flats Special Zone B (FFSZ(B) or “the Zone”) provide an ideal opportunity to accommodate urban growth. There is the potential to integrate this Zone with Frankton Flats Special (A) Zone (or FFSZ(A)), the Events Centre, Glenda Drive Industrial Zone and the Remarkables Park Zone. The Zone is also adjacent to the State Highway and the Airport. The FFSZ(B) provides the ability to accommodate a range of urban activities for which there is demonstrated demand, including residential, education, industrial, commercial and certain forms of retail along with related activities such as recreation. The land can therefore enable a range of social and economic wellbeing outcomes.

The FFSZ(B) is adjacent to the already zoned FFSZ(A) and the established Events Centre. The FFSZ (A) zone provides for retail and commercial activities. There is the opportunity to complement and integrate development of FFSZ(B) with the FFSZ (A) Zone to seamlessly form a new retail town centre within the District. The FFSZ (B) provides land required to meet identified future growth needs. It will provide for the efficient use of one of the last flat land areas suitable for development within the Urban Growth Boundary. In particular there is space for a range of industrial and service activities, as well as further retail and commercial activities. The nature and location of retail activities has implications for the availability of land for industrial activities as well as the sustainable management of other retail centres.

The FFSZ (B) can also contribute significantly toward the need for residential including affordable housing. The Zone can enable an intensely developed built environment at densities not currently achieved in the District, involving a significant mix of activities.

There are a number of constraints to development in the FFSZ(B). These include the location of the Zone in the foreground of iconic views of outstanding natural landscapes, an interface with the airport and associated air noise boundaries, limited access from State Highway 6 and the proximity to the Glenda Drive Industrial Zone.

These constraints to a large extent determine where activities within the FFSZ(B) can locate and how they function. A Structure Plan is used to define locations for land use activities and protected viewshafts, important roading connections and significant built form outcomes. This Plan has been created by referencing existing development, key infrastructure (such as the airport and the State Highway) and views to significant landscapes.

The Structure Plan assists in making the most appropriate use of the land resource. Through good design and higher densities, FFSZ (B) will enable the community to grow whilst avoiding the adverse environmental and social consequences of urban sprawl and high cost housing. At the same time, existing physical resources on the Frankton Flats will not be compromised.

12.19.1.2 Landscape and Visual Amenity

Development of the Zone can enhance or detract from the amenity of the entry to the Queenstown urban area. The interface of development with the State Highway corridor is important and control is needed over the design of buildings, fencing and landscape treatment, signage and the arrangement of car parking, access and outdoor storage.

Significant views are present from the State Highway across the Zone towards the face of The Remarkables. These views need to be maintained while allowing for development to occur. Through setting buildings back from the edge of the State Highway, limiting building heights and identifying viewshafts at defined points along the State Highway frontage of the Zone, there is the ability to balance these two outcomes.

The Eastern Access Road (EAR for short) and Grant Road have potential to act as primary viewshafts towards The Remarkables. The development of these roads in terms of their width, planting, street furniture and design of adjoining development will be integral to adding to the visual amenity of the Zone.

Within the Zone there will be some other opportunities to frame views within and outside of the area through the judicious placement of reserves, open spaces, roads and buildings.

12.19.1.3 Integration within the Zone and with other Zones

The likely mix of activities within the FFSZ(B), and the location close to others zones and activities, provide the opportunity to integrate a range of activities. There is the opportunity for people to live and work, go to school and recreate within the zone. Providing a network of roads and walking/cycling linkages to enable integration between the different parts of the zone will be important. The development must also recognise the importance of public transport routes.

The zone is to be laid out utilising a grid-street pattern, mostly aligned at right angles to the State Highway. This provides an opportunity to provide view shafts, along the primary axis – the EAR and the secondary axis, Grant Road and assist in solar access and connectivity.

The Zone contains the northern part of the EAR which will link State Highway 6 through to the Remarkables Parks Zone, via the eastern end of the Queenstown Airport. This route will connect to State Highway 6 to the south and is an important traffic, pedestrian and cycle link in the wider integration of Frankton. Traffic and pedestrian links within the Zone to the Glenda Drive Industrial area, the Events Centre and the FFSZ(A) are necessary to enable a high degree of connectivity and walkability.

Within Activity Area C1 and C2, development and subdivision applications need to be accompanied by a layout plan for the whole of the Activity Area. This plan (called a Spatial Layout Plan or SLP) will identify the location of roads, accessways and pedestrian and cycle links, viewshafts, infrastructure networks and public spaces. The SLP will need take into account any previously approved SLP as well as methods of integration with adjoining land use patterns. In Activity Areas where SLPs are not required the existing Part 15 provisions of the District Plan, complemented by FFSZ(B) provisions, will ensure appropriate integration within and outside of the Zone.

12.19.1.4 High Quality Urban Design

In keeping with the primary goal of sustainable management, development must create a liveable community characterised by high quality urban design to include:

- i compact residential neighbourhood (Activity Area C2) containing a mix of housing types and sizes, adequate open space, affordable housing and ready access to public transportation
- ii commercial areas with shops for residents and visitors through the integration of Activity Area C1 and the FFSZ(A) Zone to form a town centre and complementary main street shopping environment. Activity Area E2 provides for larger showroom style retail not normally found in a town centre environment as well as light industry
- iii local employment
- iv community activities
- v a range of visitor accommodation facilities that add to the life of the community but do not intrude into residential neighbourhoods
- vi a quality public realm including open spaces, reserves and road reserves which contributes to active and passive spaces to be enjoyed by residents, workers and visitors

It is intended that compatible activities are co-located and that incompatible activities are adequately separated and buffered from each other. This is achieved through the use of a Structure Plan. Within Activity Areas E1 and D provision is made for industrial activities that have a lesser amenity standard. Interface areas between activity areas (for example E2/C2 and D/C2) need to be carefully managed.

12.19.1.5 Infrastructure

Frankton Flats is located adjacent to key regional transport infrastructure – the airport and State Highway 6. Any development within this area needs to

recognise the importance of protecting the functions of this infrastructure into the future while allowing the development of a Frankton Flats area as a mixed-use zone.

The Zone is within the boundary of the urban reticulation network for water, effluent and stormwater. There are multiple land holdings within the Zone and so there needs to be co-ordination between the funding, planning and design of infrastructure, utilities and roading to ensure that these are delivered efficiently.

The road network from Frankton to Queenstown CBD is under pressure from increasing traffic volumes. In planning for the development of the Zone and for all modes of travel there is a need to ensure that there are good connections within the site, to the wider Frankton Flats area, to Queenstown and the remainder of the District. In addition, limiting unrestrained private vehicle use including the provision of parking and promoting alternatives to the car must be addressed. There are opportunities for travel demand management planning to be utilised within the Zone to reduce the number of vehicle trips occurring.

12.19.2 Objectives and Policies

Objective 1 Urban growth and the sustainable management of resources

- a** *The needs of the District are provided for by utilising the Zone for a range of urban activities*
- b** *The Zone develops in a manner that achieves environmental quality and amenity while avoiding or mitigating any adverse effects on the environment.*

Policies

- 1.1 *To provide for a wide range of non-residential activities including retailing, community activities and commercial uses, mixed live/work units, and industry (including yard based) to help meet projected land use requirements.*

- 1.2 *To provide for a range of residential activities and visitor accommodation including affordable housing with an emphasis on high amenity, higher density living environments, while discouraging low density living.*
- 1.3 *To ensure that development within the Zone is structured so that:*
 - a** *compatible activities are co-located and incompatible activities are adequately separated by the position of activity areas and roads, and suitable interface controls;*
 - b** *The Zone is effectively integrated with adjacent zones; and*
 - c** *Activity Area C1 and FFSZ(A) integrate to form a town centre.*
- 1.4 *To use a Structure Plan to establish:*
 - a** *The location of the Activity Areas, taking into account the compatibility of activities and the location of the Airport Outer Control Boundary;*
 - b** *A landscaped open space area adjacent to State Highway 6 and associated setbacks of development height to primarily provide for views of surrounding Outstanding Natural Landscapes;*
 - c** *Viewshafts from State Highway 6 to The Remarkables;*
 - d** *The primary roading structure within the Zone; and*
 - e** *Where land use controls are necessary at the interface with the EAR.*
- 1.5 *To use a spatial layout plan in Activity Areas C1 and C2 to:*
 - (a)** *ensure buildings and subdivision give effect to the objectives and policies of the Zone; and*
 - (b)** *co-ordinate development within these activity areas and manage their interfaces and integration with adjoining activity areas and Zones.*

- 1.6 *To ensure quality urban design occurs within the public and private realms so that the built environment provides an appropriate level of amenity for residents, visitors and workers.*
- 1.7 *To establish a cohesively designed network of open space areas, streets and public reserves across the Zone.*

Explanation and Principal Reasons for Adoption

The zone is located where it is close and accessible to other urban areas in the Wakatipu Basin.

The zone provides the opportunity for a range of activities including residential, commercial industrial, community and related activities such as recreation. It provides for employment growth in many sectors. The land can therefore contribute to the ongoing social and economic wellbeing of the District's people and communities.

Development in the zone must recognise certain constraints, including views to the face of The Remarkables, the proximity of and ongoing operational viability of the airport, and the potential for activities to be incompatible with each other. The objectives and policies require that rules ensure that any potential adverse effects are properly avoided or mitigated.

The zone provides for the integration of enabled activities with adjoining land uses, including the FFSZ(A) zone such that a town centre will develop. Integration will also occur with the Glenda Drive Industrial area; the Events Centre and the Remarkables Park zone accessed via the Eastern Access Road. Development will take place at a higher intensity and with a more diverse mix of uses than has generally occurred in Queenstown to date.

Objective 2 Visual Amenity and Connections

- a** *Visual connections to surrounding Outstanding Natural Landscapes are maintained*
- b** *All development visible from State Highway 6 is of a high standard in terms of visual appearance.*

Policies

- 2.1 *To require a 50m wide landscaped open area (Activity Area A) to be established and maintained between State Highway 6 and any built development along the central and western portions of the Zone's northern edge at C1, C2 and E2.*
- 2.2 *To require a building setback from State Highway 6 and generous areas of landscape planting to substantially screen built development and outdoor storage of goods, materials and equipment when viewed from State Highway 6 at the eastern portion of the Zone's northern edge, within that part of Activity Area E1 located to the east of Activity Area A.*
- 2.3 *To provide views from State Highway 6 to the face of The Remarkables, in addition to Activity Area A, through:*
- a a graduated stepping of building height within the Zone;*
- b viewshafts along Grant Road and the EAR; and*
- c three viewshafts through Activity Areas C1 and C2.*
- 2.4 *To ensure that the three viewshafts shown indicatively on the Structure Plan through Activity Areas C1 and C2:*
- a are created by the position of open space (public and private) streets and accessways; and*
- b have a minimum width of 15 metres and are maintained free of buildings.*
- 2.5 *To encourage views from within the Zone to the face of The Remarkables, Cecil and Walter Peaks, Ferry Hill, K Number 2, Queenstown Hill and Peninsula Hill through the position of open space, streets and accessways.*
- 2.6 *To give primacy to the protection of the views of Outstanding Natural Landscapes from public spaces when considering proposals to exceed height limits not otherwise provided for by provisions in specific activity areas.*

- 2.7 *To ensure that the nature and location of landscaping proposed to complement development does not itself adversely affect the view shafts to The Remarkables.*
- 2.8 *To achieve a high level of amenity for all development that is visible from State Highway 6 through managing building design, site layout and landscaping.*
- 2.9 *To ensure that commercial signage avoids adverse effects of visual clutter as viewed from State Highway 6 and that it does not compromise traffic safety.*

Explanation and Principal Reasons for Adoption

Frankton Flats Special Zone (B) is located at the entrance to Queenstown and as such provides one of the first impressions of the Queenstown urban environment. Any development in this area must maintain and enhance the amenity of this approach into Queenstown.

Activity Area A (Open Space Zone) provides a 50m open area from the State Highway that is free from structures so that landscaping and tree planting can soften the views of the intensive development within the zone.

Development undertaken in accordance with the Structure Plan will ensure roads are located perpendicular to the State Highway to assist in providing views to the Remarkables Range beyond the development.

Landscaping in the form of mature trees can assist in framing views and softening the effects of the development.

Buildings viewed from the State Highway are subject to a higher threshold of design to ensure they are of a high standard of appearance and amenity while excessive signage and the use of corporate colours is avoided to protect the important views.

Objective 3 Managing Interfaces, Integration and Improving Connections

- a** *Development physically and visually integrates within the Zone and with surrounding Zones including the Frankton Flats Special Zone (A), Glenda Drive Industrial Zone and the Events Centre.*
- b** *The Eastern Access Road (EAR) develops as a corridor that has an important linking role as well as being an urban place in its own right formed by the road and adjacent development.*
- c** *A connected internal roading network develops that helps to facilitate movement demands between activity areas while also providing a block structure that supports a quality urban environment.*
- d** *Interfaces between incompatible activities are managed to avoid or mitigate adverse effects.*

Policies

- 3.1 *To require applications for buildings and subdivision in Activity Areas C1 and C2 (except for subdivisions that create lots for an entire Activity Area) to include a spatial layout plan (SLP) for the whole of the Activity Area within which they are located. The spatial layout plan is to be prepared with reference to:*
- a** *the objectives and policies of the Zone and the relevant Activity Area;*
- b** *current and anticipated future built form (building mass, typologies and footprint) and uses within the Activity Area;*
- c** *the anticipated future capacity of the Activity Area; and*
- d** *relationships and connections within adjacent Activity Areas.*

The spatial layout plan is to identify the following features:

- i.** *the location, width and design of publicly accessible roads,*

laneways and accessways having regard to vehicles, public transport, pedestrians and cyclists that are intended to use them;

- ii. the location and shape of publicly accessible open space areas;*
- iii. the location of indicative view shafts;*
- iv. indicative landscape concepts for the above; and*
- v. the three waters infrastructure.*

- 3.2 *To ensure that applications for buildings and subdivisions and associated works within Activity Areas C1 and C2 contribute to and do not undermine the integrated and comprehensive spatial layout for the Activity Areas and the Zone taking into account future needs, integration with adjoining areas and Zones and enabling desired built form outcomes.*
- 3.3 *To provide an effective and efficient arterial road connection between the Zones and the Remarkables Park Special Zone (the EAR).*
- 3.4 *To develop a movement network which is highly permeable and provides a choice of routes and transport modes within and between Activity Areas based on function, convenience, expected traffic volumes and speeds, public safety and amenity.*
- 3.5 *To provide pedestrian and cycle linkages between the Zone and Frankton Flats Special Zone (A), the Events Centre and Glenda Drive as well as within the Zone.*
- 3.6 *To ensure through appropriate road network design that the impact of traffic on the amenity of Activity Areas C1 and C2 is minimised.*
- 3.7 *To provide safe and pleasant street environments for residents, visitors and workers within the Zone which contribute positively to neighbourhood identity and amenity.*

Explanation and Principal Reasons for Adoption

The Frankton Flats Special Zone (B) is situated adjacent to an established industrial area, the Events Centre, Queenstown International Airport and State Highway 6. It is important that access to these areas and facilities is well

designed. Given the mixed use nature of the zone and neighbouring land activities it is important that the interface between incompatible activities is managed to reduce the opportunities for reverse sensitivity effects to occur.

The Eastern Access Road will form a significant part of the roading network within the Frankton Flats. As well as providing access to the Zone it will provide access to the Remarkables Park Zone.

Transportation, land use and public access are fully integrated within the Zone and beyond with the State Highway and other urban centres such as central Queenstown, Frankton Village, Remarkables Park Shopping Centre and Arrowtown.

The zone needs to provide for residents as well as the employees and visitors. Providing connections within and through the Zone will improve choices and encourage walking and cycling as alternatives to using a car.

Objective 4 Providing for and managing impacts on infrastructure

- a** *The development of the Zone does not diminish the on-going operation of the Airport and the Airport is protected from adverse reverse sensitivity effects.*
- b** *A safe, efficient and effective transportation network is provided and travel demands are managed to reduce reliance on the private car.*
- c** *Appropriate provision is made for public and private utilities to meet future needs and to protect public health and safety.*
- d** *Effective integration of land uses with stormwater management systems occurs.*

Policies: - Airport Operation

- 4.1 *To prohibit Activities Sensitive to Aircraft Noise within the Outer Control Boundary of Queenstown Airport.*

- 4.2 To establish a buffer of industrial land (including yard based industrial and service activities) between Queenstown Airport and noise-sensitive activities in the Zone.

Transportation Network

- 4.3 To provide a safe, convenient and integrated transportation network that provides for pedestrians, cyclists, the expected range of vehicles and public transport.

State Highway

- 4.4 To require that a safe, efficient and effective connection to any site from State Highway 6 exists prior to any development being occupied within the Zone.

Advice Note: State Highway 6 is a limited Access Road. Lot 1 DP 23542 and Lot 2 DP 23542 have an authorised crossing place from and to State Highway 6 as provided for in the Government Roothing Powers Act 1989. The NZ Transport Agency may exercise its discretion to cancel and disestablish the crossing place under circumstances where a parcel of land has reasonably practicable alternative legal access to some other road (section 91 (1)(a)(iii) Government Roothing Powers Act 1989).

- 4.5 To provide safe, sustainable and integrated road connections to and from State Highway 6 in locations agreed with the NZ Transport Agency. These agreed locations are all-access roads at Grant Road and the EAR, and limited access at Glenda Drive.
- 4.6 To maintain Activity Area A as an open landscaped buffer between the State Highway and activities in the Zone sensitive to road noise.

Internal Network

- 4.7 To provide a network of streets and accessways, appropriately orientated and integrated with State Highway 6 with physical distinctions between each, based on function, convenience, traffic volumes, vehicle speeds, public safety and amenity.

- 4.8 To ensure that businesses that are serviced by trucks provide safe and functional loading zones on site so that the effective functioning of the road network is not compromised.

- 4.9 To encourage the majority of the heavy traffic passing through the Zone to utilise the EAR instead of Grant Road by road design and traffic control measures such as intersection design, judicious placement of pedestrian crossings and the provision of on-street parking along Grant Road.

- 4.10 To provide suitable, convenient, safe and accessible areas for car parking on site in a way that contributes to the amenity of the Activity Area.

Travel Demand Management

- 4.11 To ensure that the design of the relevant street environments take into account the operational requirements of public transport.
- 4.12 To ensure that car parking is available consistent with a reduced reliance on the private car for travel while not over providing car parking and not exceeding the rates necessary to service the development.
- 4.13 To ensure the layout of the Zone and urban blocks that make up the Zone facilitate walking and cycling.
- 4.14 To encourage a range of physical and behavioural measures to reduce reliance on motor vehicles and to manage demand to travel.

Infrastructure

- 4.15 To ensure that subdivision and development recognises and provides for any necessary cross boundary infrastructure and utilities including but not limited to the provision of overland flow paths for stormwater.
- 4.16 To ensure that any run-off from impervious surfaces is treated and discharged through a combination of on-site infiltration, piping, and overland flow and attenuation primarily along the roading network in accordance with stormwater catchment management plan(s) for the Frankton Flats.

4.17 *To ensure that, in addition to off-site stormwater soakage and storage areas, sufficient space is provided on each site to accommodate on-site soakage of stormwater run-off through the provision of permeable areas, as well as soakage bores, pits and galleries.*

Explanation and Principal Reasons for Adoption

The zone is located between two important community infrastructure assets – the Airport and State Highway 6. A planning framework to ensure the ongoing operation of these assets into the future is important. Strong provisions to ensure that ASANs are not located within the Outer Control Boundary assists with this. The zone provides for two accesses from the State Highway. Grant Road and the Eastern Access Road are central components to the internal roading network within the Frankton Flats. While the zone enables opportunities for large scale mixed use development, it promotes methods to travel by modes other than the private motor vehicle. Site design, parking provisions and travel demand management measures are necessary to ensure that this objective can be fulfilled while providing for a range of development opportunities. The Council will complete a Stormwater Catchment Management Plan for the Frankton Flats area. This will provide the basis for the design of stormwater systems to be assessed at the time resource consents are applied for as development within the zone progresses.

Objective 5 Creating a high quality urban environment

A high quality, urban environment develops with integrated built and open space elements, including roads.

Policies

Urban Design

- 5.1 *To ensure a high standard of building design, site layout and landscape treatment including amenity planting within:*
- a *All of Activity Areas: C1, C2 and E2;*
 - b *E1 at the interface of the EAR and SH6; and*
 - c *D at the interface of The Events Centre, the EAR and Road 5.*

In other areas building design, site layout and landscape treatment should be appropriate to the context of the site and Activity Area.

- 5.2 *To enable variations in building height in order to create interesting streetscapes and variety in form, scale and height of buildings.*
- 5.3 *To provide for additional height of up to one floor on street corners adjoining Activity Area A where this will add to the visual interest and articulation of the corner when viewed from State Highway 6.*
- 5.4 *To ensure buildings and site layout enhances street frontages and street amenity taking into account the context of the site.*
- 5.5 *To encourage the use of colours and materials that complement the surrounding landscape character.*
- 5.6 *To ensure that crime prevention techniques are incorporated in the design of buildings (including parking areas), public and semi-public spaces and landscaping.*
- 5.7 *To ensure that the design of the EAR and development on adjoining land, including associated landscaping of both areas, is considered in a comprehensive manner so that:*
 - a *It contributes positively to the urban form and integration of the adjacent Activity Areas; and*
 - b *It maintains and enhances the viewshaft and corridor function of this road.*
- 5.8 *To minimise the visual impact of wide carriageways on streetscapes while accommodating footpaths, public utility services and drainage systems.*
- 5.9 *To require the provision of landscape treatment appropriate to the function of the street as an integral part of street network design while ensuring that signage, roadside furniture and landscaping do not adversely affect views of the surrounding Outstanding Natural Landscapes.*

- 5.10 To complement the appearance of buildings through the judicious placement of trees so building bulk and height is less apparent.
- 5.11 To ensure the design of on-site car parking, loading zones and loading bays in Activity Areas C1, C2 and E2 do not adversely affect the amenity of streets and other public places.

Open Space

- 5.12 To provide for a range of reserves of appropriate, quality, quantity and functionality in convenient locations so as to meet the active and passive needs of the residents, worker and visitor community taking into account Policy 1.1 of 4.4.3 of the District Wide Policies.
- 5.13 To provide for a range of open spaces including places to meet, play, shelter, sit and rest with these spaces oriented to the sun and sheltered from prevailing winds.

Explanation and Principal Reasons for Adoption

The urban area within the zone is to be built to such a standards that it is visually interesting and provides varied urban form. Factors such as building height, form, subdivision design, materials and comprehensive urban planning will contribute to an area that is attractive, usable, safe and vibrant.

Objective 6 Area A (Open Space)

An open landscaped area adjacent to the State Highway that helps to maintain views of the surrounding Outstanding Natural Landscapes and provides for public access and physical separation of buildings from the State Highway.

Policies:

- 6.1 To mitigate the adverse landscape and visual amenity effects of development by providing an attractive, comprehensively designed open landscaped area between State Highway 6 and Activity Areas C1, C2 and E2 that is free of buildings.

- 6.2 To provide a public walkway and cycle path that is linked with the local network and that is compatible with the walkway/cycleway adjacent to the northern edge of the FFSZ(A).
- 6.3 To ensure that all of Activity Area A is comprehensively maintained and managed in a consistent manner and is not fenced or further developed in incompatible landscape styles.
- 6.4 To require that a resource consent be granted and implemented for development of Activity Area A prior to work proceeding in Activity Areas C1 and C2. The consent is to:
- provide for the formation of a walkway and cycle path linked with the local network;
 - provide for consistent landscape treatment while not compromising the Area's open character, viewshafts to The Remarkables, and views to ONLs;
 - secure the Area's ongoing maintenance and management; and
 - secure permanent public use of the walkway and cycleway.

Explanation and Principal Reasons for Adoption

This Activity Area includes most of the land along the frontage of the zone within 50 metres of State Highway 6. The area will remain free of buildings and will provide a landscaped open area between the State Highway and the built form in Activity Areas C1, C2 and E2. Public access through the activity area and its ongoing maintenance will be secured through the resource consent process.

Objective 7 Area C1 (Centre)

A vibrant, mixed use area organised around a mainstreet-type environment that complements and is integrated with the Frankton Flats Special Zone A to form a town centre which serves local and surrounding areas.

Policies:

- 7.1 To enable a range of retail, commercial, office, entertainment and licensed premises, higher density residential, visitor accommodation, community, education, health and day care activities, that achieve a mixed use town centre outcome, in conjunction with FFSZ(A) .
- 7.2 To limit the number of large format retail activities and their location to either end of the mainstreet (Road 8) to help generate pedestrian activity and support commercial viability while maintaining a mainstreet environment.
- 7.3 To ensure that Activities Sensitive to Aircraft Noise only occur outside the Queenstown Airport Outer Control Boundary.
- 7.4 To encourage subdivision and development to provide a fine grained urban pattern based on a grid street network and a perimeter block form of development where streets are generally edged by continuous building facades.
- 7.5 To ensure streets and landscaped places provide a range of sunny and sheltered places that enable people to meet, rest and observe passing activity.
- 7.6 To require attractive, active and continuous street frontages along the 'mainstreet' (Road 8) by using extensive areas of transparent glazing, not allowing residential activities and visitor accommodation to locate at ground floor level and locating main pedestrian entrances direct to the street.
- 7.7 To provide continuous veranda cover for pedestrian shelter along both sides of the mainstreet (Road 8).
- 7.8 To mitigate adverse visual effects of large format retail uses by requiring the sleeving of large building forms with smaller buildings and requiring modulation and detailing of frontages visible from streets.
- 7.9 To enable minor variations in buildings height in order to create interesting streetscapes and variety in form, scale and height of buildings.
- 7.10 To manage the location of car parking in order to contribute to visual amenity including placement of parking to the side or rear of buildings and undergrounding where appropriate.
- 7.11 To provide and enhance public walkways and thoroughfares between and through buildings to enhance walkability and permeability for pedestrians.
- 7.12 To ensure public spaces, including communal parking areas, are safe to use and pass through, including being suitably lit at night time whilst taking into account Council policies on lighting.
- 7.13 To require that residential activities are designed to minimise potential adverse effects on occupants from high levels of night time noise generated from other activities within the Zone.
- 7.14 To achieve a high level of amenity on the northern edge of Activity Area C1 as viewed from State Highway 6 and Activity Area A by requiring buildings to face and provide access to the 'Laneway' (Road 14). Buildings on site(s) between the western end of the 'Laneway' (Road 14) and Grant Road are to similarly address Activity Area A.
- 7.15 To avoid adverse visual effects of signage on the northern side of buildings adjoining Activity Area A by managing the size and location of signs or sign platforms when assessing building design.

Explanation and Principal Reasons for Adoption

Organised around a mainstreet (Road 8) with retail anchors at either end Activity Area C1 is to integrate with the neighbouring FFSZ(A) zone to function as a town centre. A mix of activities are provided, enabling the development of a vibrant and attractive place to live, visit and work. There is a requirement for high quality design of buildings and landscaped spaces to create safe, visually attractive places.

Objective 8 Activity Area C2 (Residential Neighbourhood)

A compact, predominantly residential neighbourhood, with a mix of compatible activities, accommodated in low to midrise building

types (up to 6 storeys) designed to provide a high quality public and private living environment.

Policies:

- 8.1 To encourage effective use of land by preventing low density residential living and enabling higher density residential development, including affordable housing.
- 8.2 To enable an environment conducive to the development of a residential neighbourhood, with retail, commercial, and visitor accommodation activities limited to convenience retail and smaller scale workplaces and developments.
- 8.3 To ensure that Activities Sensitive to Aircraft Noise only occur outside the Queenstown Airport Outer Control Boundary.
- 8.4 To require a high standard of site and building design including outdoor living spaces that integrate with neighbouring land uses and streetscapes to ensure high quality environment for residents and visitors.
- 8.5 To ensure that building facades that front streets and public spaces contribute to safe and attractive high amenity public environments.
- 8.6 To manage the location of car parking in order to contribute to visual amenity. Garages and on-site car parking areas should not dominate streetscapes.
- 8.7 To enable minor variations in buildings height in order to create interesting streetscapes and variety in form, scale and height of buildings.
- 8.8 To achieve an environment where:
- a noise sensitive activities are designed so as to minimise potential adverse effects for occupants from noise generated by activities in the Zone; and
 - b noise generating activities within the activity area are required to avoid or mitigate any unreasonable noise effects on nearby residential activities.
- 8.9 At the interface of Activity Areas C2 and E2 require:
- a at the time of subdivision and development a laneway between the Activity Areas to enable physical separation of development and to provide shared access; and
 - b ensure that building design and site layout, including the location of parking and outdoor areas helps to minimise nuisance effects for residents while maintaining the amenity of the laneway.
- 8.10 At the interface of Activity Areas C2 and D, minimise adverse effects of activities in Activity Area D upon residential and visitor accommodation activities in Activity Area C2 through mix of uses, building design and landscaping.
- 8.11 At the interface of Activity Area C2 with Activity Area A, achieve a high level of amenity on the northern edge of Activity Area C2 as viewed from State Highway 6 by:
- a requiring buildings to face and provide access to the 'Laneway' (Road 14); and
 - b managing the size and location of signs.
- 8.12 To recognise that that part of Activity Area C2 located on the western side of Grant Road is inside of the Outer Control Boundary where Activities Sensitive to Aircraft Noise are not possible and to:
- a provide for a range of non-residential activities that are not ASANs; and
 - b ensure that the design of development should recognise and appropriately address the area's relationship to and connections with Grant Road, FFSZ(A) and the Events Centre.

8.13 *To ensure that public open spaces are provided concurrently with development, that provide safe, accessible and convenient spaces for people to undertake passive, informal recreational activities.*

Explanation and Principal Reasons for Adoption

Activity Area C2 is predominately outside the airport's Outer Control Boundary and is intended to enable a higher density, high quality residential environment. Non-residential activities are limited in scale and type to those compatible with a residential environment. There is an expectation of quality design of buildings, the spaces between buildings and streetscapes.

The area of C2 west of Grant Road is separated from the main body of C2. Its proximity to FFSZ(A) and its location inside the OCB means that the area does not fit neatly under the objectives for C2.

The policy for this particular area of C2 therefore recognises the areas features and allows for a different approach in terms of activity mix and building design to that of the main part of C2. Given the small size of this part of C2, there is no need for an SLP.

Objective 9 Activity Area E2 (Mixed Use Business Corridor)

- a** *A mixed-use business-orientated corridor for activities that benefit from exposure to passing traffic and which provides a transition between the adjoining residential and industrial areas, while maintaining the role of Activity Area C1/FFSZ(A) as a town centre.*
- b** *A high quality urban form that complements the corridor functions of the Eastern Access Road, including its role as an important viewshaft.*

Policies

9.1 *To provide for a mix of offices, light industry, community, educational activities and mid-sized retail activities.*

9.2 *To exclude:*

- a** *activities that are incompatible with a high quality mixed business environment due to the presence of harmful air discharges, excessive noise, use of hazardous substances or other noxious effects;*
- b** *activities that would undermine Activity Area C1 as being the primary location for smaller scale retail; or*
- c** *large footprint structures that are incompatible with the intended urban form outcome for the Activity Area.*

9.3 *To ensure that a mixed use business environment establishes along the EAR where retail uses do not predominate by:*

- a** *controlling the size of individual retail units;*
- b** *requiring development that fronts the EAR to provide two or more levels of development with above ground floor areas that are suitable for activities other than retail, or otherwise provide for a mix of uses along the road frontage of the site; and*
- c** *enabling flexible occupation of floor space by:

 - i.** *having a standardised car parking rate for non-retail activities;*
 - ii.** *floor to ceiling heights that enable a range of activities to occur within buildings.**

9.4 *To ensure that built form, site layout and landscape treatment of development establishes and maintains a high quality, attractive and visually cohesive interface along the EAR frontage.*

9.5 *To ensure buildings and site development results in a high level of visual interest when viewed from the EAR through a combination of generous areas of glazing at ground floor, building modulation and detailing, positioning of main building entrances visible from the street, integration of signage with building design and appropriate landscape treatment.*

- 9.6 To ensure roadside interfaces become attractive spaces, by requiring:
- a buildings be developed close to road boundaries so activities within the ground floor of buildings are clearly visible to passing pedestrians and motorists;
 - b buildings to provide an appropriate sense of scale to the streetscape through facade and roof design. In accordance with Policy 9.3(b), this will principally be achieved by multi-level buildings which visually distinguish upper floors from ground floors through methods such as articulating facades, the use of glazing, materials and finishes. Any single level buildings should emphasise building heights at street frontage through incorporation of vertical scale or modulation into the design such that there is an impression of two levels. Series of low, single level buildings are to be avoided; and
 - c buildings to occupy at least half the road frontage of sites with car parking and loading areas located at the side or rear of each site so that they do not visually dominate road frontages. Storage of goods and refuse is to occur to the rear and be appropriately screened from view.
- 9.7 To require any landscape treatment of frontages to complement and be integrated with building design and site layout. Landscape treatment should not be an alternative to high quality building design.
- 9.8 To achieve a high level of amenity on the northern edge of Activity Area E2 as viewed from State Highway 6 and Activity Area A.
- 9.9 To ensure that safe, convenient and attractive pedestrian footpaths and on-street parking are available within the road corridor, along both sides of the EAR as well as for pedestrian connections between activities within the Activity Area, and activities in Activity Areas C2 and E1.
- 9.10 To require adequate parking (staff and visitor), loading and turning of vehicles to occur within each site (or as part of a shared arrangement secured by an appropriate legal agreement), arranged so that all vehicles that exit onto the EAR can do so in a forwards direction.
- 9.11 To limit vehicle access to and from the EAR to either shared crossing points or accessways or alternative access locations, when subdivision or development occurs.
- 9.12 At the interface of Activity Areas C2 and E2:
- a require subdivision and development to provide a laneway between the Activity Areas to enable physical separation of development while providing shared access;
 - b locate loading areas, ventilation ducts, outdoor storage areas and other activities generating outdoor noise and/or odour where effects from these are minimised in relation to residential activities in AA C2; and
 - c require building and roof designs to minimise visual effects including glare when viewed from within AA C2. Exhaust and intake ducts and other mechanical and electrical equipment should be integrated into the overall roofscape and building designs.
- 9.13 To require Community Activities and Education Facilities to incorporate mitigation to reduce potential reverse sensitivity effects from noise generated from activities in AA E1.

Explanation and Principal Reasons for Adoption

Activity Area E2 straddles the Eastern Access Road. The proximity of the highway and the Eastern Access Road provides a high level of visual exposure for this land, which in turn requires that there is a high quality urban design and architectural response. This area is identified as a suitable location for a mix of high quality light industrial activities and midsized retail activities, which are not necessarily appropriate in a town centre environment, yet which benefit from visual exposure, as well as offices. Retail floor area restrictions, building and site design controls are in place to ensure that the area develops a mixed use character.

Objective 10 Activity Area E1 (Industrial)

An area for industrial and service activities, which has a standard of amenity that is appropriate to the function of the Activity Area

Policies:

- 10.1 To enable a wide variety of industrial activities and service activities ranging from lighter industrial activities through to those of a yard based nature.
- 10.2 To ensure that any office space is ancillary to the use of the site for industrial and service activities.
- 10.3 To exclude retailing unless retail activities are:
- a ancillary to, and minimal in comparison with the use of the site for industrial and service activities; or
 - b In addition to (a) where located on a site with frontage to, and not extending more than 50m from the EAR, then to enable yard based retailing ancillary to industrial or service activities..
- 10.4 Unless otherwise provided for in the policies for this Activity Area, to exclude activities (such as residential, retail and visitor accommodation activities) that conflict with the intended purpose of the Activity Area through the generation of reverse sensitivity effects; or will result in the reduction of land available for industrial and service activities.
- 10.5 To ensure that Activities Sensitive to Aircraft Noise are not located within the Outer Control Boundary.
- 10.6 To provide for higher building coverage on sites while ensuring that there is adequate space for storage of goods, parking, loading and manoeuvring.
- 10.7 To require sites provide an attractive frontage to all streets.
- 10.8 To require buildings and outdoor areas that adjoin and are visible from the EAR, State Highway 6 or Road 2 to:
- a have a high quality building façade design and associated road frontage landscaping; and
 - b appropriately screen outdoor storage of goods, materials and equipment (except for those goods, materials and equipment that are offered for sale adjoining the EAR) in order to provide high amenity values.
- 10.9 To minimise the adverse effects of noise, glare, dust and pollution.
- 10.10 To ensure subdivision creates lots and sites that are capable of accommodating development that meets the relevant site and zone standards.
- 10.11 At the time of subdivision or development, to ensure that:
- a there is adequate provision for road access, onsite parking (staff and visitors) and loading and manoeuvring for all types of vehicle so as to cater for the intended use of the site;
 - b where the intended use may require the use of large truck and trailer units, or a large number of vehicles using the same access point, there is sufficient area for these to exit on to the road in a forwards direction;
 - c all vehicles that exit onto the EAR can do so in a forwards direction; and
 - d vehicle access to and from the EAR is limited to either shared crossing points or accessways, or alternative access locations.
 - e Clauses (b), (c) and (d) above can be enabled by shared parking, access and loading arrangements that are secured by an appropriate legal mechanism.
- 10.12 To recognise the existence of a consented garden centre activity on Lot 2 DP23542 and its continued operation while providing for a licensed cafe (on-licence only) that is ancillary to the use of the site as a garden centre.

Explanation and Principal Reasons for Adoption

This activity area adjoins the existing Industrial zoned area at Glenda Drive. It will contain industrial activities and service activities that are generally of a lesser amenity in terms of building design, noise and other effects. Development is provided with sufficient room on site to accommodate cars and other vehicles, as well as storage and loading. A higher standard of amenity is to be achieved through building design, landscaping and screening along SH6, EAR and Road 2.

To retain the ability of the zone to accommodate industrial and service activities, office floorspace is limited to being ancillary to the primary use. Residential and other non-industrial and service activities that may generate reserve sensitivity effects are not provided for. Retail activities not ancillary to industrial and service activities, or not directly connected to the principal use of the site for outdoor storage where located alongside the EAR, are also not provided for because of the other location options available for these activities, as well as the need to protect the land resource for industrial and service activities.

The function of Activity Area E1 is to provide for the full range of industrial and service activities, i.e., small and large, extensive and intensive, while recognising that over time it is likely that intensive use of land (by greater building coverage and smaller sites) will occur. Industrial and Service activities of a yard based nature are consistent with the objective for the area, this function but it can be expected that they will have a much smaller presence in the activity area over time. Activity Area D provides for a long term location for yard based activities, by virtue of its development controls.

Objective 11 Activity Area D (Yard Based Industry)

An area dedicated to yard based industrial and service activities where there is a predominance of outdoor storage of goods, equipment and materials.

Policies:

11.1 *To enable industrial and service activities which require larger land areas with a smaller proportion of building coverage.*

11.2 *To ensure that any office space is ancillary to the use of the site for yard based industrial and service activities.*

11.3 *To exclude retailing unless retail activities are:*

- a *ancillary to and minimal in comparison with the use of the site for yard based industrial and service activities; or*
- b *in addition to (a) where located on a site with a frontage to, and not extending more than 50m from the EAR, then to enable retailing ancillary to yard based industrial or service activities.*

11.4 *To exclude activities that conflict with the intended function of this Activity Area such as those involving a high percentage of building coverage, small lot sizes, generate reverse sensitivity effects or which would otherwise not be appropriate in close proximity to the Airport (including residential and visitor accommodation).*

11.5 *To use a combination of large lot sizes and low building coverage to ensure that this area is retained for yard based industrial and service activities.*

11.6 *To require adequate parking, loading and manoeuvring of vehicles to occur within each site, provided that:*

- a *there is sufficient area for large truck and trailer units, and other vehicles where a large number of vehicles use the same access point to exit on to the road in a forwards direction, and*
- b *all vehicles that exit onto the EAR can do so in a forwards direction.*

11.7 *To require buildings and outdoor areas that adjoin and are visible from the EAR, Grant Road and Road 5 to:*

- a *have a high quality of building façade design and associated road frontage landscaping; and*
- b *appropriately screen outdoor storage of goods, materials and equipment (except for those goods, materials and equipment that*

are offered for sale adjoining the EAR] in order to provide high amenity values.

- 11.8 To ensure that sites provide an attractive frontage to streets and to the adjoining Activity Area C2.*
- 11.9 At the interface of Activity Area D and the Events Centre, provide a consistent landscaped edge inside of Activity Area D where it adjoins the Events Centre land to provide for screening of low amenity activities without precluding pedestrian connections.*
- 11.10 To promote safe and direct pedestrian connections between Grant Road and the Events Centre land.*
- 11.11 To minimise the adverse effects of noise, glare, dust and pollution.*

Explanation and Principal Reasons for Adoption

The District requires land dedicated to yard-based industrial and service activities. This includes land for the parking and servicing of vehicles, storage of construction materials and contractors yards. These activities require large sites, but are often excluded from industrial zones by demand from other, more intensive activities. A large minimum site area is required and building coverage limited in order to maintain the function of this area.

To meet foreseeable needs, it is necessary to prevent the area being utilised for activities that could locate in other zones, such as retail and stand alone office activities. Retail activities have the potential to increase land prices and make it uneconomic for yard-based activities to locate in Queenstown.

Retailing is therefore limited under the policies.

Because of the nature of activities occurring within this Activity Area and the location beside the Queenstown Airport, any form of residential, community or visitor accommodation activity is inappropriate. The more extensive industrial and service uses in this area will be compatible with the existing and reasonably foreseeable future effects of the Airport.